

A30 Honiton to Devonshire Inn Improvement

Report of the Head of Planning, Transportation and Environment

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

Recommendation: That the Cabinet resolves to propose the Orange Route to the Secretary of State, as the preferred route for the scheme of improvement works to A30/A303 comprising the creation of a 60mph wide single carriageway standard 2+1 from Honiton to Devonshire Inn, for his view and potential implementation by the Secretary of State.

Informative:

This resolution proposes a preferred route option for highway improvement works only, and does not adopt or approve (for the purposes of Part VI of, and Schedule 13 to, the Town and Country Planning Act 1990, or otherwise) any highway or other land that may be intended to be improved by the Secretary of State.

1. Summary

This report summarises the work undertaken over the last year and the outcome of a public consultation held from 3 August 2016 to 30 September 2016 to consider options for the A30 highway improvement between Honiton and Devonshire Inn and proposes approval of a preferred route to be taken forward in an Outline Business Case to be submitted to the Department for Transport. It is anticipated that the Department for Transport will make a final decision in respect of the specification, location and scope of the improvement works, and that the Department for Transport will carry out the improvement works. Further, it is anticipated that Highways England will apply for any relevant development consent orders.

2. Background/Introduction

The A30/A303 Honiton to Ilminster improvement is based upon achieving the following:

- Encourage economic growth in the south west peninsula and particularly the large scale planned development East of Exeter
- Improve journey speed and reliability
- Improve journey quality
- Increase the resilience of the strategic road network whilst recognising that RIS1 announced the intention to upgrade the A303 between the M3 and the A358 to dual carriageway standard, together with creating a dual carriageway link from the M5 at Taunton to the A303
- Improve safety for road users and road operators
- Minimise adverse environmental impacts through exemplary approaches to design and mitigation and adoption of sustainable and innovative solutions
- Ensure that unavoidable impacts on the character and special qualities of the Blackdown Hills AONB are offset through a significant programme of compensatory measures and the inclusion of opportunities for environmental enhancement in line with AONB Management Plan objectives.

Current Issues and Background

The A30/A303 is one of the two main routes from London to South West England; it is the trunk road between London and Penzance. It provides the most direct road link between the southwest peninsula and London and the South East.

In order to raise the profile of the poor quality of the existing route, a consortium of local authorities undertook an initiative to identify the economic gain that could be achieved if the route was improved. This resulted in a report: “The A303 Corridor Improvement Programme Outline Economic Case and Proposed Next Steps”, submitted to government and identifying the need for a dual carriageway improvement to the A303/A358 plus further smaller scale improvements to the section of A30/A303 between Ilminster and Honiton.

As a consequence, the government commissioned the “A303/A30/A358 Corridor Feasibility Report”, which aimed to identify a potential programme of improvements. This included both the A358 and the section of the route between Honiton and Ilminster. Parallel to this, DCC undertook a Strategic Outline Business Case for improvements to the A30/A303 Honiton to Ilminster section. This identified the most appropriate smaller scale improvements to be an improved 60mph single carriageway three lane wide road, making best use of the existing road where possible.

In December 2014, the government announced three schemes would be included in the Road Investment Strategy (RIS) 2015-2020, as illustrated by Figure 1. This did not include the Honiton to Ilminster section but it did recognise that some smaller scale improvements were necessary.

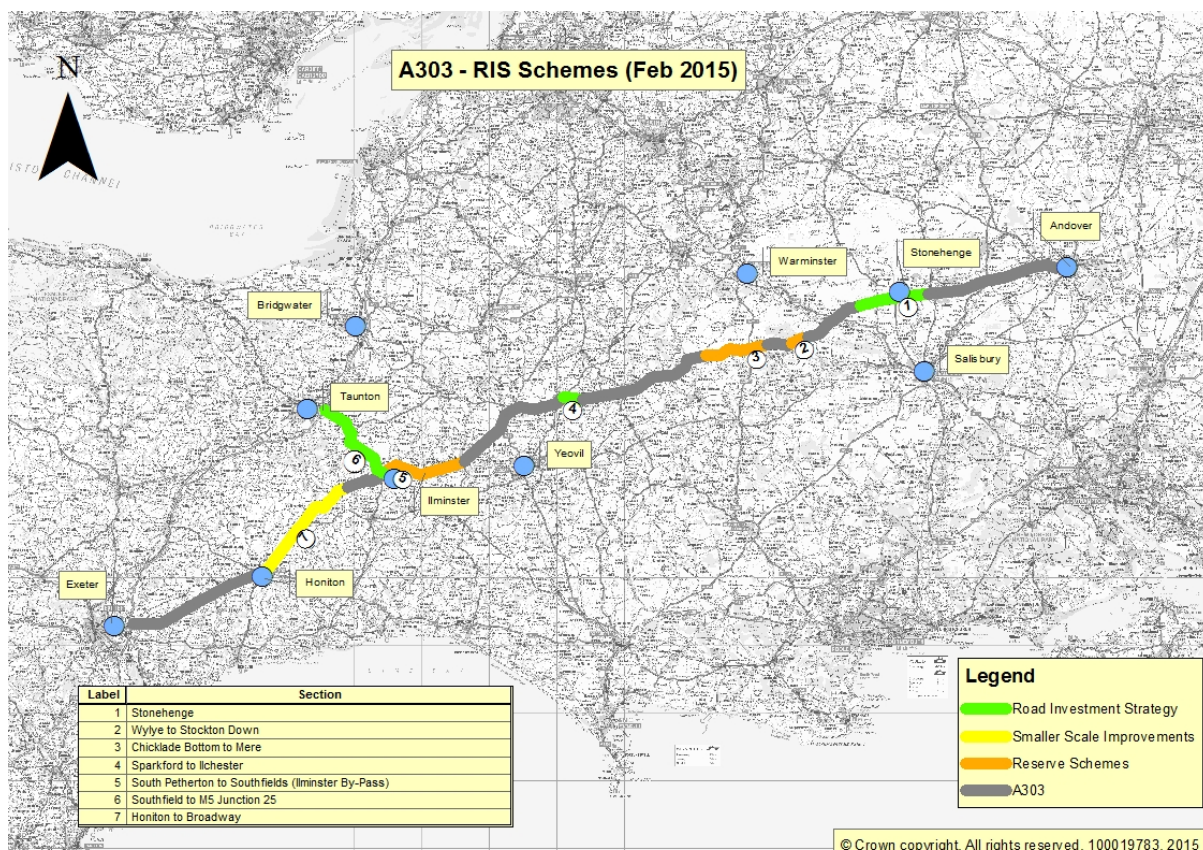


Figure 1: Road Investment Strategy (RIS) A303 Corridor Schemes (2015)

As a result of the government not including the Honiton to Ilminster section in the current RIS and the need to ensure that the scheme was included in the next RIS, the Council allocated funds to allow for consideration of potential improvement options as a first stage to getting the whole section improved with a view to proposing these options to the Department for Transport to progress. This study would build on the previous Strategic Outline Business Case for a 60mph single carriageway three lane wide road, making best use of the existing road where possible; a much smaller scale than a dual carriageway option.

The February 2015 DfT Feasibility Study report identified that the most beneficial solution to the section of road between Ilminster and Exeter was to take forward a combination of improvements to the A358 and A30/A303 Ilminster to Honiton, as summarised below:

A303 Corridor the Stage 2 report Section 8 Paragraph 8.2.2 – Summary

The assessment identifies that dualling of the A358 scores better than the options to improve the A303 directly. However, whilst improvement of the A358 is likely to enable the delivery of extra capacity; improvements to the A303 on the section between Honiton to Ilminster are still desirable and it is unlikely that simply the selection of one option alone from Ilminster to Exeter will achieve all of the aims of the study.

Following publication of the Feasibility Study, a meeting held in February 2015 with the Minister was arranged where discussion focused on three sections of improvements to the A30/A303 between Honiton to Ilminster. At the meeting, it was suggested by the Minister that Devon County Council focus on the section from Honiton to Devonshire Inn. This was followed by a letter from the Minister of State for Transport on 26th March 2015 which included the following extract:

I have therefore agreed that the Highways Agency will work in collaboration with Devon County Council to develop potential propositions and designs for the A303/A30 which will maximise the beneficial opportunities such improvements can have within the landscape, giving priority to the Honiton to Devonshire Inn section. We need to provide the best opportunity for fitting improvements within the existing landscape, minimising costly tie-ins and enabling incremental staging as necessary.

It was agreed to proceed with the development of an improvement of the section of the A30/A303 route through the Blackdown Hills between Honiton and Devonshire Inn. It was intended that DCC would consider possible options, and recommend their preferred option to the Department for Transport, who would implement it. This section was thought to have the potential to deliver the biggest positive impact to the local community, particularly as this section travels through a designated 40mph zone through the village of Monkton, as well as several stretches with significantly substandard existing alignments; this section also carries the highest flows. When combined, these elements represent good potential for a strong economic case.

Furthermore the Minister went onto to say:

In respect of the A303/A30 section between Ilminster and Honiton, I am very interested in the smaller scale improvements outlined by Devon County Council for the Blackdown Hills Area of Outstanding Natural Beauty (AONB). These could provide an opportunity to deliver an exemplar proposal in keeping with their important environmental status. As you know I want roads to be based upon principles of good design, rather than just a utility and we should be aiming to maintain the right proportions in construction taking into account the use of lighting, signage and other road 'furniture'. The challenges on this section of the A303/A30 provides an opportunity for innovation and design good practice to take account of landscape and biodiversity.

Synergy with A358 Improvement

One of the schemes included in the government's Road Investment Strategy (RIS) is the dualling of the A358. There exists some uncertainty as to the specifics of the scheme being proposed by Highways England, however, some assumptions have had to be made in order to progress the A30 Honiton to Devonshire Inn scheme. It has been assumed that the alignment of the A358 dualling will be close to the existing road and link M5 Junction 25 with Southfields roundabout. This assumption is supported by the wording in the Road Investment Strategy, which states it will create "a dual carriageway link from the M5 at Taunton to the A303". This is also in line with the LEP scheme for Junction 25 improvements which show a dual carriageway link to the existing A358. At present, there is no consultation material available for the A358 improvements which contradict these assumptions.

Given the inclusion of the A358 dualling in the Road Investment Strategy, it has also been assumed that it will be delivered before the A30 Honiton to Devonshire Inn scheme. Critically, the proposed A358 improvement, as detailed in the RIS, will not solve the problems on the A30/A303 which is why the A30 improvement scheme is needed.

The A358 improvement is a critical scheme for Taunton, northern Somerset and northern Devon. The A30 and A358 routes complement each other, serving different, but equally vital, needs.

3. Proposal

Current Road Layout

The existing road from Honiton to Ilminster through the Blackdown Hills does not meet modern standards throughout much of the route. In particular, the A30 between Honiton and Devonshire Inn suffers from a poor horizontal alignment, with many bends of substandard radius, a poor vertical alignment with steep gradients and similarly poor forward visibility distances. It has a 50mph speed limit (40mph in some sections) with virtually no opportunities for safe overtaking. The carriageway widths are mostly inadequate and verges are often entirely absent or inadequate. There is property with frontage access and many side road junctions.

The combination of this road layout results in slow speeds and a poor safety record. This part of the route is inadequate for road users and incapable of performing its dual functions of strategic route and local connectivity. Consequently, the corridor is frequently congested during peak periods and viewed by businesses as highly unreliable.

The low design standard of the road coupled with frequent high flows, results in the road operating close to capacity. It is anticipated that these issues will be of ever increasing concern over time if no improvements are made. Congestion and resilience issues in particular are expected to worsen due to the large scale development taking place at the East of Exeter Growth Point and forecast increases in traffic demand.

Proposed Road Standard

The current scheme is for a Wide Single Carriageway standard (2+1). This is a significant improvement. It will be a National Speed Limit 60mph design and have continual overtaking opportunities alternating by direction.

In considering various options, a dual carriageway solution was considered but rejected because traffic volumes do not warrant it. Daily flows are approximately 15,000 vehicles; there is evidence that a wide single carriageway road can carry 30,000 vehicles, giving a traffic growth allowance of approximately 100%. A dual carriageway would also incur a large adverse environmental impact, with the road width increasing from 13.5 metres to 21.1 metres; approximately 50% wider. The February 2015 DfT Feasibility Study considered this

to be unacceptable given the scale of impact on the highly sensitive environment of the Blackdown Hills AONB. Finally, the cost would increase substantially. For the 8.3km section from Honiton to Devonshire Inn the cost would increase by £87m and for the whole length between Honiton and Ilminster the cost could increase by £340m.

Environment

Due to the high sensitivity of the Blackdown Hills AONB, environmental considerations figure prominently in the defined objectives for the project. A decision was also taken to adopt an environmentally-led approach to the scheme development. In practice, this has involved the establishment of a team of environmental specialists, comprising relevant DCC staff, supported by external consultants, who have worked closely with engineering staff in all stages of the option identification, scheme design and assessment process. In addition, a range of environmental bodies, particularly the relevant statutory agencies, have been identified as 'key stakeholders' and engaged through the scoping of the required environmental studies and an accompanying 'Value Management' process.

The starting point for this process was to carefully define and assess a wide range of environmental risks, which have guided the subsequent development of the project. At the same time, extensive desk and field-based environmental studies have been undertaken to identify and plot a wide range of environmental constraints, which were used in determining assessment procedures. Such assessments included detailed work to address ecological, landscape, heritage, water, geology, air/water quality issues, as well as the consideration of materials, and the effect on people and communities. In each case, relevant baseline information has been gathered and the likely effects of the defined route options have been considered, along with required mitigation and enhancement measures.

The results of this environmental work were embedded within the specific route alignments presented through the public consultation process, along with defined mitigation and enhancement measures. The information was scrutinised through two Value Management workshops attended by the defined stakeholders. The detailed outputs from each specific discipline were reported in an 'Environmental Assessment Report', including detailed technical appendices, which forms one element of the overall Technical Appraisal Report.

Optioneering

Initial route options were examined as discrete 'links', each with individual options. A preliminary link option assessment was undertaken by all disciplines to identify the impacts of each link, record conclusions and to capture opportunities for mitigation and compensation. Each discrete link option was allocated a high, medium and low risk to determine any 'no go' link options.

The results of the preliminary link option assessment were presented to the Key Stakeholders at a Value Management Workshop held on 2 March 2016, at which conclusions were reached on options to take forward and options that should be discarded.

The options discarded included a north of Monkton bypass following advice from the Environment Agency, which confirmed that such an option would fail the Sequential Test, due to its incursion into flood zone 2, in the event of there being a reasonably available alternative. In addition to this, it would also have other significant impacts, such as cutting the village off from the river valley: increased severance on the community of Monkton; adversely affect the setting of a listed building; directly affect buried remains of a medieval village; be highly visible in the valley and difficult to screen from either distant or near views. Another option discarded was an online option, which would have highly significant impacts on the landscape and ecological interest, which could not be fully mitigated, and engineering difficulties, particularly in forming earth retaining structures in unstable ground and in construction adjacent to live traffic.

There followed a period of further development and assessment, which included the identification of avoidance, mitigation, compensation and enhancement measures and any monitoring requirements.

The outcome of this further work was presented to a second Value Management Workshop held on 8th June 2016, at which it was concluded that two route alignments, together with a variation of one between Honiton and Monkton, should be presented for views at Public Consultation.

Options Considered at Consultation

Two route alignments have been consulted on, shown in Figure 2.

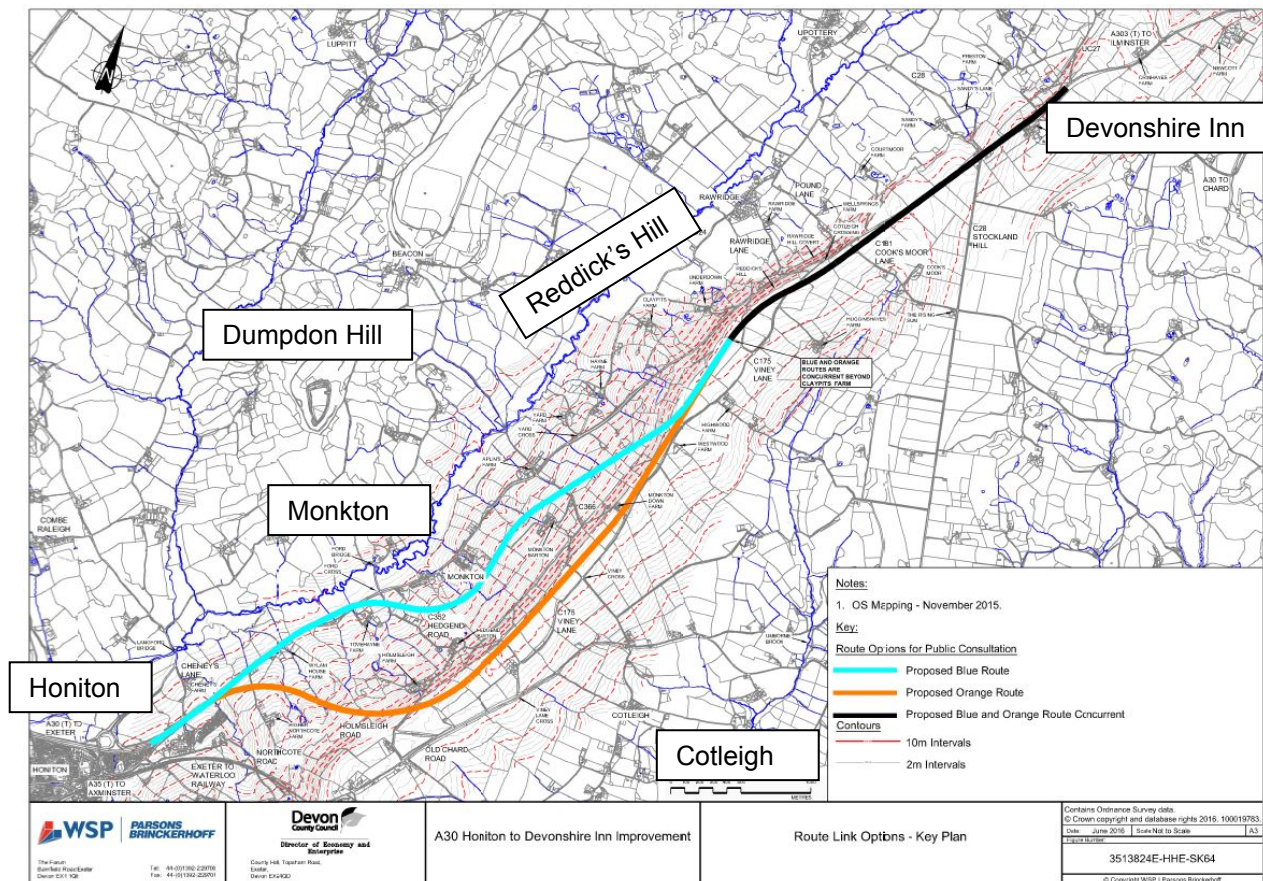


Figure 2: Option Alignments

All the routes bypass Monkton and Reddick's Hill to the east of the existing road. The Blue Routes (Blue North and Blue South) remain closer to the existing road, with the Orange Route being located on top of the plateau following a climb soon after the Honiton bypass. Two options for the Blue Route were consulted on; the Blue Route North widens the initial section of road between Honiton bypass and Monkton to the north, with Blue Route South widening to the south.

4. Consultations/Representations/Technical Data

Consultations with key stakeholders commenced at the start of the scheme including meeting with individuals, seeking comment on the Environmental Scoping Report and attendance at Value Management workshops held on 2 March 2016 and 8 June 2016. A number of other environmental stakeholders were also engaged through early meetings. Immediately prior to the launch of the public consultation, efforts were made to contact and meet with all known and directly affected land/property owners.

The public consultation period started on 3 August 2016 and ended on 30 September 2016. Due to the August start date and the 2-month duration of the public consultation, key stakeholders and consultees were contacted in advance to inform them of the start date and determine whether they had adequate time to comment. All stakeholders and organisations were content that responses could be returned within the consultation period.

Public Exhibitions

Exhibitions were held in 4 of the parishes (Monkton, Honiton, Upottery and Cotleigh) and all local parishes were notified by email at the start of the consultation. The consultation started with an exhibition at the Honiton show. This was very successful as it enabled a wide audience to be targeted and provided good opportunities for press coverage. Following feedback received during the public consultation period, an additional exhibition not previously advertised, was added to the schedule at Cotleigh Village Hall. The exhibition dates, times and locations were as follows:

Date	Location	Time
Thursday 4 th August, 2016	Honiton Show	8am – 6pm
Friday 5 th August, 2016	Upottery Village Hall	2pm – 8pm
Saturday 6 th August, 2016	Upottery Village Hall	10am – 6pm
Tuesday 16 th August, 2016	Monkton Court Hotel	12pm – 8pm
Saturday 20 th August, 2016	Mackarness Hall, Honiton	10am – 6pm
Tuesday 6 th September, 2016	Cotleigh Village Hall	5pm - 8pm
Saturday 10 th September, 2016	Upottery Village Hall	10am – 6pm

All exhibitions were attended at all times by at least 4 members of the project team. These included representatives from Devon County Council and the consultants' team providing expertise from different environmental, engineering and transport disciplines. All staff were available to answer questions from members of the public.

Consultation Materials

The public consultation material included a comprehensive leaflet and exhibition panels charting the evolution of the chosen options as well as scheme plans, an environmental constraints plan and panels explaining mitigation and enhancement measures and next steps.

As part of the consultation process, an extensive library of reports on the scheme was made available on the scheme website. These reports included the Technical Appraisal Report, the Environmental Assessment Report and traffic and economics reports, as well as illustrative design plans for the scheme.

The public consultation leaflet contained information on the scheme proposals, as well as details of the exhibition dates and venues. A total of 770 leaflets were distributed to local councils and libraries as well as distributing leaflets at each public consultation event.

Alongside the leaflet, a questionnaire was also available. The public consultation questions were such that they offered an opportunity for the public to provide any information that may help in the further scheme development, allow modifications to be suggested and aid the determination of the route to be submitted to the DfT. The questions also met corporate requirements and were aligned to questions commonly asked in DCC public consultations. The leaflet was available as both a hard copy and online.

Consultation Responses

A total of 887 questionnaire responses were received. A summary of the responses received is detailed below, and a complete analysis of these responses is detailed in the Public Consultation Report.

- There was a general agreement amongst stakeholders such as MPs, East Devon District Council, Monkton Parish Council, Cotleigh Parish Council, Upottery Parish Council, Honiton Town Council, CPRE (Devon) and Devon & Cornwall Business that the route needs improvement.
- The Blackdown Hills AONB and CPRE (National) expressed their concern with the environmental impact of both routes. They conclude further work is needed to test less intrusive options. Furthermore, they have provided comments for potential improvement and enhancement opportunities.
- Respondents generally fell into five categories:

Approximate Category	%
Agreed the need for the scheme and supported any of the route option	45
Supported the need for the scheme but suggested alternative alignments	8
Did not support the need for the scheme, but selected one of the options	4
Unsure of the need for the scheme	8
Did not support the need for the scheme	35

- The main reasons for agreeing the need for the proposed improvements were based upon the current road standard and safety. Of the 53% that agreed there was a need for the proposed improvements, 44% preferred the Orange route, 23% wanted any of the options, 16% wanted none of the options and Blue Route North and Blue Route South contributed just 12% and 5% respectively.
- The main reasons for disagreeing with the need for the proposed improvements were alternative strategies and the environmental impact. The alternative strategies that were mentioned included online improvements, A358 improvements, dualling and do nothing. This could, in some cases, be interpreted that some of these may agree that there is a need for an overall improvement, but do not agree with the proposals considered in the public consultation.
- The reasons provided for selecting 'none of the options' were largely based on alternative options, in particular online improvements, safety improvements, A358 improvements and a north of Monkton bypass. The other predominant factor was the environmental impacts of the routes.
- The reasons given for selecting the Orange route were due to elements of the design such as limited accesses and the best overtaking opportunities, as well as the perceived lower environmental, land, property and local communities impact. The main reasons for selecting the Blue route options seemed to be due to the perceived greater impacts of the Orange route on noise, landscape and land.

The questionnaire responses also provided the project team with a number of suggested improvements, concerns, mitigation measures and enhancement opportunities. These have been given further consideration, as outlined below in 'Discussion'.

Key Stakeholder Responses

A number of responses were received from key stakeholders:

Blackdown Hills Area of Outstanding Natural Beauty Partnership: The Partnership has focused their response on key landscape issues which arise from the route options and expressed their concern with the environmental impact of both routes. They have outlined their concerns with the Blue option, particularly along the section of road between east of

Monkton up the escarpment, whereas their concerns on the Orange option focuses primarily on Otter Valley and Cotleigh Valley. They conclude further work is needed to test what work is required to secure a segregated route in association with either of the two proposed routes to reduce their landscape effects. Furthermore, they have provided comments for potential improvement and enhancement opportunities.

East Devon District Council: East Devon District Council considered the A30 Honiton to Devonshire Inn proposals at their Strategic Planning Committee on 12 September 2016. Their report produced for the committee meeting indicates that *“Proposals for road improvement are welcomed as is the manner in which they have been developed taking into account the very specific environmental constraints and challenges that highway provision in an Area of Outstanding Natural Beauty and through an area of great biodiversity impose”*. The recommendation within their report comprises of four elements:

1. Support is given, in principle, for proposals for improvements to the A30 from Honiton to Devonshire Inn.
2. The approach adopted by Devon County Council, developing a scheme within the context of the environmental constraints at and along the length of the route, is welcomed and that with this in mind a preference for the proposed Orange route be expressed.
3. That the final road scheme should be developed in a manner that ensures the highest levels of environmental mitigation and should avoid adverse impacts on residences and businesses.
4. That the detailed observations and comments highlighted in this report are presented to Devon County Council in particular the need to discuss with Officers the potential to accommodate new playing pitch provision on the former showground site and provision of gypsy and traveller stopping places along the proposed route.

Natural England: Natural England has reviewed the consultation document, met with officers of Devon County Council and the Blackdown Hills AONB Partnership to fully understand the proposals. On this basis, Natural England confirmed that it endorsed the approach taken to the environmental assessment and indicated that the Orange Route is to be preferred. Specifically, Natural England agreed with Devon County Council EAR report paragraph 7.11.10 stating ‘In landscape and visual terms, the Orange route has the least impact over the blue route’. However, it did identify two areas where there are key environmental challenges which will need to be carefully addressed in developing proposals for the proposed scheme.

Historic England: Historic England confirmed that neither the Blue or Orange routes would have any direct impact on designated heritage assets within their remit. Both routes appear to provide improvements to the setting of the Church of St Mary Magdalene, Monkton, which is a Grade II* listed building. However, they also fall into the wider setting of the Scheduled Monument at Dumpdon camp. Although Historic England noted that the Orange route may have a more sustainable impact on the setting of Dumpdon camp, it was stated that a comparative setting and visual impact assessment would be required to fully understand the relative impacts of both options. Further to this, Historic England believe that although the two options would have different effects upon Dumpdon Camp, in neither case would the option be likely to be seriously harmful to the significance of the heritage asset when considered against Historic England’s own setting guidance. It has been agreed with Historic England that further detailed assessment of this sort should be undertaken through future stages of the development of the proposed scheme.

Other stakeholder responses

A number of responses were received from other stakeholders:

MP Support: Five south west MP's have responded to the consultation, all stating their support for the scheme.

Honiton Town Council: There was concern that the Orange route would have the greatest impact on the AONB and that it was least favourable as it had an impact on land which has been proposed as a suitable site for additional sport play pitch facilities by East Devon District Council. The Blue route was felt to be a more sensible option and the Blue Route North would be Honiton Town Council's preference.

Monkton Parish Council: The parish confirmed they are in favour of a new road scheme for Monkton as the current road is not fit for purpose and a new road scheme is needed for the wider benefit of the area. They feel Monkton is a sensible place to start due to the danger of the road through the village. The council will work with contractors once a decision is made, but request they and their parishioners are kept informed. Overall, Monkton Parish Council feel a new road is a necessity and will back East Devon District Council in whatever route they choose.

Cotleigh Parish Council: Overall, the parish supports the fact that improvements are needed to the A30/A303 but felt neither route proposed would be the best way to achieve that. In particular, the parishioners have concerns regarding the junction design at Devonshire Inn. Further to this, they felt there was not an adequate reason as to why the agreed route north of Monkton was not investigated further. They felt this route appears to improve the road with minimal impact on the AONB by following the route of the existing A30/A303 closer. The parish would support the implementation of the north of Monkton dual carriageway, as proposed in 1995, to ensure the road is future proofed. They have raised concern that WS2+1 may cause more congestion at peak times, such as on the Ilminster bypass.

Upottery Parish Council: Upottery Parish Council expressed their dislike of both proposed routes and felt instead that the 1995 route north of Monkton would be a suitable alternative. When the road improvements were initially discussed, it was suggested reducing entrance roads onto the A30. However, they felt that nothing has happened regarding this. Regardless of which route is chosen, the parish do feel the road needs to be future proofed to meet the demands of increasing volume of traffic and some shorter term improvements are needed to improve road conditions.

Further information and supporting documents detailing the outcomes of the public consultation and subsequent work can be found on the scheme website: <https://new.devon.gov.uk/a30-blackdownhills/>

5. Financial Considerations

A recommendation of this report is the submission of an Outline Business Case that incorporates approval of a route to the DfT in early 2017 with the aim of securing RIS2 (RIS2 – DfT Road Investment Strategy 2, 2020 – 2025) funding for the scheme. It is expected that if the submission is successful, then DfT would commission the further development of the scheme. It is not anticipated that DCC would progress the scheme beyond proposal of the preferred route.

The estimated total cost of the scheme including land, mitigation works, main contract works, preparation, service diversions, supervision and maintenance is approximately £180m. The

estimates include allowances for inflation, optimism bias and VAT, are estimated in accordance with the Treasury Green Book Rules and have been verified against data from other schemes.

6. 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 this particular scheme, an Impact Assessment following DCC procedures has been prepared which has been circulated separately to Cabinet Members and also is available alongside this Report on the Council’s website at: <https://new.devon.gov.uk/impact/a30-honiton-to-devonshire-inn-highway-improvement-scheme/> which Members will need to consider for the purposes of this item/meeting. This provides a summary of how impacts and issues relating to equality, environmental and economic 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 in accordance with Highways England processes.

7. Legal Considerations

The many legal implications of a project of this type have been appropriately considered and complied with throughout the development of the scheme proposals and taken into account in the formulation of the recommendations set out above. Relevant aspects are described in the formal scheme documents supporting these proposals. One specific issue to highlight is a risk of blight applications from owners of properties that are potentially affected by the scheme.

The Town and Country Planning Act describes “blighted land” in relation to highway schemes as:-

Circumstance	Advice
Land in a development plan on which a highway is to be constructed or improved	It will not be in a development plan, at the moment
Land on or adjacent to the line of a highway proposed to be constructed or improved under an order or scheme under Part II Highways Act 1980	There is currently no order or scheme, as defined in the Act
Land shown on plans approved by resolution of the local highway authority as land on which a	This is a Secretary of State road and there is no written notice of the proposal

highway is to be constructed or improved or where the Secretary of State has given written notice of the proposal and plans	and plans
Land which the local highway authority or the Secretary of State has resolved to CPO	There is no CPO at the moment
Land prescribed in a New Street Order.	Not applicable

The advice is that currently none of the above applies to the scheme. In any event, as DCC is proposing a preferred route only, and any further progression of the scheme will be carried out by the Department for Transport/Highways England, DCC is unlikely to be liable for blight. The advice is that any such blight applications should be directed to the Department for Transport/Highways England.

8. Risk Management Considerations

This proposal has been assessed and all necessary safeguards or actions have been taken/included to safeguard the Council's position.

The scheme is subject to the normal engineering and assessment risks.

Key risks identified include:

- Applications for blight for properties that could be affected
- Following Cabinet Decision, protester action and action groups challenge need and process
- Insufficient level of support and/or increased resistance to scheme proposals from Stakeholders
- Outline Business Case is not submitted in time for inclusion in RIS2, thus DCC miss opportunity for funding next stage
- Should funding be granted, there is a delay or difficulties in taking the scheme forward.

9. Public Health Impact

The scheme will be subject to a Stage 1 Road Safety Audit, which will be undertaken prior to the completion of Preliminary Design, in accordance with Highways England's Project Control Framework. A Safety Review has been completed.

The scheme provides the opportunity to benefit the village of Monkton in a positive way, enabling the currently severed community to be reconnected following the removal of the trunk road through the middle of it. This will have both air quality and noise benefits in the immediate vicinity of the existing road, although the proposed route alignments would result in noise implications in other areas.

10. Discussion

The following sections discuss the main factors raised during the Public Consultation.

Need for the Scheme

The main reasons the respondents agreed the need for the scheme were largely related to the existing road standard and safety. In particular, the existing accident problems and the need for extra capacity were frequently mentioned. The poor connections to the South West, existing journey delays and the effect of traffic through Monkton were also commonly mentioned.

The main reasons that respondents weren't convinced of the need for the scheme were driven by the environmental impacts and suggested alternative strategies. The impact on the AONB was the most commonly cited reason, along with the impact on land and property. It is recognised that there is an impact on the AONB and their concerns have been noted and will be actioned where they can be, in line with the scheme objectives.

There was a high level of consensus with the majority of key stakeholders that a scheme is required and the majority of the public also agree with this. The converse of this is that any scheme will impact on certain individuals or communities. These communities need further reassurance that all options have been considered.

Environmental Impact

In addition to the issues raised by stakeholders (as noted above), there were a number of specific environmental concerns raised during public consultation, such as the width of the proposed road, lighting in an AONB, downgrading the existing road through Monkton and Reddick's Hill and signage on the new route.

Although significant work has been undertaken to minimise the impact of the scheme on the AONB, further identification of mitigation and compensatory measures will be undertaken as the scheme progresses. The process of doing this should be guided by the Minister's comments and sentiments, referred to in Section 2 of this report. These are that the principles of good design should not rely on utility and highway design standards but should maintain the right proportions. This could involve reviewing road width, lighting (if any), signage and other road furniture. There is further opportunity for innovative design to minimise impact on landscape and biodiversity. The detailed design stage of scheme development would look to address these issues with a commitment to minimising and offsetting the effect in the AONB, as per the scheme objectives.

Dual Carriageway

A key issue that emerged from both the exhibitions and questionnaire results was that a dual carriageway would be more appropriate in order to future proof the road, taking into account future demand. Historical routes, which were also of dual carriageway standard, were frequently mentioned and referred to. However, a dual carriageway is not being proposed due to a number of reasons.

The traffic flows on the route, despite the expected growth in the local area, would not require a dual carriageway. Instead, a wide single 2+1 (WS2+1) standard would provide the necessary additional capacity. This would be a modern alignment, 60mph road with overtaking opportunities, in the centre lane, alternating along the route. The 2014 automatic traffic count data on the A30 at Devonshire Inn shows that the Annual Average Daily Traffic (AADT) on the road is 14,000 vehicles. Traffic flows on the A30 have been compared to traffic flows on a WS2+1 section of the A303 on the Ilminster Bypass, 10km east of Broadway, which has an AADT of 26,000 – 80% higher than the AADT on the A30. Traffic modelling indicates that the A30 between Honiton and Devonshire Inn will have an AADT of 20,000 vehicles in 2040. Upgrading the A30 between Honiton and Devonshire Inn to a WS2+1 would be sufficient to meet the needs of future traffic flows, providing robust headroom.

A dual carriageway option was originally rejected in the 'A303/A30/A358 Corridor Feasibility Study' dated February 2015, which was prepared for the DfT and is available on the 'gov.uk' website. This details that a dual carriageway was discounted due to it being "very harmful to the Blackdown Hills AONB". This reflects the much greater road width required (as noted in Section 3 above) and the associated environmental implications.

A358 Improvement

Dualling of the A358 was included in the Road Investment Strategy (RIS) and forms part of Government's Expressway vision. The A30 public consultation material highlights that DCC believes this improvement will not solve the problems experienced on the A30 and that both improvements are needed.

There were several comments within the questionnaire responses which suggest that the A30 improvements should be deferred until the A358 dualling has been delivered in order to establish whether there is still a need for the scheme.

Traffic modelling shows that the implementation of the A358 dualling does little to alleviate the levels of traffic on the existing A30; those travelling along the A30 will continue to do so due to the shorter distance. The M5/A358 route between Southfields and Exeter is 14km longer than the 47km A30/A303 route. In addition, the A30/A303 is dual carriageway between Honiton and Exeter, and improved single carriageway between Southfields and Broadway. As a result, it is likely that traffic will use this route during non-peak periods. During peak periods, traffic forecasts show the M5 would be approaching capacity and would not be an attractive route between Southfields and Exeter.

The A30 and A358 currently serve very different trip purposes. The A30 currently carries longer distance traffic, with the A358 serving more local traffic around Taunton. Of the vehicles currently travelling from east of Southfields to Exeter and beyond, 85% currently remain on the A303/A30 corridor, with only 15% switching to the A358. This is largely due to the additional mileage and deteriorating conditions on the M5. The M5 is predicted to approach capacity in the peak hours and therefore will be unable to accommodate a large transfer of traffic away from the A30. The A30 improvements are necessary to ensure acceptable levels of service under the additional pressure placed by higher future demand.

Therefore, in order to solve the problems currently experienced on the A30 and those that will occur in future, improvements to both the A30 and A358 are needed. The A30 and A358 routes complement each other, serving different, but equally vital needs. The A303/A30/A358 Corridor Feasibility Study Stage 2 Report prepared for the Highways Agency in February 2015 recognised and confirmed this.

Online and Smaller Scale Improvements

Some respondents suggested improvements that would have been more acceptable to them, including improving the existing road and that only a shorter Monkton bypass is needed. These have been considered as a single option but would not meet the objectives of a 60mph route with better overtaking opportunities. This combined with the environmental impact of such a solution and the construction difficulties in widening the existing road have led to this option being rejected.

The definition of 'smaller scale improvements' as mentioned in the RIS1 has led to confusion during the public consultation, with some assuming that this refers to minor improvements, such as the provision of laybys and speed enforcement. However, the reference to 'smaller scale improvements' in RIS1 is describing the same scale of works that were illustrated in 2014 in the Strategic Outline Business Case and that was discussed with the Minister in February 2015. This is, through evolution of an environment led approach, the same scale of improvement as was presented at public consultation.

In order to consider a low cost alternative, a 'localised improvements' solution has been designed for Honiton to Broadway which is based on a previous route strategy considered by Highways England in 2010. This includes several different elements, including a shorter Monkton bypass, as suggested through the public consultation:

- Improve taper from Honiton Bypass
- Monkton bypass
- Improvements to drainage and stability at Reddick's Hill
- Devonshire Inn compact grade separated junction and Stockland Hill junction improvement
- Further widening and climbing lanes
- Junction improvements including a grade separated in one location

These improvements are based upon a strategy for improving road safety and asset protection. However, despite being of a lesser scale than the proposed WS2+1 solution, this strategy does not meet the scheme objectives of a continuous national speed limit route with safe opportunities to overtake and improved resilience, capacity and connectivity to the South West. This option retains numerous accesses, provides little increase in capacity, maintains a 50mph speed limit and provides no local alternative route for farm vehicles. In addition to this, these localised improvements would result in significant environmental impacts in certain areas. A key example, of this is the widening at Reddick's Hill, which would involve significant engineering works, including extensive removal of the tree canopy, resulting in unavoidable and enduring disruption to the sensitive environment in the area.

Safety

A key concern that was regularly mentioned during the public consultation exhibitions was that of safety. In particular, the safety of the Ilminster bypass and the nature of its overtaking lanes causing accidents at the merges were often mentioned. Some attendees of the exhibitions did not wish to see the proposed A30 Honiton to Devonshire Inn as the same standard as the Ilminster bypass. This concern is also reflected in the questionnaire results, being cited as a reason for choosing 'none of the options' as a preferred route, though it is not mentioned as frequently.

It is recognised that the concept of a Wide Single Carriageway (2+1) scheme with continuous alternating overtaking is unusual and is of cause for concern to some respondents. As a result, research has been carried out on the operation of existing roads of this standard. The research evidences that the accident rates on these roads are not of concern and can result in good safety performances, particularly if introduced in conjunction with an average speed camera system.

1995 Option

An option considered at public inquiry in 1995 was mentioned during the consultation in a number of responses. This option includes a bypass of Monkton to the north of the village. This option was recommended by the inspector's report, though orders were never made by the Secretary of State and it was not taken any further. Since 1995, new and significantly strengthened policy has been introduced which requires a sequential test to be made before developing within a floodplain. Due to the location of the 1995 route within flood zone 2 and 3, this would now be rejected on the grounds of failing the sequential test due to the existence of a reasonably available alternative. In addition to this, the 1995 option included an alignment up Reddick's Hill through the trees, which is a landslip area and very costly due to the ground conditions. This would also present significant environmental concerns, particularly for landscape and ecology, due to the removal of woodland. The impact on the cultural heritage assets would also be significant, due to the impact on the setting of a Listed Building and directly affecting buried remains of a medieval village. The alignment north of Monkton would be highly visible in the valley and difficult to screen from either distant or near views. Further to this, there would be additional safety concerns due to the location of junctions being located at the bottom of a climbing lane east of Monkton. This route alignment would also present a difficulty in designing an appropriate side road strategy, given that it crosses from north of Monkton to south of Reddick's Hill, causing the existing road to be dissected.

Monkton North Bypass

One of the options discarded at the Value Management workshops with key stakeholders prior to the public consultation was route that bypassed Monkton to the north. However, this option was suggested by local residents at the exhibitions and in their questionnaire responses. This was further supported by those who preferred none of the options suggesting that the north of Monkton bypass should be revisited.

A bypass located to the north of Monkton has been explored following feedback from the public consultation; this would be similar to the bypass element of the 1995 option. As its alignment is constrained by the proximity of houses and the presence of a Listed Building, it is not possible for a Monkton North bypass to avoid some intrusion into the floodplain (flood zone 2). This makes it necessary to apply the 'sequential test', which aims to steer development to areas with the lowest probability of flooding. However, it is not possible for the alignment of the Monkton North bypass to pass this test, due to there being a readily available alternative which avoids this flood risk.

In addition, many of the other issues related to historic environment, landscape and impact on Monkton village, as previous identified for the 1995 option, would apply.

Split Carriageways

A suggestion has been made to make use of the existing road for eastbound traffic whilst providing a separate new westbound route around Reddick's Hill. This was originally discarded during the Value Management process.

Providing a separate uphill and downhill carriageway, making use of the existing A30 for uphill traffic and a new road for downhill traffic, would, additionally, impose environmental impacts on the two separate corridors. Use of the existing road on Reddick's Hill is not suitable for a safe 60mph road and would require significant and environmentally damaging improvements. There are junctions and accesses onto to existing road; traffic using these would have to traverse a complex one way system to undertake a local trip. There would also be access difficulties for the severed agricultural land. The scale of work required to the existing road and the resulting impact on the woodland together with the work necessary for the offline (westbound carriageway) means the split carriageway option does not fulfil its purpose. The longer duration construction programme and consequent increase in cost would also be significant.

For these reasons, it is considered that the split carriageway solution is not suitable and would not meet the scheme objectives.

Devonshire Inn Junction

There was significant local concern over the design of the junction arrangement at Devonshire Inn. The plans for public consultation showed a priority junction with a kerbed 10m wide island provision for right turn vehicles. A roundabout at this junction was rejected through the Value Management process due to the requirement for lighting, which would be unacceptable in an AONB.

As well as general concern about the Devonshire Inn junction, there were also several comments about the neighbouring underbridge from Stockland Hill to Upton. Local feedback highlighted that this is a frequently used junction, with a heavy right turn from Stockland Hill joining the A30, which would be closed and shifted to Devonshire Inn under the arrangement shown at consultation. This is reflected in the questionnaire results, with several responses highlighting the need for a redesign of the eastern end of the scheme within their suggested improvements. In response to these concerns, alternative junction and side road arrangements at Devonshire Inn have been developed for assessment. These

include a compact grade separated junction with connections to Stockland Hill and the old A30 and a compact grade separated junction arrangement with just one underbridge.

It has been concluded that an at-grade solution will not work due to unacceptable safety issues and access problems. A roundabout has also been rejected due to the requirement for lighting, which would be unacceptable in an AONB. Therefore, the alternative will be a compact grade separated junction, though further design will need to be undertaken to confirm the specific arrangements at this junction.

Gradients and Hills

Some comments were made that referred to the gradient of the consultation routes, particularly in reference to the Orange Route's climb from Honiton bypass to the top of the plateau. However, these gradients are common and would not require a departure from standards. The gradient of the Orange route reaches a maximum of 8% over a length of 800m. The length between points where the gradient is relatively flat (i.e. 2%) is 1.8km. The gradient of Haldon Hill is 6% and Telegraph Hill is 8%. The length of Telegraph Hill where it is 8% is approximately 1.3km.

Weather

There were also some concerns regarding extreme weather that the Cotleigh Plateau experiences. However, there are many roads within the network which are on high ground and experience localised weather conditions. There is technology available to monitor and predict weather patterns and a bespoke maintenance strategy could be developed.

Side Road Severance, Underpasses & Agricultural Connections

Refinements to side roads and underbridges - A number of responses to the consultation, particularly from local landowners, have advised improvements to the proposed side roads and underbridges. These suggestions have been reviewed in order to produce an optimised side road network which minimises severance whilst ensuring that the scheme objectives are not negatively impacted.

A35 Connection

There were a number of queries raised during public consultation about whether an A35 improvement would be considered as part of the design for the A30 Honiton to Devonshire Inn scheme. There is no current plan to make a connection to the A35. Any connection to the Blue route or the Orange route would encounter difficult constraints including the steep topography, junction provisions crossing of the rail line. This is unlikely to be viable in economic or environmental terms for the foreseeable future.

Route Choice

There were a number of concerns raised about the presence of accesses onto the improved A30 at the western end of the Blue Route. There was a consensus that this could cause an accident blackspot and would prove very difficult to use due to the increase in traffic and speeds. In response, an alternative alignment for the western end of the Blue route has been developed for assessment. This moves the Blue alignment further north and allows the accesses to be combined onto an access road that runs parallel to the A30, resulting in just one junction rather than seven accesses on the mainline. Whilst this resolves the concerns about safety, it does result in additional consequences, such as a severance to the properties on the access road to Honiton.

It is recognised that the Blue Route has the greatest negative impact on Monkton, particularly with respect to impact on land and properties and severance, and there are difficulties with junctions and accesses, although it does stay close to the existing alignment. The Blue route is the slightly better in noise terms due to the area in which the route affects and there being fewer properties in it.

The main factors for the respondents choosing the Orange Route relate to the design of the new road, as well as the environmental impact and impact on local communities. Numerous other comments mentioned that the route has minimal property and land impact, as well as benefitting the village of Monkton.

It is recognised that the Orange route strays away from the existing alignment into the countryside closer to villages currently unaffected by the A30 and will have slightly greater effects on agricultural. However it has significant advantages in that there is a reduced impact on properties, has no junctions or frontage access and will be the easiest and least intrusive to construct.

A key concern of local landowners was the noise impact that each of the routes might result in. Due to the nature of the noise mapping methodology advising a 600m study area from the proposed route, the village of Cotleigh was not included in the analysis. Given the nature of the Orange Route lying on top of the plateau, the potential for noise and associated tranquillity implications was identified. This was mentioned numerous times at the public consultation exhibitions, particularly at the exhibition held in Cotleigh Village Hall. Further noise studies were undertaken post-consultation to better understand the noise implications for the village of Cotleigh. This concludes that, due to the level of background noise at Cotleigh, the increase in noise levels generated from the Orange route would be significantly less than originally anticipated. Based on standard assessment methodologies used by Highways England, the anticipated magnitude of impact would be classed as negligible to minor.

The Orange route presents a number of environmental benefits when compared to the Blue route. Predominantly, it is the better route for landscape, as well as biodiversity and cultural heritage. These are all key concerns given the location of the route in the Blackdown Hills AONB. The reduced impacts on these environmental concerns have led the Orange route to be the preferred route of both East Devon District Council and Natural England. At the most recent Value Management Workshop, the Environment Agency also highlighted its strong preference for the Orange route, in line with the sequential test, as this will avoid an incursion into flood zone 2 along a short stretch of the Blue route. The Orange route is therefore beneficial in flood risk terms due to its location falling wholly within Flood Zone 1.

The impact on local communities was a key factor mentioned several times as a reason to justify the preferred route choice of respondents to the questionnaire. In particular, it was felt that the Orange route would affect the local community of Cotleigh negatively due to the reduced tranquillity from road noise, potential water source impacts and land take. On the other hand, the Blue routes were considered to affect the village of Monkton negatively, with many considering the bypass to sever the village and the associated land take affecting landowners in the area.

Comparing the Blue to Orange, the Blue route has a significant impact on the village of Monkton whereas the Orange route is approximately 1 kilometre from the centre of Cotleigh. It is recognised that both routes have the potential to negatively impact one community. However, the greatest benefits can be realised by removing the severance currently experienced in Monkton, which can be best achieved through the implementation of the Orange Route.

There is no significant difference in cost or highway terms, despite the Orange route having a gradient of 8%. The traffic and economics analysis also showed no significant difference between the two routes. Therefore, the evidence provided in this report and the Public Consultation Report shows that the Orange route should be the route to be taken forward in an Outline Business Case to be submitted to the Department for Transport to progress.

Summary and Conclusion

The Orange route fulfils the objectives set for the A30/A303 Honiton to Ilminster improvement as demonstrated below:

Objective	Proposed Route
Encourage economic growth in the south west peninsula and particularly the large scale planned development East of Exeter	The Orange route provides a major improvement to a poor section of road facilitating improved access to the South West and East of Exeter developments
Improve journey speed and reliability	Journey times over the 8km section reduce as the current speeds are restricted by the poor geometry of the road and it goes through a 40mph speed limit. The Orange route has a consistent 60mph speed limit and overtaking opportunities.
Improve journey quality	The Orange route has a straight alignment with no junctions or access. In addition there are consistent overtaking opportunities. There is a hill on the western end but this is not dissimilar to other similar roads in the south west.
Increase the resilience of the strategic road network whilst recognising that RIS1 announced the intention to upgrade the A303 between the M3 and the A358 to dual carriageway standard, together with creating a dual carriageway link from the M5 at Taunton to the A303	The WS2+1 carriageway has a significant amount of extra capacity than the existing road and headway to accommodate any increase in traffic. In addition the WS2+1 width allows greater opportunities for traffic to continue when accidents or minor road maintenance takes place. The new design will be such that the likelihood of flooding is most unlikely.
Improve safety for road users and road operators	There are no junctions and direct accesses on the Orange route. Accidents are predicted to reduce significantly. An assessment of other similar roads shows can result in good safety performances, particularly if introduced in conjunction with an average speed camera system.
Minimise adverse environmental impacts through exemplary approaches to design and mitigation and adoption of sustainable and innovative solutions	The Orange route emanated from the environmentally led scheme development and incorporates design features to limit adverse impacts. Further refinement of the design and mitigation is recommended through the detailed design process.
Ensure that unavoidable impacts on the character and special qualities of the Blackdown Hills AONB are offset through a significant programme of compensatory measures and the inclusion of opportunities for environmental enhancement in line with AONB Management Plan objectives.	Strategies to mitigate and compensate for impacts upon the AONB are inherent within the current scheme design and the recommended approach to its refinement. Any adopted scheme would also need to incorporate investment in new approaches to the positive management and enhancement of environmental interests in the scheme corridor and wider AONB.

Based on the information outlined by this report, DCC believes there are exceptional circumstances which justify the need for the scheme, with the anticipated benefits, both nationally and locally, outweighing the costs, including the unavoidable impacts upon the

Blackdown Hills AONB. It is further concluded that the Orange route offers the solution which best meets the scheme objectives, in a manner which accords with national policy, so justifying its promotion for inclusion within the RIS.

11. Options/Alternatives

Given that the project is for an improvement scheme on a trunk road managed by Highways England, the work has been progressed through Stage 1 (Option Identification) of the major projects lifecycle as set out in the Highways Agency Project Control Framework. The scheme is currently in Stage 2 (Option Selection), which includes public consultation.

Stage 1: Option Identification

An Environmental scoping report was produced to document the extent of effort necessary to determine impacts and the methodologies for an appropriate level of assessment.

Work was undertaken to collect and assimilate data to develop initial options. The route was divided into 4 links and a number of options for each were examined; the proposed locations being developed at Design Team Workshops and based upon suggested alignments from the Environmental team.

A preliminary link option assessment was undertaken by all disciplines to identify the impacts of each link, record conclusions and to capture opportunities for compensation. Each option was allocated a high, medium and low risk to determine any 'No Go' Link Options.

The results were presented to the Key Stakeholders at the Value Management Workshop held on 2nd March, 2016.

Following the Value Management Workshop two route alignments were selected for further development and assessment including the identification of avoidance, mitigation, compensation and enhancement measures and any monitoring requirements. The magnitude of the impacts and significance of effects were considered.

A second Value Management Workshop was held on 8th June 2016 to validate and confirm project objectives were still valid.

Stage 2: Option Selection

Feedback from the public consultation determined whether the development of further revised options and assessment of these options was required. This resulted in a number of revisions being assessed. This included revisiting the north of Monkton bypass option as well as refining the side road network and junction arrangements.

The results of the public consultation and the additional work undertaken following this was presented to the Key Stakeholders at the Value Management Workshop held on 17th November 2016. No objections to the conclusions of the public consultation and subsequent design work were raised by the key stakeholders present.

12. Reason for Recommendation/Conclusion

In order to raise the profile of the poor quality of the existing A30/A303/A358 route, a consortium of local authorities undertook an initiative to identify the economic gain that could be achieved if the corridor was improved. This resulted in a report: "The A303 Corridor Improvement Programme Outline Economic Case and Proposed Next Steps". In December 2014, the government announced three schemes would be included in the Road Investment

Strategy 2015-2020. This did not include the Honiton to Ilminster section but it did recognise that some improvements were necessary.

In order to ensure that the Honiton to Ilminster section had the best chance of being included in the next Government Road Investment Programme, the Council allocated funds to progress potential improvement options as a first stage to getting the whole section improved. This study built on the previous Strategic Outline Business Case for a 60mph single carriageway three lane wide road.

The study has followed the process for the development of roads on the Strategic Road Network and has resulted in the recommendation to select the Orange route which should be taken forward in an Outline Business Case to be submitted to the Department for Transport.

It will be for the Department for Transport to carry out steps to implement and progress DCC's preferred option, including:

- Decision as to whether or not the preferred route will be progressed
- If it will, progression of development and design of the preferred route
- Consultation will be held on the detailed design and final plans of the preferred route
- Development Consent Order (DCO) will be sought.

The information provided in this report details why the recommendation of the Orange route is deemed to be the most suitable. The benefits of the scheme outweigh the anticipated environmental effects, particularly on the AONB, as required by national policy, so justifying our promotion of this for inclusion within the RIS. As a result, this allows the progression of the scheme to submission to the Secretary of State as a preferred route.

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Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Reference
1. A30 Public Consultation Scheme Documentation	August 2016	https://new.devon.gov.uk/a30-blackdownhills/
2. Post Consultation Scheme Documentation	November 2016	https://new.devon.gov.uk/a30-blackdownhills/
3. Impact Assessment	December 2016	https://new.devon.gov.uk/impact/a30-honiton-to-devonshire-inn-highway-improvement-scheme/