

A39 Junction Improvements – Buckleigh and Heywood

Report of the Head of Planning, Transportation and Environment

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that:

- (a) the preliminary scheme layouts shown on drawings P_06_PP_01 and DCCP16425 -EDG-HGN-27502302-DR-C-192 are noted; and**
- (b) any comments on the layout and inclusion within the larger North Devon Link Road project are fed back to the Head of Planning, Transportation and Environment.**

1. Introduction

This report follows the Cabinet report dated October 2017 regarding the A361/A39 North Devon Link Road (NDLR) project. The report gives members the opportunity to comment on the preliminary scheme layouts for the junction improvements at Heywood roundabout and Buckleigh junction, that have been included within the NDLR scheme.

2. Proposal

One aspect of the NDLR project is to accelerate growth and house building in the Northern Devon area. Included within the current scheme is the improvement of seven junctions along the A361/A39 corridor. The last two junctions on the A39 corridor requiring improvement are the Heywood roundabout and Buckleigh Road junction.

Heywood Road Roundabout

Heywood roundabout has been in need of improvement for a number of years but the boundary of the highway and topography of the surrounding area limit the type of improvement that can be achieved. It is proposed to provide a larger, higher capacity roundabout and improvements for pedestrians and cyclists crossing the road.

As part of the consultation process in 2017, pedestrian crossing and improvements to the footways was highlighted as a potential area for enhancement. Following a pedestrian/cycle survey of the junction, it became apparent that non-motorised users (NMU's) favoured the footways and crossing points on the western arm when moving north to south (or vice versa). The results of this survey concluded that NMU's were using this side as the footway was continuous all the way through to Bideford, whereas the eastern side stops further down Heywood Road.

The proposal increases the number of lanes for all approaches to the roundabout and increases the central gyratory width. Pedestrian and cyclists will also be directed down the western arm of the roundabout, and the eastern arm footway will be closed. On the northern arm and the western arm, Toucan crossings will be installed to improve safety for NMU's. This will all be done within the boundary of the existing highway.

The estimated costs of the works at this junction that have been included in the submitted Outline Business Case is £2.834m.

Buckleigh Junction

It is proposed to replace the existing priority 'ghost island' junction with a signalised junction. This will be achieved by widening the existing carriageway to provide the necessary lanes, but this work will all be within the existing highway boundary.

Whilst the casualty record at this location is not significant, the large allocation of development land off this junction will see an increase in right and left turning traffic. The design reflects this increase in movements and will be similar to the installation of signals at Westleigh junction.

The estimated costs of the works at this junction that have been included in the submitted Outline Business Case is £3.679m.

3. Options/Alternatives

As part of the larger NDLR project a number of options were looked at and these can be found in the Scheme Selection Report which can be found here:

<https://new.devon.gov.uk/ndlr/project-documents>

In respect of the two junctions that are the basis of this report, the options have been abstracted and considered below.

Heywood Roundabout

Prior to the NDLR scheme, a number of options at this junction were considered including a fully signalised four way junction and a signalised roundabout. A signalised roundabout was discounted as the inner gyratory of the roundabout could not provide sufficient space to queue waiting vehicles safely. Both of these junctions were assessed in terms of capacity and were unable to cope with the predicted flows.

Buckleigh Junction

Consideration was given to a 3 arm roundabout and a signalised junction. The roundabout would require private land outside of the highway boundary, and would have a negative impact on a bird sanctuary and a number of scheduled monuments to the east and west. The signalised junction can be fitted within the highway boundary and will have minimal impact on the existing ecology and landscape, whilst still providing the required capacity and safety requirements.

4. Consultations

The report of the Head of Planning, Transportation and Environment (PTE/17/56), on the Strategy for North Devon Link Road (A361/A39) was taken to Cabinet on 11 October 2017. This report details the feedback from the public consultation on the proposed scheme and strategy for the NDLR.

This report highlighted feedback received and concluded that the strategy should include improved provision for pedestrians at Borne's Bridge Junction, Bishop's Tawton and Heywood Road Roundabouts; realignment of the proposed bridge at West Buckland Junction westward; widening to the south between Portmore and Bishop's Tawton

Roundabouts and to the north between Bishop's Tawton and Lake Roundabouts (both in part only); and provision of traffic signal control at Buckleigh Road Junction.

5. Financial Considerations

The NDLR scheme has successfully bid, and been awarded £83.1m from the Local Majors Fund. The estimated total cost of the scheme including land, mitigation works, main contract works, preparation, service diversions, supervision and aftercare is approximately £93 million. The estimate include allowances for inflation, risk and uncertainty; they are estimated in accordance with the latest DfT (July 2017) guidance; and have been verified against data from other schemes.

The NDLR scheme is linked to a number of development sites in the emerging North Devon and Torridge Local Plans which are in the progress of being adopted. As these sites are brought forward, Section 106 contributions will be secured as part of the County Councils £10m contribution to the overall scheme.

6. Environmental Impact Considerations

A number of detailed environmental surveys and assessments have been carried out along the entire scheme including the two junctions that form the subject of this report.

As both of these junction improvements will be predominantly within the corridor of the existing road the larger adverse environmental (and traffic management) impact will be during construction and at the year of opening. In the long term, the environmental effects will be neutral.

There will be Moderate Beneficial effects on the safe movement of pedestrians/cyclists and other non-motorised users at Heywood Road roundabout.

7. Equality Considerations

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

Taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

This may be achieved, for example, through completing a full Equality Impact Needs Assessment/Impact Assessment or other form of options/project management appraisal that achieves the same objective.

In progressing the NDLR scheme, an Impact Assessment was prepared in the Autumn 2017 which is available alongside this Report on the Council's website at:

<https://new.devon.gov.uk/ndlr/project-documents> and at <https://new.devon.gov.uk/impact/>, which Members may wish to consider for the purposes of this item/meeting.

The Impact Assessment provides a summary of how impacts and issues relating to equality, environment and the economy have been appropriately and adequately addressed through the development of the scheme proposals. However, far more detail is provided on the majority of these issues through the formal documentation produced for the scheme, which are listed below.

8. Legal Considerations

There are not considered to be any legal issues in regard to this report.

9. Risk Management Considerations

All Risk Management Considerations will be taken into account when detailed scheme designs are produced. The scheme is subject to the normal engineering and assessment risks. However, the key risks associated with these junctions are:

- Environmental constraints are identified that limit the options for improvement.
- Departures cannot be achieved during the detailed design stage.
- Ground Investigation identifies poor ground conditions.
- Statutory Undertakers costs increase during detailed design stage.
- Failure of Outline Business Case.
- Unable to secure S106 contributions.

The scheme maintains a risk register which is updated as appropriate.

10. Public Health Impact

There is no public health impacts associated with either junction scheme. However improvements to pedestrian facilities at Heywood Road have been included within the preliminary design, aiming to reduce the number and severity of road accidents.

11. Summary

The two schemes put forward are the best solutions for the junctions that will meet the requirements of the Outline Business Case submitted by the County Council. Both schemes will facilitate growth and house building in the Torridge District.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: Northam, Bideford East, Bideford West and Hartland

Local Government Act 1972: List of Background Papers

Contact for enquiries: Simon Hill

Room No: Taw View, Barnstaple

Tel No: 01392 38300

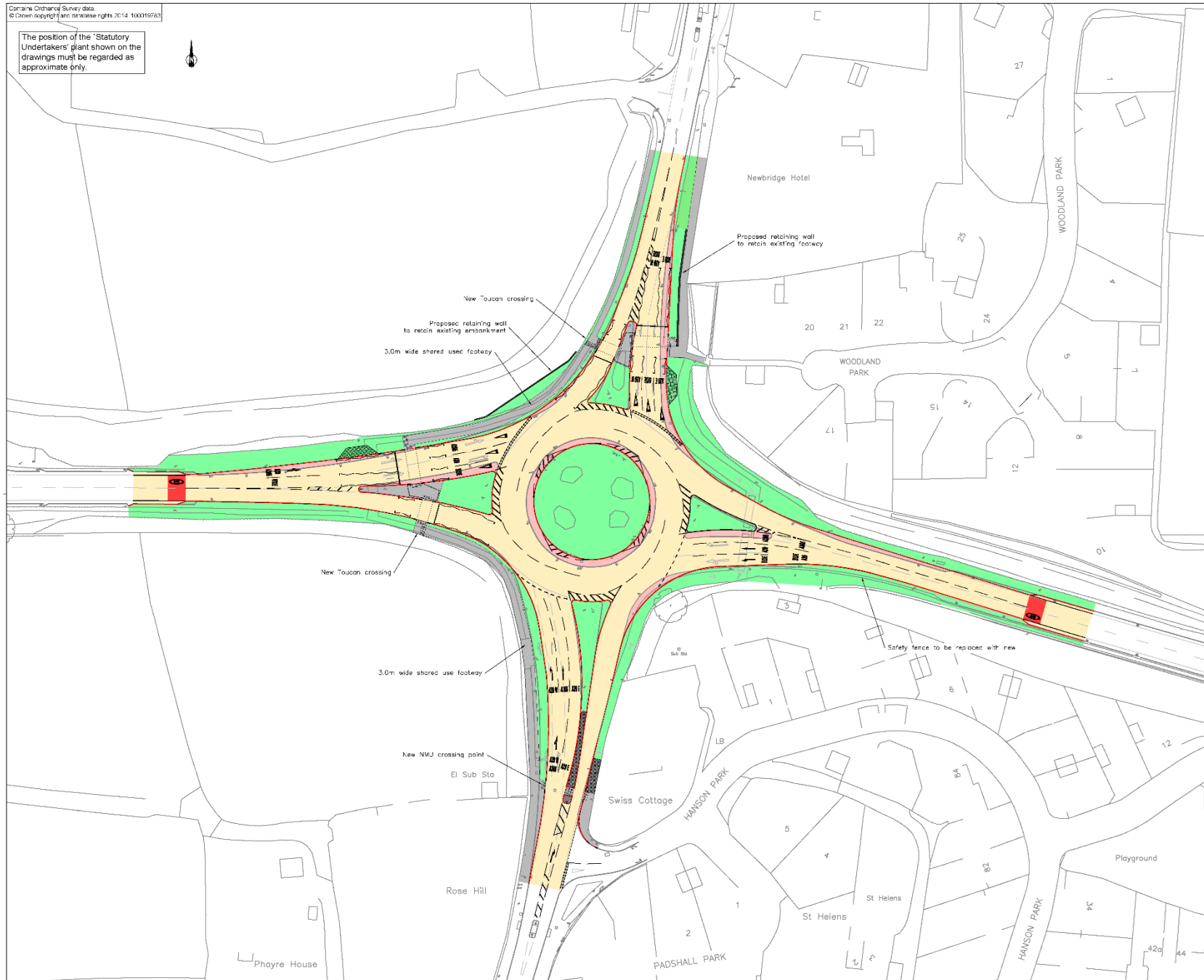
Background Paper	Date	File Ref.
NDLR Outline Business Case	December 2017	https://new.devon.gov.uk/ndlr/project-documents
NDLR Impact Assessment v9	June 2018	https://new.devon.gov.uk/ndlr/project-documents

sh150618torh
sc/cr/ A39 Junction Improvements – Buckleigh and Heywood
03 160718

Appendix I To PTE/18/31

Contains Ordnance Survey data.
© Crown copyright and database rights 2014. 100019783

The position of the 'Statutory Undertakers' plant shown on the drawings must be regarded as approximate only.



Do not scale from this drawing in either hard or electronic format. No responsibility is accepted where this drawing is used in circumstances other than that for which it was originally prepared and issued.

NOTES

NO

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

REVISION

Devon
County Council

Engineering Design Group

Taw View,
Barnstaple,
EX31 1EF

Tel: 0845 155 1004
Fax: 01392 382342
customer@devon.gov.uk
www.devon.gov.uk

JOB

NORTH DEVON LINK ROAD

DRAWING TITLE

HEYWOOD ROUNDABOUT

Project Number

DCCP16425-EDG-HGN-27502200-C

Drawing Number

P_06_PP_01

Scale

1:500

Sheet

A1

Revision

A

The position of the 'Statutory Undertakers' plant shown on the drawings must be regarded as approximate only.



Contains Ordnance Survey data
© Crown copyright and database rights 2014. 100016735

Do not scale from this drawing in either hard or electronic format. No responsibility is accepted where this drawing is used in circumstances other than that for which it was originally prepared and issued.

NOTES

10 details

KEY

-  Existing carriageway
-  Proposed carriageway widening
-  Proposed traffic islands
-  Proposed traffic signals
-  Proposed engineers' lay
-  Proposed kerbing
-  Proposed high friction surfacing
-  Proposed VRS

Rev	Date	Drawn	Revisions	CPN



Engineering Design Group

Civic Centre,
Barnstaple,
EX31 1ED

Tel. 0845 155 1004
Fax 01392 382542
civildesign@devon.gov.uk
www.devon.gov.uk

JOB

NORTH DEVON LINK ROAD

DRAWING TITLE

SCHEME PLAN
REDUCED LANE WIDTHS

Drawn's Number:
DCCP16425 - EDG - HGN
27502302 - DR - C - 192

Scale: 1:250 Size A1 Revision 0

