

<b>Assessment of:</b>	<b>Barnstaple: A361 Portmore Roundabout Improvement</b>
<b>Service:</b>	PE&T - Transport Planning

<b>Head of Service:</b>	Dave Black
<b>Date of sign off by Head Of Service/version:</b>	19 August 2015
<b>Assessment carried out by (incl. job title):</b>	James Anstee (Principle Transportation Planning Officer)

## Section 1 - Background

Description:	Portmore Roundabout is located to the east of Barnstaple at the junction of the A361 North Devon Link Road and the A39. It is the main eastern access for Barnstaple and it is a key junction on the A361\A39 strategic corridor linking the M5 to North Devon and Torridge. For improved future capacity, the scheme will increase the size of the roundabout and provide an additional traffic lane through the junction. The scheme will incorporate a new fourth arm to serve new residential and employment land.
Reason for change and options appraisal:	The junction currently carries around 2,000 vehicles in the AM and PM peak hours and experiences congestion in the peak workday and holiday periods with capacity exceeded on all arms. Assessments have shown that in order for the junction to cope with proposed development in the North Devon and Torridge area during the period up to 2031, including up to 10000 new dwellings and 50ha of new employment land. This junction will need capacity improvements in the longer term to manage increased traffic demands. And in the short term the new roundabout junction will incorporate an additional arm to directly serve development to the south west of the junction, unlocking 2.8ha of employment space and 170 new homes.

## Section 2 - Key impacts and recommendations

<p>Social/equality impacts:</p>	<p>The scheme will provide positive social impacts for commuter, tourist and other road users.</p> <p>The scheme will deliver significant capacity benefits during the Weekday peak hours, reducing delays for commuter traffic from the surrounding travel to work areas of Barnstaple, South Molton, Tiverton and Bideford. Without improvements to this junction deterioration in journey times will adversely affect access to employment education and the wider strategic road network.</p> <p>North Devon is a key tourist destination and tourism is an important part of the local economy. This scheme will contribute towards maintaining capacity and resilience for the strategic corridor during peak holiday periods.</p>
<p>Environmental impacts:</p>	<p>Increasing the size of the junction will have a slight adverse impact on the adjacent landscape and biodiversity. The A361\A39 corridor is an ex trunk road route, situated on the outskirts or the main Barnstaple urban area. By improving an existing roundabout junction this scheme has been designed to have the minimum impact on the surrounding landscape. The scheme will reduce future traffic demands within the town which would adversely impact on the townscape and historic environment.</p> <p>Increased traffic demands will have an adverse impact on traffic noise and air quality. The scheme will improve average speeds through the junction. By improving journey times and reducing congestion, the scheme will help to reduce growth in CO2 emissions and air pollution by allowing vehicles to operate more efficiently.</p>
<p>Economic impacts:</p>	<p>An economic assessment of the new junction has been undertaken. A benefit cost ratio of 16 represents a high value for money category scheme.</p> <p>Reduced congestion and improved journey times will increase reliability for business users, tourist traffic and transport providers in the region. In turn supporting Devon's economy.</p> <p>During the construction of the scheme there will be temporary traffic management measures in place which will cause short term disruption.</p>

Other impacts (partner agencies, services, DCC policies, possible 'unintended consequences'):	The scheme forms part of a wider long term strategy to improve the corridor between the M5 and Bideford\Northam. To ensure that the former trunk road route can continue to operate as a strategic link.
How will impacts and actions be monitored?	To evaluate the impacts and benefits of the scheme. A monitoring framework identifies quantitative surveys of traffic flows and journey times both pre and post scheme opening.

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

People affected:	Residents and businesses of Barnstaple and the North Devon and Torridge and Mid Devon areas served by the A39 and A361.
Diversity profile and needs assessment of affected people:	The scheme improves an existing roundabout junction and does not introduce any specific restrictions or impediments to current or future users. No adverse impacts for individual people or characteristics have been identified.
Other stakeholders:	North Devon District Council, Developer (G Loosemore & Son Ltd), Local Businesses, General Public, and Councillors

<p>Consultation process:</p>	<p>This junction improvement is referred to within the joint North Devon &amp; Torridge Local Plan. The draft Plan has been subject to extensive local public consultation between 2012 and 2015.</p> <p>Details of the junction improvement scheme have been subject to a consultation exercise in 2014 undertaken by the developers of the adjacent land G. Loosemores &amp; Son.</p> <p>The wider strategy for the A361\A39 corridor including this specific junction has also been subject to public consultation by DCC during 2014 titled “A Gateway To Northern Devon”. This consultation exercise included seeking views from all parishes along the corridor. Specific presentations were made to local members and councillors in the Barnstaple and Bideford areas.</p>
<p>Research and information used:</p>	<p>None</p>

# 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.

<b>Characteristics</b>	<b>Describe any actual or potential negative consequences (e.g. disadvantage or community tensions) for the groups listed. (Consider how to mitigate against these).</b>	<b>Describe any actual or potential neutral or positive outcomes for the groups listed. (Consider how to advance equality/reduce inequalities as far as possible).</b>
All residents (in general):	Noise impact from increased traffic.	Reduced congestion and journey delays.
Age (from young to old):	No negative consequences	Improved access to education and community facilities.
Disability (incl. sensory, mobility, mental health, learning disability, ill health) and carers of disabled people:	No specific impact	Improved access to education and community facilities. Improved access for community transport and emergency services.
Culture/ethnicity: nationality, skin colour, religion and belief:	No specific impact	No specific impact

Sex, gender and gender identity (including Transgender & pregnancy/maternity):	No specific impact	No specific impact
Sexual orientation:	No specific impact	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 specific impact	Improved access to education and community facilities. Improved access for community transport and emergency services.
Human rights considerations:	No specific impact	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):

	Devon County Council's Environmental Review Process for permitted development highway schemes.
<b>X</b>	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><b>Describe any actual or potential negative consequences.</b></p> <p><b>(Consider how to mitigate against these).</b></p>	<p><b>Describe any actual or potential neutral or positive outcomes.</b></p> <p><b>(Consider how to improve as far as possible).</b></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.

	<b>Describe any actual or potential negative consequences. (Consider how to mitigate against these).</b>	<b>Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).</b>
Impact on knowledge and skills:	No negative consequences on knowledge and skills	Some positive impacts as it will improve access to education. And provides access to a high quality employment site.
Impact on employment levels:	No negative consequences on employment levels	Positive impact on employment levels due to reduced congestion and improved journey time reliability.
Impact on local business:	There will be possible disruption during the construction of the scheme.	Positive impacts upon existing businesses in the town as it will result in congestion relief and provide capacity for new employment developments.

### 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?	None
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