

Impact Assessment

Version 2015 GUIDANCE NOTES

Assessment of:	Turks Head Junction Improvement, Honiton
Service:	PE&T - Transport Planning

Head of Service:	Dave Black
Date of sign off by Head Of Service/version:	26/06/15
Assessment carried out by (incl. job title):	Rory Millar

Section 1 - Background

Description:	Turks Head Junction is currently a priority T-junction joining the A30 trunk road with Honiton. The proposed improvement scheme will see the current junction converted to a mini-roundabout. The scheme will improve facilities for pedestrians by introducing a zebra crossing on Exeter Road to the west of the roundabout with a refuge island on Turks Head Lane.
Reason for change and options appraisal:	The junction is operating at capacity with significant queues forming on the Turks Head Lane approach during peak periods; this is the arm which connects to the eastbound and westbound A30 off slips. With proposed development in and around Honiton, traffic flows are predicted to increase in the future which would increase queue lengths. Highways England is concerned that no mitigation will result in queues extending back onto the main line of the A30 which would have an unacceptable impact upon the safety of the junction. Assessments have shown that a mini roundabout will be able to cope with the increase in traffic anticipated from the new developments. Land was acquired from the adjacent hotel redevelopment in order to widen the approaches to

the junction as this was needed to accommodate the mini roundabout. Safety of pedestrians is a concern at the junction so a zebra crossing is being put in on the western arm of the mini-roundabout and a pedestrian refuge island is being implemented on the Turks Head Lane arm.

Section 2 - Key impacts and recommendations

Social/equality impacts:

The scheme will improve journey times and would enable more people to travel more easily for access to employment, education and leisure. The mini roundabout will reduce vehicle speeds on the main arm which will improve safety of the whole area around the junction. The scheme will maintain the current level of footway provision whilst the single lane entry approaches to the mini-roundabout on Exeter Road will be retained in order to prevent drivers from overtaking cyclists and to limit the opportunity for conflict.

Pedestrian access is improved with the inclusion of a zebra crossing on the Exeter Road (West) arm as this will make movements between the Aldi supermarket and Sidmouth Road, Rosemount Lane and the surrounding residential areas via Beggars Lane far easier. The zebra crossing at this location will have a significantly positive impact on safety for non-motorised users and on pedestrian's feelings about crossing the road as it will give them more confidence and make them feel safer when they are crossing the road.

The Non-Motorised User Audit also identified a need to accommodate a safer crossing of Turks Head Lane itself therefore a pedestrian crossing refuge has been included on this arm. This will allow pedestrians to cross the road in two stages rather than one as they have to at present which will increase safety and particularly benefit the vulnerable road users. All the crossing points have dropped kerbs and have tactile paving which will benefit those with visual impairment.

Although we believe that the zebra crossing on the western arm and a crossing refuge on the Turks Head Lane arm are more than sufficient to accommodate for the pedestrian movements around the junction, a toucan crossing had some further benefits for people with visual impairment. This had to be balanced with the negative safety impacts of additional vehicles queueing on the A30 as a result. However the crossings are still a significant improvement on the current level of provision whilst a mini roundabout has more capacity and lower

	<p>maintenance costs than traffic signals. The inclusion of tactile paving at all the different crossing points will further ensure that it is safe for those with visual impairment to cross the road.</p>
Environmental impacts:	<p>Whilst this scheme will help facilitate travel with its inherent benefits, it could also induce additional traffic and contribute to some adverse impacts such as noise pollution and air pollution.</p>
Economic impacts:	<p>Once completed congestion will ease and journey times into Honiton from the A30 will be reduced. An economic assessment of the new junction was undertaken and there was a benefit cost ratio of approximately 25 which represents exceptionally good value for money. Additionally the improvement will increase the capacity of the junction and enable more travel to occur which can subsequently result in economic growth for the town. It may result in attracting more businesses to the town and could also unlock further residential development in the west of the town.</p> <p>During the construction of the scheme there will be temporary traffic management measures in place which will inevitably cause short term disruption.</p>
Other impacts (partner agencies, services, DCC policies, possible 'unintended consequences'):	<p>None</p>
How will impacts and actions be monitored?	<p>Journey time data through the junction and queue lengths will be monitored</p>

Section 3 - Profile and views of stakeholders and people directly affected

People affected:	<p>Residents of Honiton who use the A30 and pedestrians in town who walk to the Aldi supermarket.</p>
Diversity profile and needs assessment of affected people:	<p>The scheme is considered to have the same impact on all groups of people.</p>

Other stakeholders:	Local Members, East Devon District Council and Honiton Town Council are all stakeholders in this scheme.
Consultation process:	<p>The improvement to Turks Head Junction is referred to within the emerging Est Devon Local Plan as a requirement in order to mitigate the safety impacts of development traffic. The Plan was subject to extensive public consultation concluding in an Examination in Public led by the Planning Inspectorate; no issues were identified in relation to the Turks Head junction improvement.</p> <p>A detailed design has been prepared now that all the necessary land has been assembled. The Local County Council Member has been consulted on the detailed design and is supportive.</p> <p>A presentation was made to Honiton Town Council on 8th June 2015 with a summary briefing of the scheme circulated with the agenda prior to the meeting, a question and answer session followed the presentation and Honiton Town Council discussed the details of the scheme at the formal meeting where it was resolved that the Council should proceed with a mini roundabout.</p>
Research and information used:	None

Background Analysis

This section describes how relevant questions and issues have been explored during the options appraisal.

Section 4a - Social Impacts

Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity (remove or minimise disadvantage; meet people's needs; take account of disabilities; and encourage participation in public life) and
- Foster good relations (tackle prejudice and promote understanding).

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief.

This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').
- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).

The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:

- Informed and properly considered with a rigorous, conscious approach and open mind
- Done so, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination*, advance equality and foster good relations. *This means that the decision will not result in unlawful direct or indirect discrimination, harassment or victimisation in relation to the provision of services and functions, education, premises, work or associations.
- Proportionate (negative impacts are proportionate to the aims of the policy decision)
- Fair
- Necessary
- Reasonable, and
- Those affected have been adequately consulted.

Characteristics	Describe any actual or potential negative consequences (e.g. disadvantage or community tensions) for the groups listed. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes for the groups listed. (Consider how to advance equality/reduce inequalities as far as possible).
All residents (in general):	No specific impact	
Age (from young to old):	No negative consequences	The zebra crossing on the western arm and the crossing refuge on the Turks Head arm makes it easier for the older and younger members of the population to cross the road
Disability (incl. sensory, mobility, mental health, learning disability, ill health) and carers of disabled people:	No negative consequences	The zebra crossing on the western arm and the crossing refuge on the Turks Head arm makes it easier for those with disabilities to cross the road confidently and safely
Culture/ethnicity: nationality,	No specific impact	

skin colour, religion and belief:		
Sex, gender and gender identity (including Transgender & pregnancy/maternity):	No specific impact	
Sexual orientation:	No specific impact	
Other socio-economic factors such as families, carers, single people/couples, low income, vulnerability, education, reading/writing skills, 'digital exclusion' and rural isolation.	No negative consequences	The junction has been designed in a way that improves provision for sustainable modes of transport so could encourage more active travel and healthy living
Human rights considerations:	No specific impact	

Section 4b - Environmental impacts

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. Refer to the Environmental Analysis guidance for further information

The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please select from the table below and proceed to Section 4c, otherwise complete the environmental analysis):

X	Devon County Council's Environmental Review Process for permitted development highway schemes.
	Planning Permission under the Town and Country Planning Act (1990).
	Strategic Environmental Assessment under European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment".

	<p>Describe any actual or potential negative consequences.</p> <p>(Consider how to mitigate against these).</p>	<p>Describe any actual or potential neutral or positive outcomes.</p> <p>(Consider how to improve as far as possible).</p>
Reduce waste, and send less waste to landfill:		
Conserve and enhance biodiversity (the variety of living species)		
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:		
Conserve and enhance the quality and character of our built environment and public spaces:		
Conserve and enhance Devon's cultural and historic heritage:		
Minimise greenhouse gas emissions:		
Minimise pollution (including air, land, water, light and noise):		

Contribute to reducing water consumption:		
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):		
Other (please state below):		

Section 4c - Economic impacts

Refer to the Economic Analysis guidance for further information.

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Impact on knowledge and skills:	No negative consequences on knowledge and skills	Some positive impacts as it improves access to Exeter and other areas of teaching and learning
Impact on employment levels:	No negative consequences on employment levels	Positive impact on employment levels due to an improvement in traffic flow
Impact on local business:	There will be possible disruption during the construction of the scheme.	Impacts upon existing businesses in the town as it will result in congestion relief.

Section 4d -Combined Impacts

Linkages or conflicts between social, environmental and economic impacts:	None
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Section 5 - 'Social Value' of planned commissioned/procured services:

How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?	The procurement process will be carried out using the Highway Structural Maintenance Framework contract
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