

Part Two

2/11 Pedestrians, Cyclists, Equestrians and Community Effects

2/11.1 Introduction

This section provides an assessment of the impact of the proposed scheme on journeys that are made in its locality by pedestrians, cyclists and equestrians. For ease of reference the term 'pedestrians and others' is used to describe this group.

In accordance with DMRB, the assessment of impacts on pedestrians and others focuses on three main aspects of people's journeys, namely, the effect on the amenity value of journeys, changes in journey lengths and times, and changes in community severance.

The amenity value of a journey is defined as "the relative pleasantness of a journey". This relates, in particular, to the exposure of pedestrians and others to traffic, and the associated factors of noise, dirt, air quality, fear and safety. The effects of both traffic on the road, and road layout and structures are considered. Visual impacts are also considered.

The assessment of the impacts on journey lengths is related to how a scheme will affect the distance and duration of journeys made by pedestrians and others resulting from any diversions or closures of footpaths or Rights of Way.

The assessment of community severance relates to the impact on residents resulting from any changes in amenity value and journey lengths and/or times. The construction of new roads, or even relatively minor changes to existing roads can result in significant changes to local journey lengths or travel patterns within a community. Roads may, for example, act as a barrier deterring people from using certain community facilities, or, conversely, a diversion of road traffic away from a busy road may make an existing road easier to cross and thereby reduce community severance.

2/11.2 Methods

The study area for pedestrians and others is shown in Figure 2/11.1. It extends from the northern and eastern edges of Kincardine village to just east of Longannet Road off the A985, and from the southern edge of Tulliallan Woods down to the north bank of the River Forth.

The assessment of impacts on pedestrians and others was undertaken through:

- consultations;
- a review of Ordnance Survey maps;
- a literature review (including the West Fife Local Plan, February 2000);
- a site walkover;
- a pedestrian, cyclist and equestrian survey conducted by Count On Us during June 2000 along Walker Street (also known as the C5) between Kincardine village and Inch House;
- a demand survey of pedestrians and others conducted by Count On Us during June 2000 at three pelican crossings on the A977, the A985 and the A876;
- a non-motorised user survey conducted by Paul Castle Consultants during June 2001 at three locations (on the coastal path, along Walker Street and on Longannet Road; and

- a review of vehicular traffic data provided by Oscar Faber.

The results of the surveys have been summarised in this section. The detailed data is provided in [Appendix 10](#).

The assessment was undertaken according to the following process:

- identification of the key community facilities and routes used within the study area;
- assessment of any changes in the routes used by pedestrians and others and any changes in the amenity value and safety of these routes;
- assessment of where journey lengths and /or times will be changed by the proposals; and
- assessment of any resultant changes in community severance.

2/11.3 Baseline Conditions

The main transport routes within the study area are provided by the A876, which runs from the south, crossing the River Forth over Kincardine Bridge, and either to the north along the A977, or to the east via the A985 or the C5. These routes, with the exception of the C5, form the central road network of Kincardine.

Key facilities

The key facilities used by the local community of Kincardine are shown in Figure 2/11.1, and include:

- a bank;
- a bowling green;
- Tulliallan Primary School
- a car park;
- Tulliallan cemetery;
- a church;
- a health centre;
- a football ground;
- a hall;
- a library;
- two nursing homes;
- nurseries;
- open spaces (existing and proposed);
- a post office; and
- shops.

All the existing key community facilities and the majority of their catchment area are situated to the north side of the proposed link road (hence, no catchment area assessment was undertaken for this study). The majority of the commercial and public service buildings are located in the old part of the village to the west of the A876 North Approach Road. The school is located to the north, just off the A977, and the two nursing homes are located just off the A876 North Approach Road, to the east.

Stables in the vicinity of the scheme include those at Inch Farm, where eight horses are stabled (three of which are moved to stables off Walker Street for the winter) and Chapel Hill Farm Livery (in the northern part of the village), where 15 horses are stabled.

Key Routes

The main routes used by pedestrians and others away from the central road network of Kincardine and in proximity to the proposed Eastern Link Road are shown in Figure 2/11.1. These include:

- the coastal path along the bank of the River Forth;
- Station Road;
- Forth Street;
- Silver Street; and
- Walker Street (which becomes the C5 beyond the built-up area).

The Coastal Path

The coastal path is an established pedestrian, cycle, and equestrian way that passes along the north bank of the River Forth from the western side of Kincardine Power Station, beneath Kincardine Bridge to and beyond Longannet Power Station and Blair Castle. In theory, the path comprises two distinct sections. The north section passes Kincardine Power Station on the estuary (west) side of the rail line and terminates at the pier just south of Kincardine Bridge. The south section commences on Silver Street/Forth Street and follows the road leading to the Kincardine sewage treatment works and beyond to the south. The south section is located to the landward (east) side of the rail line. Thus, the path is severed by the coastal railway line, just to the south of Kincardine Bridge. However, it is apparent that unofficial crossing points in proximity to the bridge provide for the continuation of the path. The path also forms part of the strategic pedestrian and cycle routes of the proposed Fife Coastal Path (West) identified in the West Villages Local Plan, 2000.

Access points onto the coastal path from Kincardine include a pedestrian level crossing across the railway line at Station Road and two unofficial crossing points across the railway line connecting to Forth Street and Silver Street. A further unofficial footpath exists from near to the old cement works on Walker Street, passing along a field boundary towards the coastal path south of the sewage treatment works.

There is a further point of access onto the coastal path from Inch Farm, where a path originates from the south end of the farm and passes south to join the coastal path. This path also provides access for equestrians from Devilla Forest that lies to the north, and provides a circular route when used in conjunction with Walker Street.

The demand survey conducted in June 2001 collected data at the junction of the coastal path with Silver Street and Forth Street to the south of Kincardine Bridge. The survey aimed to identify users using the coastal path, and those gaining access from Silver Street, the A876 North Approach Road and the pier. The data, presented in Appendix 5 and summarised in Table 2/11.1, indicate a generally high level of usage. One hundred and seventy one pedestrians (40 of which are in the vulnerable group, i.e., elderly and disabled persons and children) use the coastal path on a weekday, falling to 96 (24 of which are classified as vulnerable) on a weekend. Cyclists and equestrians were also recorded, making the total number of users, 194 on a weekday and 109 on a weekend.

The data also clearly show that a relatively high percentage (in the region of 50%) of users use Silver Street for access to and from the coastal path. Seventy pedestrians accessed the path from Silver Street or Forth Street on a weekday, falling to 57 on a weekend.

Cyclists accounted for between approximately 10 and 17% of all journeys, and almost all used Silver Street for access. A total of 3 equestrians were recorded on a weekday, all of whom were using Silver Street for access to or from the path. No equestrians were recorded at the weekend.

The survey concluded that the majority of users on the coastal path comprised pedestrians using the path for recreational purposes, and that no alternative route was used on a regular basis. It was also established that people do not tend to travel between Silver Street and Forth Street beneath Kincardine Bridge to gain access to the other side of the village, but use the crossing across the A876 North Approach Road.

Table 2/11.1 Non-Motorised Survey Results (2001) for the Coastal Path

Travel Route	Survey Date (Time: 7:00 to 19:00)	Number of journeys recorded				
		Pedestrians		Cyclists	Equestrians	Total
		Non-vulnerable ¹	Vulnerable ²			
Coastal Path (one way journey)	Weekday –05/06/01	131	40	22	3	194
	Weekend –02/06/01	78	18	13	0	109
Silver Street / Coastal Path (one way)	Weekday –05/06/01	56	24	17	3	100
	Weekend –02/06/01	49	8	7	0	64

Notes: ¹ Non-vulnerable users comprise able-bodied adults
² Vulnerable users include elderly and disabled persons and children.

Station Road, Forth Street and Silver Street

Station Road, Forth Street and Silver Street are all relatively quiet roads away from the main road network of Kincardine. They are used mainly by local traffic and are used by local pedestrians, cyclists and equestrians.

Walker Street

Walker Street (the C5) is also away from the main road network, but provides a useful link for local traffic between Kincardine and Longannet Road and the A985. It is a popular west / east route used by pedestrians and cyclists (see Table 2/11.2). The user survey undertaken between the edge of Kincardine village and Inch House on Walker Street in June 2000 indicated a daytime usage of 13 one way journeys on a weekday (27 June 2000, 3 eastbound plus 10 westbound), rising to 52 on a weekend (6 June 2000, 27 eastbound plus 25 westbound) for cyclists. A total of 8 one way pedestrian journeys were recorded on a weekday (two of which were made by pedestrians classified as being within the vulnerable sub-group), rising to 18 on a weekend (five of which were attributed to vulnerable people). Data relating to June 2001 is shown in Table 2/11.2. The results shown in general lower level of usage, but a similar pattern overall.

No equestrians were recorded during the surveys of either 2000 or 2001, although consultees have indicated that local horse riders use Walker Street, particularly during the evenings and at weekends.

Table 2/11.2 Non-Motorised Survey Results for Walker Street (the C5), June 2000 and June 2001

Direction	Survey Date Time: 07:00 to 19:00	Year	Number of journeys recorded			
			Pedestrians		Cyclists	Equestrians
			Non-vulnerable ¹	Vulnerable ²		
Eastbound	Weekday – 27 June	2000	3	0	3	0
	Weekday – 5 June	2001	6	1	3	0
	Weekend – 6 June	2000	7	2	27	0
	Weekend – 2 June	2001	2	0	12	0
Westbound	Weekday – 27 June	2000	3	2	10	0
	Weekday – 5 June	2001	7	2	2	0
	Weekend – 6 June	2000	6	3	25	0
	Weekend – 2 June	2001	0	1	14	0

Notes: As Table 2/11.1.

Longannet Road

Longannet Road lies to the east of Kincardine village, connecting Walker Street to the A985. No special provisions are provided for pedestrians and others, but the user survey results show that it is used by pedestrians and cyclists on both weekdays and at the weekend (see Table 2/11.3).

Table 2/11.3 Non-Motorised Survey Results for Longannet Road, June 2001

Direction	Survey Date Time: 07:00 to 19:00	Number of journeys recorded			
		Pedestrians		Cyclists	Equestrians
		Non-vulnerable ¹	Vulnerable ²		
Eastbound	Weekday – 05/06/01	9	2	2	0
	Weekend – 02/06/01	13	5	4	0
Westbound	Weekday – 05/06/01	7	1	4	0
	Weekend – 02/06/01	6	5	4	0

Notes: As Table 2/11.1.

Busy traffic flows on the central road network of Kincardine restrict pedestrian movement across the roads and thus exert a certain degree of community severance within the village centre. Signalised pedestrian crossings are provided across the A876 North Approach Road in the vicinity of the Post Office and at the western end of Walker Street. Similar crossings are provided across the A977 and the A985 close to the mini-roundabout at the junction with the A876 North Approach Road. The results of the demand survey of June 2000 have been summarised in Table 2/11.4 to show usage of the three crossings over the morning, lunchtime and evening peak periods.

Table 2/11.4 Survey Results for Pedestrian Crossings, June 2000

Crossing location	Survey date	Direction	Survey time		
			07:00 – 09:30	13:30 – 15:30	16:00 – 18:00
A977	21/06/00	Northbound	110	97	97
		Southbound	114	81	117
A876 (NAR)	21/06/00	East bound	53	44	54
		Westbound	66	31	51
A985	21/06/00	Eastbound	75	3	18
		Westbound	12	28	32

There is no hard shoulder or designated cycleway on the road network through Kincardine. Cyclists are required to use the main roads, together with vehicular traffic. The heavy traffic flows and limited overtaking opportunities on the main roads by and large restrict equestrians to the side streets through the village.

Further Unofficial Paths

Two further paths were identified during field surveys undertaken as part of the assessment. These comprise an informal track from the A985 to The Holdings used by residents to gain access from the rear of The Holdings to the A985, and an unofficial path from the football ground off Standalane to Walker Street, past the former cement works, which passes south along a field boundary towards the estuary. No data on usage of these paths has been obtained. However, there is no evidence to suggest that these paths are heavily used as through paths.

Traffic on the Road Network, Existing and Projected

Existing and projected traffic flows on the road network (without the proposed scheme) are shown in Table 2/11.5.

Table 2/11.5 Existing and Projected Annual Average Total Vehicles per 18-hour Day

Road	Annual average, total vehicles per 18 hour day (%HGVs)		
	Existing	Year 2003, do minimum	Year 2018, do minimum
A876 (Bridge end)	25700 (17.0)	26600 (17.5)	32400 (19.5)
A876 (Mini-roundabout)	24700 (17.5)	26100 (17.5)	31700 (25.0)
A985	12300 (16.5)	12350 (16.5)	15000 (21.5)
A977	14000 (17.0)	14850 (17.0)	18200 (18.0)

As the traffic on the existing road network continues to grow, it will continue to cause community severance and adversely affect the movement of pedestrians and others. Pedestrians will have greater difficulty in crossing the busy roads except at the pedestrian crossings already in place, and the amenity for users will be reduced. Cyclists will be at a greater risk along the main routes as traffic flows continue to rise. Equestrians already avoiding the main routes will not be affected further.

2/11.4 Mitigation

Consideration was given during the design process to the need to maintain pedestrian and other access to community facilities and to maintain viable recreational routes for use by pedestrians and others away from the main road network. Consideration was given, in particular, to avoiding potential impacts resulting from the closure of Walker Street, by the construction of an over-bridge. However, as reported in Section 1/3, this was found to be unacceptable for other reasons. Measures to mitigate impacts were therefore sought.

A number of the mitigation measures for pedestrians and others were discussed with interested user groups. Those that have been incorporated into the scheme design are as follows:

- a signalised crossing point for pedestrians and cyclists across the Eastern Link Road at its western end, with ramps connecting to Silver Street and the coastal footpath; and

- construction of a dedicated way for use by pedestrians, cyclists and equestrians at the toe of the southern embankment of the Eastern Link Road between Kincardine Bridge and Walker Street.

A summary of the mitigation measures and the level of mitigation associated with each is provided in Table 2/11.6.

Table 2/11.6 Summary of Measures Employed to Address Potential Impacts on Pedestrians, Cyclists and Equestrians and Communities.

Type of Measure	Description
Prevent	Provision of a signalised crossing point for pedestrians and cyclists across the Eastern Link Road to maintain access from Silver Street to the coastal footpath.
Reduce	None provided.
Offset	Provision of a new dedicated way for pedestrians, cyclists and equestrians adjacent to the southern embankment of the Eastern Link Road to maintain a link to the eastern side of Walker Street and offset severance of Walker Street.
Enhance	None provided.

2/11.5 Predicted Impacts

Construction of a new road, especially a new road that effectively acts as a partial community by-pass, has potential to result in both positive and negative impacts on pedestrians, cyclists and equestrians.

The proposed scheme will provide a new vehicular link between Kincardine Bridge and the A985. Projected traffic flows through Kincardine and along the proposed road in the year of opening (2003) are shown in Table 2/11.9. It is anticipated that there will be a reduction of approximately 40% in traffic along the A876 North Approach Road (in 2003), and an approximate 80% reduction on the A 985 (between Kincardine Roundabout and the Eastern Link Road).

A number of provisions have been incorporated specifically for pedestrians and others, as listed in the mitigation section (Section 2/11.4). As a result, there will be continued access for pedestrians and cyclists between the coastal footpath and both Silver Street and the A876 North Approach Road. There will also be continued access beneath Kincardine Bridge allowing access onto the coastal footpath from Forth Street.

Walker Street will be stopped up where it is severed by the proposed road. There will no longer be through vehicular traffic travelling between Kincardine and Longannet Road or pedestrian access across the proposed road. Pedestrians and others currently travelling along Walker Street will still be able to use the eastern section of Walker Street, and the dedicated way on the south side of the proposed road. However, access from the severed western section of Walker Street (the C5) eastwards will be routed via Silver Street and the signalised crossing close to the bridge.

Equestrians will be required either to dismount and walk to the existing pedestrian crossing across the A876 North Approach Road, or to use the carriageway of the A876 North Approach Road and the mini-roundabout to gain access across the road to the quieter back streets of the village.

2/11.5.1 Journey Length & Time

The nature of journeys affected by the proposals is discussed in Section 2/11.3. In the absence of local data, it has been assumed in accordance with DMRB that average journey speeds on foot are 5km/hr for non-vulnerable pedestrians (i.e., able-bodied adults), at 3km/hr for vulnerable pedestrians (i.e., elderly and disabled persons and children), 10km/hr for equestrians and 15km/hr for cyclists. Journeys up to 15 minutes in duration have been defined as short journeys. For non-vulnerable users, this translates to journeys of up to 1.25km in length, and for vulnerable users, this equates to journeys of up to 0.75km. A medium length journey has been defined as between 15 minutes and one hour, which equates to a journey up to 5km and 3km for non-vulnerable and vulnerable users respectively. A long journey is defined as journeys longer than this. Distances travelled by the different user groups in 15 minutes are shown in Table 2/11.7.

The significance of impacts on journeys to community facilities was defined as either significant positive, significant negative or not significant. This was applied to changes in journey times/distances for both short and long journeys.

The significance of impact is dependent on the magnitude of change to journey time and on the user group as defined in Table 2/11.8.

Table 2/11.7 Distance Travelled by Pedestrians and Others in 15 Minutes

User group	Speed (km/hr)	Unobstructed distance travelled over 15 minutes (km)	Unobstructed distance travelled in 1 hour (km)
Pedestrian (non-vulnerable)	5	1.25	5
Pedestrian (vulnerable)	3	0.75	3
Equestrian	10	2.50	10
Cyclist	15	3.75	15
Local vehicles	70	17.5	70

Table 2/11.8 Significance criteria for changes in journey length & time

Impact significance	Changes to journey times (minutes)					
	Non-vulnerable			Vulnerable		
	Short	Medium distance	Long distance	Short distance	Medium distance	Long distance
Significant positive	>5 min decrease	>10 min decrease	> 30 min decrease	>3 min decrease	>6 min decrease	>20 min
Not significant	<5 min change	<10 min change	<30 min change	<3 min change	<6 min change	<20 min
Significant negative	>5 min increase	>10 min increase	>30 min increase	>3 min increase	>6 min increase	>20 min

Changes in journey lengths and times have been calculated for nine representative

journeys affected by the proposals. Existing and proposed alternative routes are shown for each journey in [Figure 2/11.2](#). The results are shown in Table 2/11.9 (at the end of the Section).

The results show that none of the journeys assessed will be significantly adversely affected except for the journey between the eastern end of Walker Street and Inch Farm (Route 9).

Route 9 comprises the worst case scenario between the eastern-most property on Walker Street and Inch Farm. Walker Street is used for recreational purposes, and Inch Farm is both a residential property and provides stable facilities for up to eight horses. Therefore, the journey is assumed to be made by adults and children in the vulnerable, non-vulnerable and cyclist groups. The journey will be diverted west along Walker Street onto Silver Street, across the signalised crossing on the Eastern Link Road, onto the dedicated way at the base of the southern embankment of the new road, back onto Walker Street. This constitutes an increase of 990m. This represents a short distance journey for non-vulnerable pedestrians and cyclists, for whom there will be an increase of 13 minutes and 4 minutes respectively. For vulnerable pedestrians, to whom the journey represents a medium distance route, an increase of 21 minutes is anticipated. For non-vulnerable and vulnerable pedestrians, there are significant increases in journey times. However, although it is not clear how many users are likely to be affected, the number of people is likely to be relatively low, comprising mainly residents towards to south-eastern edge of Kincardine. No significance criteria have been defined for cyclists, but the increase is not considered significant.

A number of other routes will be affected by either increases or decreases of more than 3 minutes for vulnerable users, but these are medium distance routes where a threshold of 6 minutes applies. This threshold is not exceeded.

The unofficial path from the football ground off Standalane leading towards the estuary will also be severed by the proposed scheme. Users will be required to divert their journey along Walker Street in order to gain access to the estuary. No significant impact is envisaged.

2/11.5.2 Community Severance

As all the existing key community facilities and the majority of their catchment areas lie to the north of the proposed link road, there will be relatively low new severance to the residents of Kincardine en route to the main facilities offered by Kincardine.

There are two main groups of users who will be affected by the proposals. The first group comprises pedestrians and others using or crossing the main road network in Kincardine. This group, which comprises a relatively large number, will benefit from the proposals as the existing heavy traffic flows and the relatively high percentage of HGVs on the road network are reduced by diversion onto the Eastern Link Road. Although pedestrians and others on the main roads are likely still to depend on the designated crossing points provided, an approximate 40% reduction in traffic on the A876 North Approach Road (see Table 2/11.10) and a similar reduction on the A876 near to Kincardine Roundabout will constitute a moderate relief from existing community severance within the village (DMRB guidelines state that for built up areas, an approximate 30% reduction in traffic constitutes a slight relief from severance, 30 to 60% reduction constitutes a moderate relief, and a reduction of traffic of over 60% constitutes a substantial relief from severance). The approximate 80% reduction in traffic predicted on the A985 between Kincardine Roundabout and the junction with the proposed Eastern Link Road will constitute a substantial relief from severance.

Access by pedestrians and others to community facilities across the main road network in Kincardine will be easier. Cyclists will also be at less risk while on main routes due to the potential of increased overtaking opportunities for vehicles, and decreased levels of traffic. Those equestrians currently avoiding the main routes will not be affected by traffic on the main road network. Those using the main roads will benefit in a manner similar to the cyclists.

Table 2/11.10 Projected annual average total vehicles per 18hour day.

Road	Annual average, total vehicles per 18 hour day (%HGVs)		
	Year 2003, with scheme	Year 2018, with scheme	% change from do minimum (2003)
A876 (Bridge end)	16700 (18.5)	21400 (19.5)	Approximately 40% reduction
A875 (Kincardine Roundabout)	16000 (18.5)	20400 (25.0)	Approximately 40% reduction
A985	2300 (19.0)	2600 (21.5)	Approximately 80% reduction
A977	14850 (17.5)	19200 (18.5)	No significant change
Eastern Link Road	13100 (14.5)	19200 (16.0)	N/A

Secondly, there are a relatively low number of pedestrians and others who use Walker Street for access to local facilities or local paths for recreational purposes, who may experience increased severance as a result of the proposed scheme. Walker Street will be severed where the proposed road crosses it. Three residential properties (namely Inch House, The Sycamores and Inch Farm) lie to the east of the closure. These properties will be severed from Kincardine and its facilities. Vehicular access into Kincardine will be from the east, via Longannet Road onto the A985. Access on foot or for cyclists or equestrians will be routed via the dedicated way alongside the proposed road. Pedestrians, cyclist and horse riders making journeys along Walker Street for recreational purposes will also be affected by the closure and will be re-routed either along the proposed dedicated way or across the A876 North Approach Road. Details of these impacts in terms of effects on journey lengths and times are discussed in Section 2/11.5.1 and are shown in Figure 2/11.2. In terms of community severance, the traffic levels on Walker Street are too low to exert any measurable degree of community severance, although all through traffic will cease on construction of the scheme.

The overall impact on community severance will be a moderate relief from existing severance on the A876 North Approach Road and a substantial relief on the A985 between Kincardine Roundabout and the junction with the proposed Eastern Link Road.

2/11.5.3 Amenity Value

The perception of amenity value is a subjective issue. Any changes in amenity value resulting from construction of a new road will therefore also be subjective. However, for the purpose of assessment, it has been assumed that where pedestrians and others will experience a reduction in traffic or road-related noise, dust, vehicular emissions or visual impact, there will be a perceived improvement in amenity value. Similarly, an increase in any such traffic or road-related impacts has been assumed to constitute a reduction in amenity value. The magnitude and significance of impact is described below in qualitative terms.

Construction of the Eastern Link Road will result in significant reductions in traffic along the central road network of Kincardine (notably on the A876 and the A985) (see Table

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2/11.9 for details). This will cause a 2dBA ($dBL_{A10\ 18\ hour}$) reduction in kerbside traffic noise along the A876 North Approach Road and a 8dBA reduction along the A985 (in 2003, when changes will be most noticeable), as well as an improvement in air quality and a reduction in visual intrusion by traffic. There will therefore be a general improvement in amenity value. Given the current heavy traffic and the relatively high percentage of HGVs, this improvement is likely to be perceived as significant.

In the vicinity of the new road, there will be an imposition of traffic and road-related impacts to a previously relatively quiet location. Those most affected will be pedestrians and others using the C5 extension of Walker Street where, at worst case, an increase of up to 21 dBA may be experienced (in 2003). However, pedestrians and others will no longer be subject to the effects of vehicular through traffic. This will be of benefit. The overall impact will vary with distance from the new road, being most negative in its immediate vicinity and positive further away, where increases in traffic noise diminish. This will be a localised impact affecting a relatively low number of users (refer to Table 2/11.2 for user numbers).

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Table 2/11.9 Predicted impact on journey lengths and times

No.	Route	Distance (m)	Alternative Route (m)	Change in Distance (m)	User Type	Time (min)	Alternative Time (min)	Change in Time (min)	Alternative Route	Comments
1	Inch House to Village Centre (post office/village square)	965	1240	+275	Non-vulnerable	12	15	+3	Via new dedicated way, across signalised pedestrian crossing onto North Approach. Road.	Route mainly traffic-free, Increased traffic noise alongside dedicated way.
					Vulnerable	19	25	+6		
					Cyclists	4	5	+1		
					Equestrians ¹	6	7	+1		
					(i) 2400	+1435	Vehicles	0.8	2	+1.2
(ii) 2600	+1635			2.2	+1.4	Via the ELR	Longer option			
2	Inch House to coastal footpath (west)	1050	900	-150	Non-vulnerable	13	11	-2	Via new dedicated way	As Route 1
					Vulnerable	21	18	-3		
					Cyclists	4	3.5	-0.5		
3	The Sycamores to Village Centre (post office)	925	1200	+275	Non-vulnerable	11	14	+3	Via new dedicated way, as Route 1	As Route 1
					Vulnerable	19	24	+5		
					Cyclists	4	5	+1		
4	The Sycamores to coastal footpath (west)	1010	860	-150	Non-vulnerable	12	10	-2	Via new dedicated way, as Route 2	As Route 1
					Vulnerable	20	17	-3		
					Cyclists	4	3.5	-0.5		
5	Inch Farm to Village Centre (post office/village square)	1490	1765	+275	Non-vulnerable	18	21	+3	Via new dedicated way, as Route 1	As Route 1
					Vulnerable	30	35	+5		
					Cyclists	6	7	+1		
					(i) 1865	+385	Vehicles	1.3	1.6	+0.3
(ii) 2075	+580			1.8	+0.5	Via the ELR	Longer option			
6	Inch Farm, coastal footpath, Silver Street, Walker Street circular route	3300	3150	-150	Equestrians	20	19	-1	Via new dedicated way, avoiding Walker St. & Silver St. west.	As Route 1
7	Inch Farm to coastal footpath (west via Silver Street)	1575	1425	-150	Non-vulnerable	19	17	-2	Via new dedicated way, as Route 2	As Route 1
					Vulnerable	32	29	-3		
					Equestrians	10	9	-1		

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No.	Route	Distance (m)	Alternative Route (m)	Change in Distance (m)	User Type	Time (min)	Alternative Time (min)	Change in Time (min)	Alternative Route	Comments
8	Residents of Walker Street to coastal footpath (west, via Silver Street)	600	605	+5	Non-vulnerable	7	7	None	Across signalised crossing over ELR	Route mainly traffic-free
					Vulnerable	12	12	None		
					Cyclists	2.5	2.5	None		
9	Residents of Walker Street to Inch Farm stables ¹	950 ¹	2000 ¹	+1050 ²	Non-vulnerable	11	24	+13³	West on Walker St., Silver St., across ELR onto new dedicated way onto Walker St. east	As Route 1
					Vulnerable	19	40	+21³		
					Cyclists	4	8	+4³		

Note: + indicates an increase in journey length.

- indicates a decrease in journey length.

¹ assumes that approval for an equestrian crossing across the A876 North Approach Road will be granted.

² represents a worst case scenario from the eastern-most property on part of Walker Street that will be severed by the proposed scheme.

³ significant changes shown in bold

Scottish Executive Development Department
Eastern Link Road

Environmental Statement - Draft