

Environmental Statement

11. VEHICLE TRAVELLERS

11.1 Introduction

This chapter considers the impact the Scheme will have on vehicle travellers. The two impacts covered are 'view from the road' and 'driver stress'.

11.2 Methodology

The effects of the Scheme on vehicle travellers has been assessed taking into account the advice in DMRB Volume 11, Section 3, Part 9.

The view of the new works could be considered as a relatively minor interruption to the views enjoyed by drivers as they travel along the A77, which will principally remain on the line of the exiting road. That is not to regard the landscape of the works as unimportant; this is fully considered in Chapter 7, Landscape and Visual Effects.

This section of the A77 could be considered to be a relatively stressful environment for drivers. The Scheme itself aims to reduce the number and severity of accidents within the Study Area. This can be achieved by closing the openings in the central reserve, providing grade-separated junctions at selected locations and closing many of the remaining junctions and accesses onto the A77.

The following comments are therefore intended as a brief appraisal to reinforce the comments above.

11.3 View from the Road

The A77 is the major commuter route between Ayrshire and Glasgow and does not provide any views of significance at the stretch between Symington and Bogend Toll. The Scheme is to improve the safety of this particular stretch of the A77 by closing central reserve gaps and various access points along the route. There will only be minor changes to views from the road, which relates to the passage of vehicles under the two new structures.

11.4 Driver Stress

There is a significant amount of vehicular movement along the existing A77 dual carriageway, which carries traffic in both directions and with junctions at frequent intervals along the road. The road carries vehicles, cyclists and pedestrians on the dual carriageway

Concern has been expressed about the safety of this section of the A77 due to the number of central reserve crossing gaps within this stretch of the road. This is a stressful activity, and has been a contributing factor to a number of road traffic accidents.

As a result of the Scheme, drivers on the A77 will no longer need to take account of central reserve crossing manoeuvres as these are to be closed off, so drivers will

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not be turning right onto and off of the main carriageway. In addition, some of the access points onto the carriageway will be stopped up and connections provided to the new grade-separated junctions. All these changes will be a beneficial impact for drivers travelling along the A77 and driver stress will therefore be removed.

It is considered therefore that the issue of driver stress should not be considered further.

11.5 Summary

The view from the road for vehicular travellers will not change significantly and there will be no separation from the A77 route, as the alignment will remain the same. This issue is addressed in more detail in Chapter 7, Landscape and Visual Effects chapter. The effect on driver stress is overwhelmingly beneficial, as the Scheme will lead to an improved driver stress level by the reduction in the number of junctions and direct accesses and the removal of the central reserve gaps and opposed right-turn manoeuvres. These measures, combined with the reduction in conflict point with non-motorised users, will reduce uncertainty for drivers giving less potential for accidents. It is considered therefore that the issue of vehicle travellers should not be considered further.