

Phil Norrey
Chief Executive

To: The Chair and Members of the
Cabinet

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

(See below)

Your ref :
Our ref :

Date : 7 May 2019
Please ask for : Karen Strahan, 01392 382264

Email: karen.strahan@devon.gov.uk
:

CABINET

Wednesday, 15th May, 2019

A meeting of the Cabinet is to be held on the above date at 10.30 am in the Committee Suite - County Hall to consider the following matters.

P NORREY
Chief Executive

AGENDA

PART I - OPEN COMMITTEE

1 Apologies for Absence

2 Minutes

Minutes of the meeting held on 10 April 2019 (previously circulated).

3 Items Requiring Urgent Attention

Items which in the opinion of the Chair should be considered at the meeting as matters of urgency.

4 Announcements

5 Petitions

6 Question(s) from Members of the Council

FRAMEWORK DECISION

NIL

KEY DECISIONS

7 Approval to Revenue & Capital Outturn 2018/2019

Report of the County Treasurer (CT/19/45) on the Revenue and Capital Budget Outturn position for 2018/2019. The Report is attached as a supplement.

Electoral Divisions(s): All Divisions

8 Moor Lane Improvements, Exeter: Approval to Construct (Pages 1 - 24)

Report of the Head of Planning, Transportation and Environment (PTE/19/19) requiring approval to construct Moor Lane Improvements, Exeter, attached.

An Impact Assessment is also attached for the attention of Members at this meeting.

Electoral Divisions(s): All in Exeter; Heavitree & Whipton Barton; Wonford & St Loyes

9 A361 North Devon Link Road - Pedestrian Cycle Crossings at Bishops Tawton and Landkey and Advance Planting Works (Pages 25 - 54)

Report of the Head of Planning, Transportation and Environment (PTE/19/20) regarding the A361 North Devon Link Road seeking various approvals in relation to Pedestrian Cycle Crossings at Bishops Tawton and Landkey and Advance Planting Works, attached.

An Impact Assessment is also attached for the attention of Members at this meeting.

Electoral Divisions(s): Barnstaple South; Chulmleigh & Landkey

10 Western Road, Ivybridge Parking Relocation (Pages 55 - 78)

Report of the Head of Planning, Transportation and Environment (PTE/19/21), seeking approval and authority to go to tender on the Western Road, Ivybridge Parking Relocation scheme, attached.

An Impact Assessment is also attached for the attention of Members at this meeting.

Electoral Divisions(s): Ivybridge

MATTERS REFERRED

11 Exeter Highways and Traffic Orders Committee - Residents Parking Extensions - Duryard and Pennsylvania

In considering the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/42) relating to Residents Parking Extensions in Duryard & Pennsylvania, the Exeter Highways and Traffic Orders Committee Committee at its meeting on 9th April 2019 had RESOLVED (Minute 98 refers) '(c) that a new Residents Parking Zone for Horseguards be supported, but in view of the proposal not being fully compliant with current Council policy, Cabinet be asked to consider and determine the proposal'.

Recommendation

That Cabinet agrees to implement the scheme as advertised, extending the existing Residents Parking Zone H to encompass Horseguards, funded by developer contribution.

Electoral Divisions(s): Duryard & Pennsylvania

OTHER MATTERS

- 12 Public Health Annual Report (Pages 79 - 82)

Report of the Chief Officer for Communities, Public Health, Environment and Prosperity, presenting the Public Health Annual Report for 2018/19, circulated separately for Members of the Committee.

A covering Report is attached to the agenda and the annual report is a separate document, available on the [website](#).

Electoral Divisions(s): All Divisions

STANDING ITEMS

- 13 Question(s) from Members of the Public

- 14 Forward Plan (Pages 83 - 92)

In accordance with the Council's Constitution, the Cabinet is requested to review the list of forthcoming business (previously circulated) and to determine which items are to be defined as key and/or framework decisions and included in the Plan from the date of this meeting.

[NB: The Forward Plan is available on the Council's website at: <http://democracy.devon.gov.uk/mgListPlans.aspx?RPId=133&RD=0&bcr=1>]

PART II - ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF THE PRESS AND PUBLIC


NIL

Notice of all items listed above have been included in the Council's Forward Plan for the required period, unless otherwise indicated. The [Forward Plan](#) is published on the County Council's website.

Notice of the decisions taken by the Cabinet will be sent by email to all Members of the Council within 2 working days of their being made and will, in the case of key decisions, come into force 5 working days after that date unless 'called-in' or referred back in line with the provisions of the Council's Constitution. The Minutes of this meeting will be published on the Council's website, as indicated below, as soon as possible.

Members are reminded that Part II Reports contain confidential information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s).

Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.

Membership
Councillors J Hart (Chair), S Barker, R Croad, A Davis, R Gilbert, S Hughes, A Leadbetter, J McInnes and B Parsons
Cabinet Member Remits
Councillors Hart (Policy, Corporate and Asset Management), Barker (Resources), Croad (Community, Public Health, Transportation & Environmental Services), Davis (Infrastructure Development & Waste), R Gilbert (Economy & Skills) S Hughes (Highway Management), Leadbetter (Adult Social Care & Health Services), McInnes (Children's Services & Schools) and Parsons (Organisational Development & Digital Transformation)
Declaration of Interests
Members are reminded that they must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.
Access to Information
Any person wishing to inspect the Council's / Cabinet Forward Plan or any Reports or Background Papers relating to any item on this agenda should contact Karen Strahan, 01392 382264. The Forward Plan and the Agenda and Minutes of the Committee are published on the Council's Website and can also be accessed via the Modern.Gov app, available from the usual stores.
Webcasting, Recording or Reporting of Meetings and Proceedings
The proceedings of this meeting may be recorded for broadcasting live on the internet via the 'Democracy Centre' on the County Council's website. The whole of the meeting may be broadcast apart from any confidential items which may need to be considered in the absence of the press and public. For more information go to: http://www.devoncc.public-i.tv/core/
In addition, anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chair. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chair or the Democratic Services Officer in attendance so that all those present may be made aware that is happening.
Members of the public may also use Facebook and Twitter or other forms of social media to report on proceedings at this meeting. An open, publicly available Wi-Fi network (i.e. DCC) is normally available for meetings held in the Committee Suite at County Hall. For information on Wi-Fi availability at other locations, please contact the Officer identified above.
Questions to the Cabinet / Public Participation
A Member of the Council may ask the Leader of the Council or the appropriate Cabinet Member a question about any subject for which the Leader or Cabinet Member has responsibility. Any member of the public resident in the administrative area of the county of Devon may also ask the Leader a question upon a matter which, in every case, relates to the functions of the Council. Questions must be delivered to the Office of the Chief Executive Directorate by 12 noon on the fourth working day before the date of the meeting. The name of the person asking the question will be recorded in the minutes. For further information please contact Karen Strahan on 01392 382264 or look at our website
Emergencies
In the event of the fire alarm sounding leave the building immediately by the nearest available exit, following the fire exit signs. If doors fail to unlock press the Green break glass next to the door. Do not stop to collect personal belongings, do not use the lifts, do not re-enter the building until told to do so.
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If you need a copy of this Agenda and/or a Report in another format (e.g. large print, audio tape, Braille or other languages), please contact the Information Centre on 01392 380101 or email to: centre@devon.gov.uk or write to the Democratic and Scrutiny Secretariat at County Hall, Exeter, EX2 4QD.
 Induction loop system available

NOTES FOR VISITORS

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SatNav – Postcode EX2 4QD

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Access to County Hall and Public Transport Links

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The nearest mainline railway stations are Exeter Central (5 minutes from the High Street) and St David's and St Thomas's both of which have regular bus services to the High Street. Bus Service H (which runs from St David's Station to the High Street) continues and stops in Wonford Road (at the top of Matford Lane shown on the map) a 2/3 minute walk from County Hall, en route to the RD&E Hospital (approximately a 10 minutes walk from County Hall, through Gras Lawn on Barrack Road).

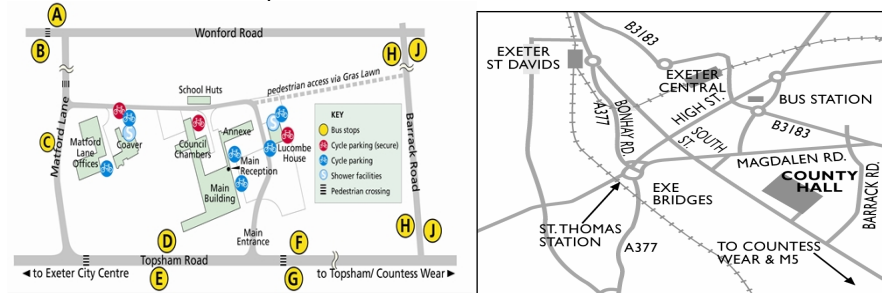
Car Sharing

Carsharing allows people to benefit from the convenience of the car, whilst alleviating the associated problems of congestion and pollution. For more information see: <https://liftshare.com/uk/community/devon>.

Car Parking and Security

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As indicated above, parking cannot be guaranteed and visitors should allow themselves enough time to find alternative parking if necessary. Public car parking can be found at the Cathedral Quay or Magdalen Road Car Parks (approx. 20 minutes walk). There are two disabled parking bays within the visitor car park. Additional disabled parking bays are available in the staff car park. These can be accessed via the intercom at the entrance barrier to the staff car park.



NB   Denotes bus stops

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First Aid

Contact Main Reception (extension 2504) for a trained first aider.

PTE/19/19

Cabinet
15 May 2019

Moor Lane Roundabout Improvements, Exeter: Approval to Construct

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 Cabinet;

- (a) approves the construction of a highway junction improvement at Moor Lane Roundabout, as outlined in Appendix A, at an estimated cost of £2,226,578;**
- (b) delegates authority to the Head of Planning, Transportation and Environment, in consultation with the Cabinet Member for Infrastructure, Development & Waste and relevant local Members, to make minor amendments to the scheme details.**

1. Summary

Moor Lane junction, on the east of Exeter, experiences congestion on most of the approach arms during peak periods due to a mix of through traffic and traffic leaving Sowton Industrial estate. This report seeks approval to construct the Moor Lane Roundabout improvement scheme aimed at relieving this congestion. Improvements to Moor Lane roundabout are identified in the Devon County Council Transport Infrastructure Plan, Exeter City Core Strategy and East Devon Local Plan as one of the measures required to accommodate the Exeter and East Devon Growth Point.

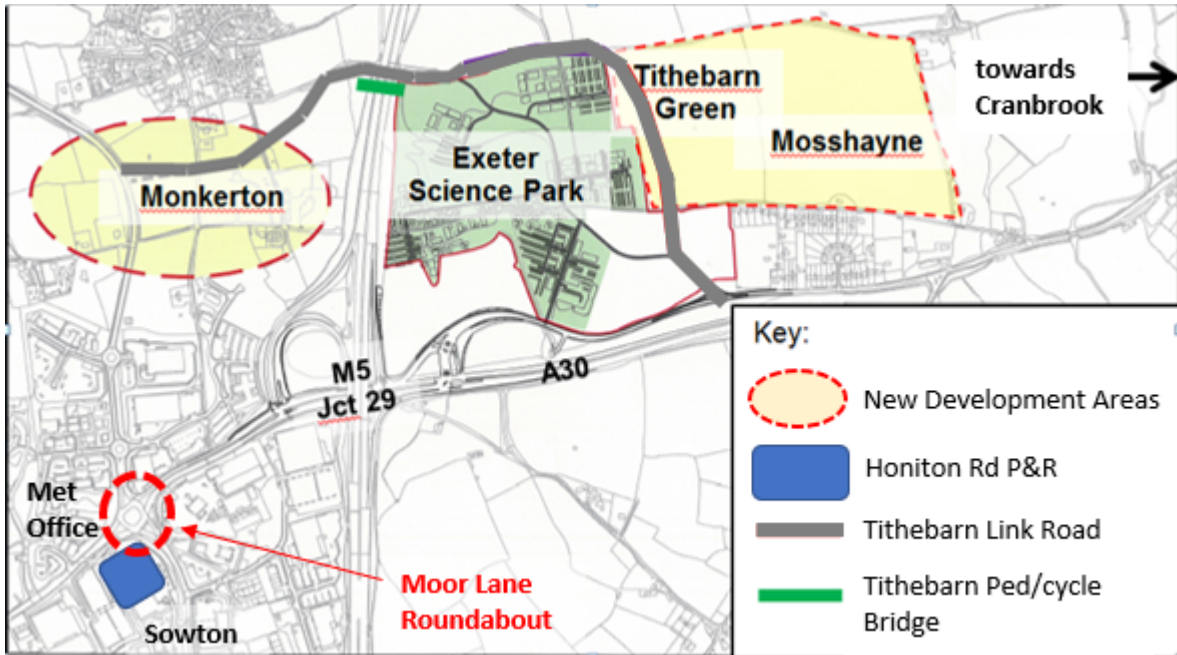
The Moor Lane roundabout improvement, along with Park and Change at the Science Park, and Exeter Cycle routes, form the East of Exeter National Productivity Investment Fund (NPIF) package. The NPIF package is part grant-funded by the Department for Transport and an additional £618,500 of grant funding towards Moor Lane roundabout has also been secured from the Highways England Growth and Housing Fund.

2. Background/Introduction

Situated on the eastern edge of Exeter, Moor Lane roundabout is a main point of access into the city from M5 Junction 29 and A30 of the Strategic Road Network and for new development to the East of Exeter, such as the new town of Cranbrook. Moor Lane Roundabout also provides access into the Honiton Road Park and Ride and one of two highway access/egress points into Sowton Industrial Estate.

Moor Lane Roundabout currently experiences significant queuing in peak periods. In particular, the queues on the A30/Honiton Road westbound approach to Moor Lane Roundabout often extend back to the adjacent M5 J29 in the AM peak, creating a safety issue on the M5.

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Members may recall that the new Tithebarn Link Road has provided an alternative east west link over the M5. However, as development continues in the Exeter & East Devon Growth Point further improvements will be required to provide additional capacity to accommodate that demand. As a result, Highways England has identified Moor Lane improvements as necessary to support future growth. The development of Cranbrook beyond 6,500 homes has a planning condition requiring an improvement scheme.

This report seeks approval for the construction of the Moor Lane Roundabout improvement. Completion of the scheme would help manage the current safety issues that arise from queuing on the Honiton Road westbound approach to the junction, improve egress from Sowton Industrial estate and the Honiton Road Park and Ride and upgrade pedestrian and cyclist facilities on Ambassador Drive providing benefit for local businesses and residents.

3. Proposal

The proposed improvements are to widen the Moor Lane approach (from Sowton Industrial estate) by a lane to provide an additional lane into Moor Lane Roundabout and increase vehicular capacity at the junction.

The northbound exit of the Ambassador Drive / Emperor Way will be widened for a short length to safely provide for the movement north onto Ambassador Drive/Cumberland Way. The lane markings on the Honiton Road westbound approach and circulatory will also be amended to permitting two lanes to turn right into Ambassador Drive and reduce the queuing that currently occurs on this approach.

In addition to the vehicular improvements, facilities for pedestrians and cyclists will be enhanced. This will include localised widening of shared use paths, removal of current obstructions and widening of the refuge islands on the western arms of the Emperor Way and Oberon Road roundabouts.

An overview of the design for the Moor Lane Improvement Scheme is shown in Appendix A. Appendices B1, B2 and B3 show the 3 main areas of works in greater detail. These are described below;

A. Moor Lane Approach – Appendix B1

The Moor Lane approach will be widened into the existing highway verge and embankment to the west to provide an extra lane for vehicles between Avocet Road and Moor Lane roundabout. Lanes will be remarked to improve lane allocation for traffic exiting Sowton. The left-hand lane will be left turn only, and right-hand lane right turn only. The two centre lanes will be ahead, and ahead and right. This will be supported by changes to the markings on the roundabout.

Similarly, the 3rd lane on the Honiton Road westbound approach will be remarked from ahead, to ahead and right. This lane is only lightly used for ahead movements to Honiton Road and the proposed change will enable the right turn movement to Ambassador Drive to be made in two lanes. The right turn movement to Ambassador Drive is particularly high in the morning peak period, leading to queuing. The ability to make this turn from two lanes will help to increase capacity and reduce queuing, reducing queuing for this movement.

The widening of Moor Lane will require the removal of a number of trees. Although dense in nature, are of limited ecological value. In consultation with local members a planting scheme on the edge of the Park and Ride including a number of new trees and shrubs has been produced to mitigate the tree loss.

B. Ambassador Drive Widening, pedestrian and cycle enhancements on west of Ambassador Drive and Emperor Way refuge island – Appendix B2

Ambassador Drive will be widened at its southern end to a northbound merge lane and retain a two lane southbound approach to the Emperor Way roundabout. The existing shared use path and refuge island will be moved east to accommodate this widening.

There will be improvements to pedestrian and cycle facilities including: improved refuge island, improved crossing facilities and the usable width for pedestrians and cyclists will be increased.

C. Oberon Road Roundabout Refuge island improvements – Appendix B3

The existing refuge islands on the western arms of Oberon Road and Emperor Way roundabouts will be widened to improve crossing facilities for pedestrians and cyclists. The increased width will also provide sufficient space to accommodate larger cycles.

The existing shared use path on the north western side of Oberon Road roundabout will be widened to provide a consistent width from the crossing point to the shared use facilities further up Cumberland Way that lead into the E4 cycle route and verge on the eastern side of Ambassador Drive will also be surfaced to increase the width of shared path.

4. Consultations/Representations/Technical Data

The Moor Lane Roundabout improvements scheme is identified in the infrastructure delivery plans that were linked to the Local Plans for Exeter and East Devon District Councils. The infrastructure requirements to support the planned growth were scrutinised through the Examination in Public process.

Information on the proposed design of the scheme was sent out to local businesses, Chamber of Commerce and key stakeholders including Exeter and East Devon District Councils and Stagecoach in early March 2019.

Supporting comments have welcomed the improvements to reduce queuing. Although some disappointment was raised that the scheme does not improve vehicular access out of Grenadier Road, which like many employment areas can be congested at peak periods, this is not one of the objectives of the scheme.

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The proposed improvements to refuge islands have been positively received. It was noted that widening of northbound exit from Ambassador Drive roundabout, may make crossing here more difficult. The Civic Society highlighted some additional improvements for pedestrians and cyclists. Many of these are now included, including localised widening of shared use paths and removing street clutter which can reduce usable width.

A number of businesses have also provided contact details to be kept aware of the construction program.

5. Financial Considerations

The overall construction cost of the proposal is estimated to be £2,226,578. A significant portion of the costs, approximately £850,000, relates to the cost of utilities diversions.

The project forms part of the National Productivity Investment Fund (NPIF) Government Grant package, which has funded parts of the E4 route in the past 12 months.

This element of the package will be funded by

- £692,786 from NPIF grant
- £618,520 grant received from Highways England Housing and Growth Fund
- £915,272 from S106 contributions received from Hill Barton Farm (£750,000 plus indexation).

The total package, which will also see delivery of parts of the E4 cycle route and a new Park and Change site near Exeter Science Park, is now estimated at £9.039m, comprising £4.155m grant and £4.884m match funding.

6. Environmental Impact Considerations

Ecological surveys have been undertaken for areas where trees are to be removed and vegetation clearance is required. No protected species are to be affected by the works and the trees are identified by the County Ecologist as being of limited ecological value. It is proposed that trees will be removed outside of the bird nesting season which is from March to September, although if any trees need to be removed inside the bird nesting season this will be undertaken under the supervision of a qualified ecologist.

To mitigate the slight decrease in biodiversity and loss of trees, a planting scheme of native shrubs and trees along the edge of the Honiton Road Park and Ride site has been prepared in liaison with local members.

The scheme will provide modest improvements to walking and cycling facilities in the vicinity, which will help to reduce severance at the two roundabouts and encourage physical activity.

7. Equality Considerations

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

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

In progressing this particular scheme element, an Impact Assessment has been prepared which has been circulated separately to Cabinet Members and also is available on the Council's website at: <https://www.devon.gov.uk/impact/moor-lane-roundabout/>, which Members will need to consider for the purposes of this item.

Improvements to the roundabout approaches will:

- Unlock housing at Cranbrook
- Improve access to employment opportunities in the East of Exeter
- Improve journey time reliability for public transport users through the junction
- Improved crossing facilities on Ambassador Drive/Cumberland Way will improve accessibility across side roads for people who use wheelchairs or pushing prams, which may improve their experiences of travelling around the city.

The proposals have no adverse impact on a specific audience, regardless of age, race, gender, sexual orientation and religion / belief.

It is anticipated that some negative impact will be realised as a result of traffic management during the construction works. This negative impact will be mitigated as far as possible by liaising with Devon County Council's highway co-ordination, local businesses and traffic management groups.

8. Legal Considerations

The lawful implications/consequences of the proposals/recommendations/proposed course of action have been considered and taken into account in the preparation of this report and formulation of the recommendations set out above.

This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, to secure the expeditious, convenient and safe movement of traffic and provision of parking facilities.

There are no traffic orders required for these works and the junction does not fall within the Exeter Air Quality Management Area (AQMA).

9. Risk Management Considerations

The key risks for such infrastructure projects relate to land acquisition, planning, environmental impact, funding and cost overruns during construction.

The land to enable the widening north of Ambassador Drive roundabout has now been secured and dedicated as highway. The proposed project is entirely within highway and therefore planning consent is not required.

The vegetation within the areas of widening is of limited ecological value and no protected species are impacted by the works. The timing of works and planting scheme along the edge of the Park and ride site will minimise the impact on birds and mitigate the loss of vegetation.

A funding gap on this project previously arose due to higher than expected utilities costs being identified in the stats returns from the utility companies. This has now been resolved through securing grant funding of £618,520 from Highways England. The grant monies have now been received. Similarly, two of the three instalments of £250,000 from development at Hill Barton have been received and the third has been invoiced and is due imminently.

Agenda Item 8

There have been positive discussions with Statutory Undertakers and traffic management and we expect the risks to be managed within the total cost of the project.

10. Public Health Impact

The impact on public health is expected to be neutral. The scheme will however improve public transport reliability and walking and cycling facilities in the vicinity. The latter will help to reduce severance at the two roundabouts and encourage physical activity.

The scheme has been subject to Stage 1 and Stage 2 road safety audits.

11. Options/Alternatives

A number of options to improve the junction have been considered. Consideration of the costs, level of disruption and impact on non-motorised users were considered before deciding on a preferred scheme.

Early stages of design considered widening of other approaches, including Ambassador Drive or the Honiton Road westbound approach were considered but were rejected due to utilities, construction difficulties and extensive traffic management requirements.

Moor Lane

Options were explored for the length of widening between the exit from the Park and Ride site and Moor Lane roundabout. Each of these gave rise to safety issues at the Avocet Road junction. Therefore, the current option where widening starts north of the Avocet Road junction was progressed.

Non-motorised users

An approach was made to acquire the land to the East of Ambassador Drive to enable further widening along the length between Oberon Road and Emperor Way roundabouts. This would have provided sufficient space for a 2-way segregated cycle route to the same standard as that of Phase 1 of E4 route on Cumberland Way. However, the land could not be secured.

12. Discussion

The construction of the proposed Moor Lane Roundabout improvements supports economic growth and continued growth in the East of Exeter Growth Point and reflects the adopted documents of the County and local District Councils.

Concern was raised by a Local Member with regards the merits of highway improvement schemes in a constrained city and inconsistency with the emerging Exeter Transport Strategy. It is noted that in isolation additional highway capacity will not solve the city's transport challenges, however this project represents approximately a quarter of the total cost of the multimodal transport package improvements in the East of Exeter NPIF project.

The project also has the following benefits:

- It is a planning requirement of Highways England
- It provides improved egress from Sowton Industrial estate to roads that have available capacity and where there are localised capacity problems
- It provides additional capacity from the A30/Honiton approach relieving queuing extending back onto the M5

The junction is also at the heart of the East West corridor. Its operation is critical to the performance of the city's network, including those bus routes that pass through it. The improvement does provide benefits to sustainable users, notably exit to the Park and Ride site, and pedestrians and cyclists on the western side of Ambassador Drive.

13. Reason for Recommendation/Conclusion

The Moor Lane roundabout improvements are required to accommodate further growth in the Exeter and East Devon Growth Point. The proposed improvement scheme will provide additional highway capacity at the junction and localised upgrades of pedestrian and cycle facilities in the vicinity.

Time limited funding towards the improvements has been secured from both Highways England and the National Productivity Investment Fund. The improvements will support economic growth, improve accessibility in the East of Exeter and form an integral part of the multimodal East of Exeter transport package.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: All in Exeter

Cabinet Member for Infrastructure, Development & Waste: Councillor Andrea Davis

Chief Officer for Communities, Public Health, Environment and Prosperity, Dr Virginia Pearson

Local Government Act 1972: List of Background Papers

Contact for enquiries: Will Pratt

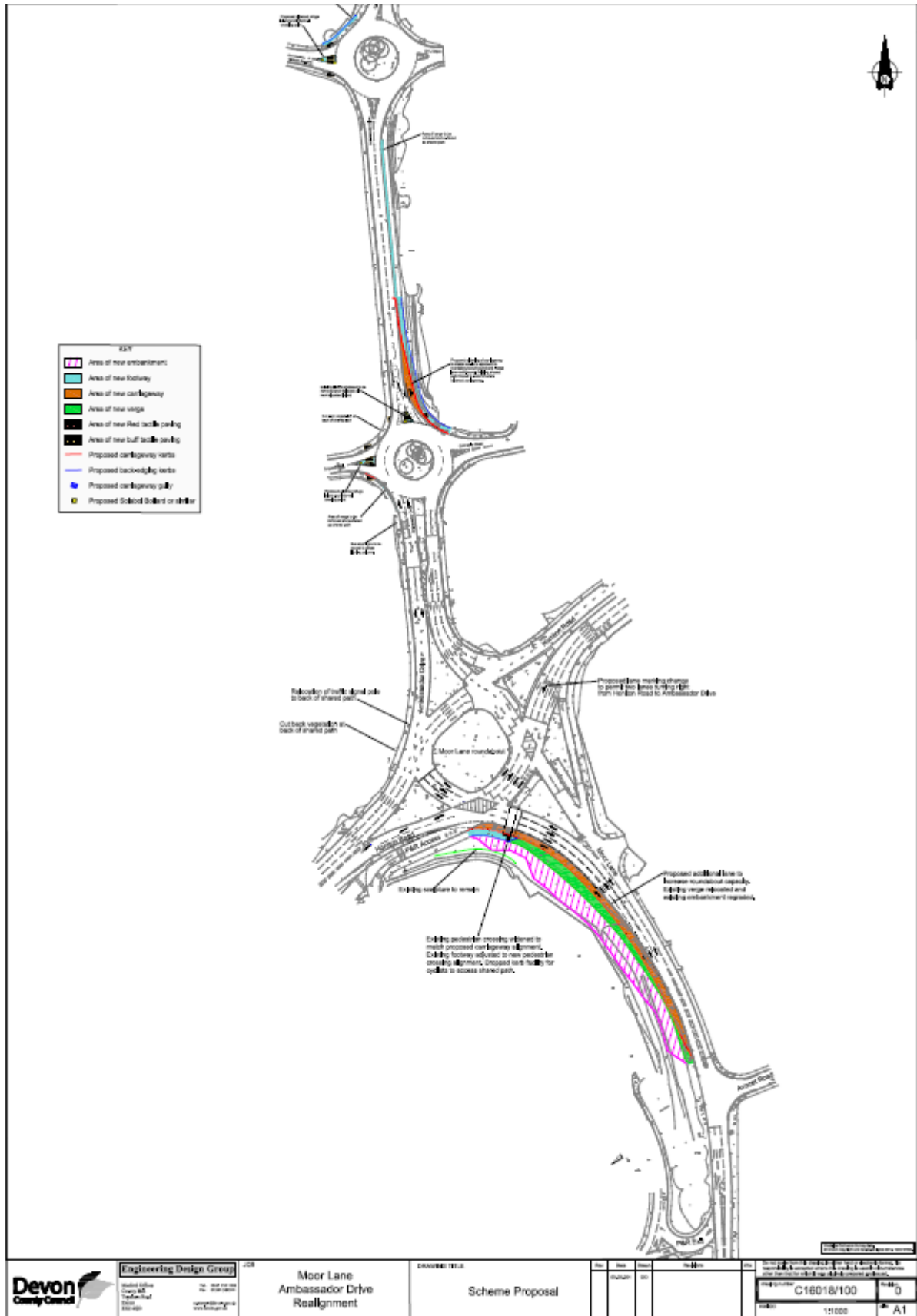
Room No. Lucombe House, County Hall, Exeter, EX2 4QD

Tel No: (01392) 383000

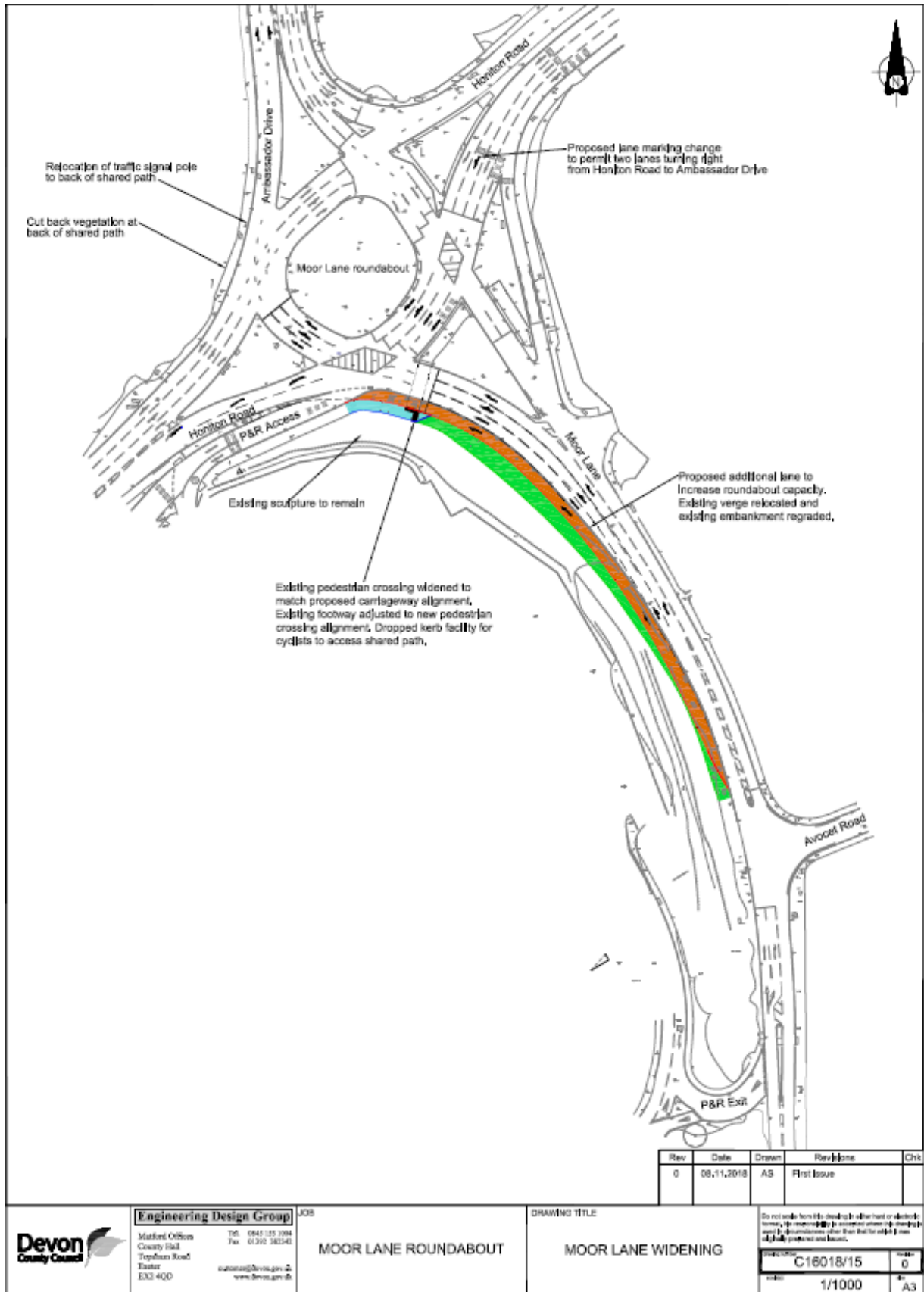
Background Paper	Date	File Reference
Impact Assessment	17 April 2019	https://www.devon.gov.uk/impact/moor-lane-roundabout/

wp180419cab Moor Lane Roundabout Improvements Exeter Approval to Construct
hk 03 250419

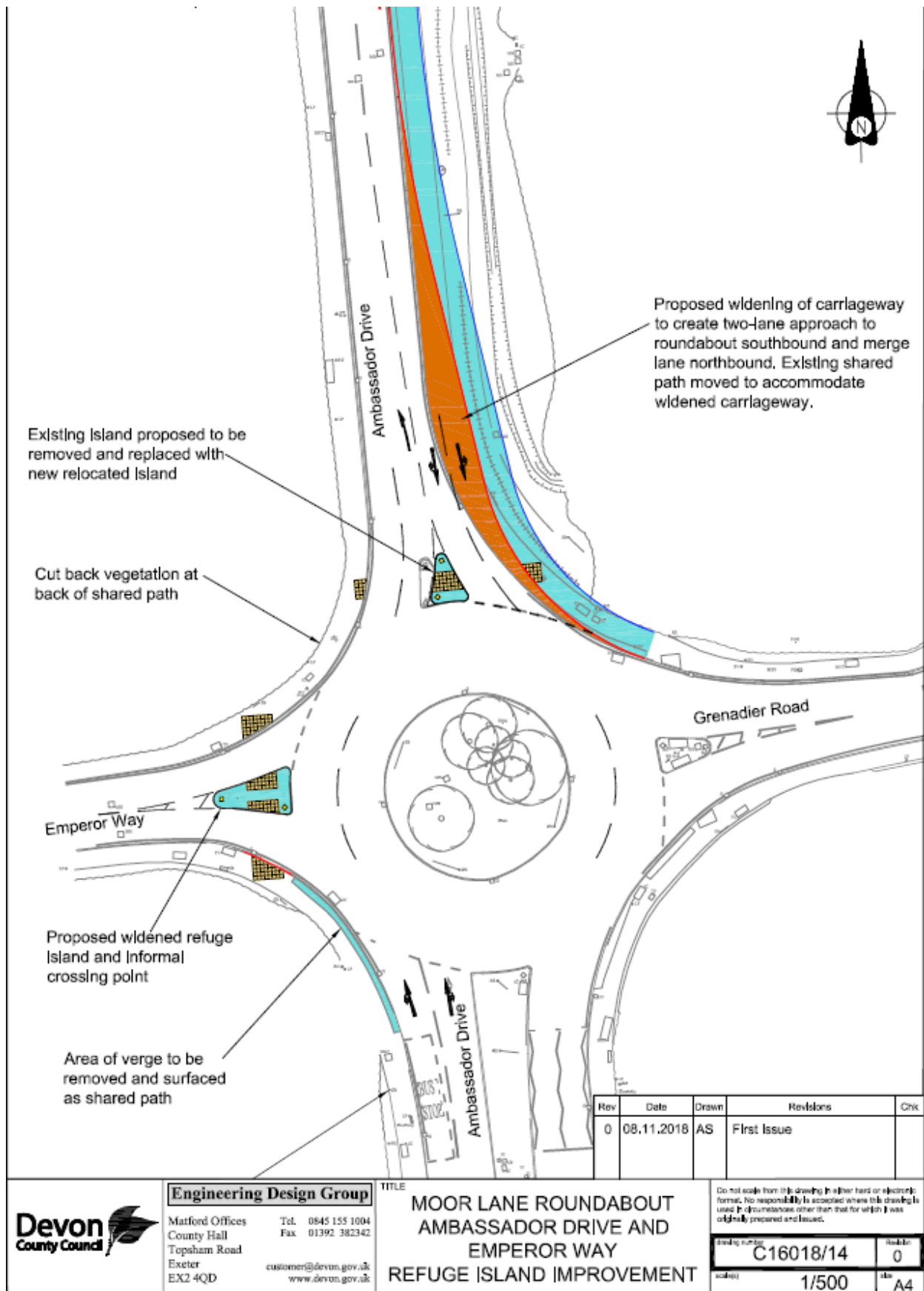
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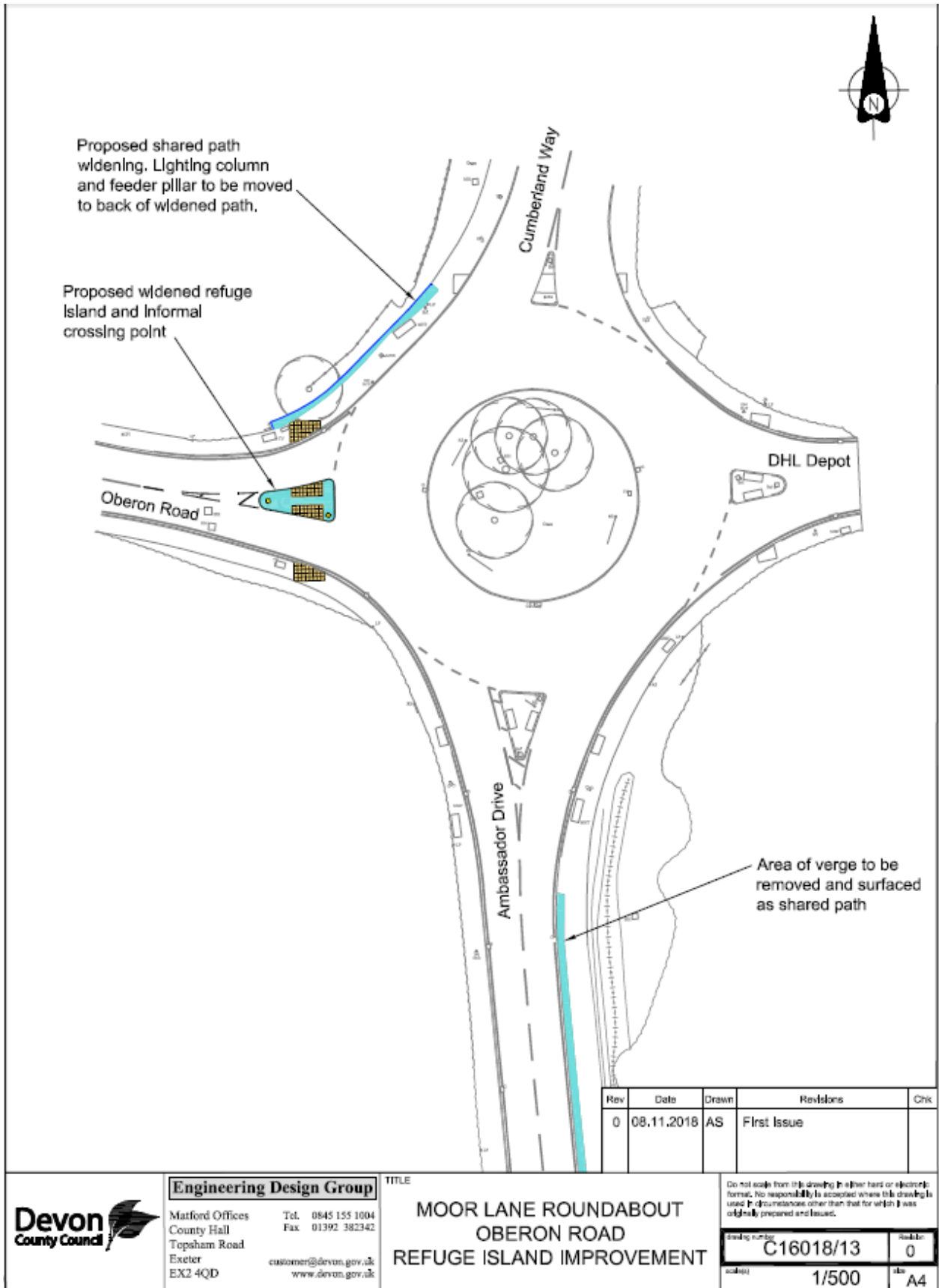
Moor Lane Widening



Ambassador Drive Widening



Oberon Road Roundabout Refuge Island Improvements



Impact Assessment

Version 2017

To publish, please send a dated PDF to impactassessment-mailbox@devon.gov.uk



Assessment of:	Moor Lane roundabout approaches, Exeter
Service:	Planning, Transport and Environment

Head of Service:	Dave Black
Date of sign off by Head of Service/version:	17/04/2019
Assessment carried out by (incl. job title):	William Pratt, Principal Transport Planning Officer

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Section 1 - Background

Description:	<p>Situated on the eastern edge of Exeter, Moor Lane roundabout is a main point of access into the city from M5 Junction 29, the A30 and for large scale development to the east of Exeter, such as the new town of Cranbrook. Moor Lane roundabout also provides one of two highway access points into Sowton Industrial Estate and provides access into the Honiton Road Park and Ride.</p> <p>Queues on the A30 approach to Moor Lane Roundabout often extend back to the adjacent M5 J29 in the AM peak. This is most profound in the offside right turn lane, which is also used by the 56 'Connections' bus. The new Tithebarn Link Road has provided an alternative east-west link. However, as development continues in the Exeter & East Devon Growth Point further improvements are required to provide additional capacity to accommodate that demand. Improvements will also benefit existing local businesses and residents.</p> <p>The improvements to Moor Lane roundabout approaches have been identified in the Exeter City Core Strategy, East Devon Local Plan and the Devon County Council Transport Infrastructure Plan.</p>
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Reason for change/review:	<p>The reasons for the improvements to Moor Lane roundabout approaches are:</p> <ul style="list-style-type: none"> • Unlocking residential developments at Cranbrook, which is Grampianed upon an improvement to this junction. Providing housing in areas where people want to live is one of the key aims of the Government. • Improved access/egress to Sowton Industrial Estate and Honiton Road Park and Ride.
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Section 2 - Impacts, options and recommendations

See sections 3, 4 and 5 for background analysis

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 14</p> <p>Options Appraisal and Recommendations:</p>	<p>3 different options were investigated for the Moor Lane roundabout approach improvements. These were:</p> <ul style="list-style-type: none"> • Option 1 – adding one lane from the P&R exit tying into the existing 3 lanes at the roundabout • Option 2 – adding one lane from the P&R exit to create a fourth lane at the roundabout • Option 3 – adding one lane from the Avocet Road junction tying into the existing 3 lanes at the roundabout <p>A feasibility safety report was prepared highlighting issues with options 1, 2 and 3. Option 4, the current option, was subsequently developed to address the concerns. Option 4 comprises of:</p> <ul style="list-style-type: none"> • An additional lane from the Avocet Road junction to create a fourth lane at the roundabout • Widening of Ambassador Drive to create a northbound merge lane at the Emperor Way roundabout • Widening the existing refuge islands on the western arms of Emperor Way and Oberon Road • Widening the shared paths on Ambassador Drive and reducing clutter. • Remarketing the lanes on Moor Lane roundabout to create two right turn lanes from Honiton Road to Ambassador Drive
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<p>Social/equality impacts (summary):</p>	<p>The positive impacts outlined below will be achieved through this project:</p> <ul style="list-style-type: none"> • Improved access from the east of Exeter to Exeter Business Park • Improved journey time reliability potentially encouraging use of public transport. • Improved refuge islands on Emperor Way and Oberon Road making it safer for pedestrians and cyclists. • Improvement to shared paths on Ambassador Drive and reducing clutter. <p>The following negative impacts may be realised:</p> <ul style="list-style-type: none"> • In the short term, during the construction works, it is anticipated that some negative impact will be realised as a result of traffic management. • The negative impact will be mitigated through liaison with Devon County Council's highway co-ordination and traffic management groups. <p>Throughout the construction, local businesses and stakeholders will be kept informed of the proposed works and necessary traffic management.</p>
<p>Environmental impacts (summary):</p>	<p>The following negative impact will be realised:</p> <p>Approx. 1300m² of vegetation is to be removed and replaced with approx. 750m² of wildflower meadow. A biodiversity assessment has been undertaken which showed a very slight decrease in biodiversity attributed to the project.</p> <p>A planting scheme of native shrubs and trees along the edge of the Park and Ride to mitigate the very slight decrease in biodiversity and loss of trees has been prepared in liaison with local members.</p> <p>For the following areas, the impact is expected to be neutral:</p> <ul style="list-style-type: none"> • Noise – no change anticipated although a reduction in congestion may contribute to reduced noise levels • Lighting – no change anticipated • Air quality, benefit of reducing existing queuing likely to be offset in future by additional traffic

Economic impacts (summary):	<p>The positive impacts outlined below will be achieved through this project:</p> <ul style="list-style-type: none"> • Unlock Housing at Cranbrook • Improved access to employment opportunities in Exeter and the developments east of Exeter. • Improve Journey time reliability for public transport services <p>The following negative impact will be realised:</p> <ul style="list-style-type: none"> • In the short term, during the construction works, it is anticipated that some negative impact will be realised as a result of traffic management. <p>This negative impact will be mitigated as far as possible by liaising with Devon County Council's highway co-ordination and traffic management groups.</p>
Other impacts (partner agencies, services, DCC policies, possible 'unintended consequences'):	None identified.
How will impacts and actions be monitored?	Housing Completions at Cranbrook

Background Analysis

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

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

People affected:	The improvements to the Moor Lane roundabout approaches will affect all road users.
Diversity profile and needs assessment of affected people:	The proposals have no adverse impact on a specific audience, regardless of age, race, gender, sexual orientation and religion / belief. Improvements to the roundabout approaches improves journey time reliability benefitting all road users. Improvements to the shared paths benefit pedestrians and cyclists.
Other stakeholders (agencies etc.):	Key stakeholders involved in the project include: <ul style="list-style-type: none"> • Local Members • Highways England • Exeter City Council • Chamber of Commerce
Consultation process and results:	<p>Progress on the east of Exeter residential / commercial developments depends on the Moor Lane roundabout approach improvements.</p> <p>Presentations were made to local members, the Exeter Chamber of Commerce and communications were sent to local businesses and stakeholders. The planting scheme was developed following feedback from local members.</p> <p>DCC's neighbourhood officers were consulted on the scheme layout and appropriate traffic management during implementation and safety audits were undertaken.</p> <p>Local businesses and stakeholders will be kept informed of the works and necessary traffic management.</p>
Research and information used:	The Moor Lane roundabout is on Exeter's strategic highway network and as such it was felt appropriate to use the Design Manual for Roads and Bridges to design the highway improvements.

	Improvements for vulnerable road users were based on the Sustrans Design Guidance: Junctions and Crossings.
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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 and
- Foster good relations.

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, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
- Proportionate (negative impacts are proportionate to the aims of the policy decision)
- Fair
- Necessary
- Reasonable, and
- Those affected have been adequately consulted.

Characteristics	In what way can you eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage? Are there any lawful, reasonable and proportionate, unavoidable negative consequences?	In what way can you advance equality (meet needs, encourage participation, make adjustments for disabled people, 'close gaps'). In what way can you foster good relations between groups (tackle prejudice and promote understanding), if relevant?
All residents (include generic equality provisions):	The Moor Lane approach to the roundabout will be improved mainly for motor vehicles, however improvements for vulnerable road users have been made to areas within highway.	<ul style="list-style-type: none"> • Refuge islands will be widened to create a safer place to cross the road for pedestrians and cyclists. • Shared paths on Ambassador Drive will be widened and street furniture rationalised, providing additional space for pedestrians and cyclists. • Dropped kerbs will be provided on the Moor Lane approach to improve cyclists' access to the shared path adjacent the P&R site.

Age:	Not relevant	Reduced queuing and increased journey time reliability on A30 approach will improve conditions for public transport users of all ages.
Disability (incl. sensory, mobility, mental health, learning disability, ill health) and carers of disabled people:	Not relevant	Street furniture / signage will be relocated reducing street clutter.
Culture and ethnicity: nationality/national origin, skin colour, religion and belief:	Not relevant	Not relevant
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed).	Not relevant	Not relevant
Sexual orientation and marriage/civil partnership:	Not relevant	Not relevant
Other socio-economic factors such as families, carers, single people/couples, low income, vulnerability, education, reading/writing skills, 'digital exclusion' and rural isolation.	Not relevant	Not relevant
Human rights considerations:	Not relevant	

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Supporting independence, wellbeing and resilience?

Give consideration to the groups listed above and how they may have different needs.

In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?	Improved access to / from Exeter will improve journey time reliability for public transport using the route. This will help in encouraging the use of public transport.
In what way can you help people to be safe, protected from harm, and with good health and wellbeing?	The vulnerable road user improvements will encourage alternative modes of transport contributing to the independence and wellbeing of the general public.
In what way can you help people to be connected, and involved in community activities?	Access to / from Exeter will be improved helping people to better connect with their communities and engage in social activities.

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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.

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 the 4c, otherwise complete the environmental analysis table):

X	Devon County Council's Environmental Review Process
	Planning Permission
	Environmental Impact Assessment
	Strategic Environmental Assessment

	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).
Reduce, reuse, recycle and compost:	Not applicable	<p>DCC's Minor Works Framework Contract will be used to implement the project which includes basic principles of waste management all contractors on the framework have signed up to. These are:</p> <ol style="list-style-type: none"> 1 Appoint a waste management officer before the start of each Works Order. 2 Consider all aspects of waste production before the start works on each site. 3 Review/check procurement quantities to avoid errors in ordering of materials. 4 Carefully store new and reclaimed materials to avoid damage/contamination/loss. 5 Deal with all waste from the site in accordance with the waste duty of care in (a) section 34 of the Environment Protection Act 1990 and (b) the Environment Protection (Duty of Care) Regulations 1991. 6 Handle all materials and waste efficiently and appropriately. 7 Monitor and record all waste movements. 8 Regularly report waste production, concluding with a final report within 3 months of works completion.
Conserve and enhance wildlife:	Not applicable	<p>Approx. 1300m² of vegetation is to be removed and replaced with approx. 750m² of wildflower meadow. A biodiversity assessment has been undertaken which</p>

		<p>showed a very slight decrease in biodiversity attributed to the project.</p> <p>A planting scheme of native shrubs and trees has been prepared to mitigate the loss of trees and very slight decrease in biodiversity.</p>
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	Not applicable	Not applicable
Conserve and enhance Devon's cultural and historic heritage:	Not applicable	Not applicable
Minimise greenhouse gas emissions:	Expected neutral	Benefits from reducing existing queuing likely to be offset in future by additional traffic
Minimise pollution (including air, land, water, light and noise):	Expected neutral	Expected neutral
Contribute to reducing water consumption:	Not applicable	Not applicable
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	Not applicable	Not applicable
Other (please state below):	Not applicable	Not applicable

Section 4c - Economic impacts

	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:	Not applicable	Improved access to Exeter College Technology Centre and other schools in eastern Exeter
Impact on employment levels:	Not applicable	Improved access to employment opportunities in Exeter and the developments east of Exeter.
Impact on local business:	Not applicable	Local businesses will be more accessible due to reduced congestion.

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Section 4d - Combined Impacts

Linkages or conflicts between social, environmental and economic impacts:	The implementation of the improvements to the roundabout approaches will unlock further housing to the east of Exeter and improves access to / from Exeter. Providing housing in areas where people want to live is one of the key aims of the Government.
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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?	Environmental, economic and social wellbeing will be improved through better access to employment and residential developments.
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PTE/19/20

Cabinet
15 May 2019

A361 North Devon Link Road – Pedestrian Cycle Crossings at Bishops Tawton and Landkey and Advance Planting Works

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.

Recommendations: That Cabinet

- (a) approves the appointment of a contractor to undertake advance planting and associated works to an estimated value of £500k from the County Council's capital budget;**
- (b) approves that a pedestrian and cyclist underpass at Bishop's Tawton Junction is progressed through to planning application, land acquisition and tender;**
- (c) approves that a pedestrian and cyclist bridge at Landkey Junction is progressed through to planning application, land acquisition and tender; and**
- (d) delegates to the Head of Planning, Transportation and Environment, in consultation with the Cabinet Member for Infrastructure, Development and Waste and relevant local member(s), to make minor amendments to the scheme details and to progress towards a Full Business Case.**

1. Summary

This report follows the Cabinet report dated 11 July 2018 regarding the A361/A39 North Devon Link Road (NDLR) project. Since then, the scheme has achieved several major milestones. Planning permission for the main works has been granted, and the objection period for the compulsory purchase order for land required for the larger scheme has now passed without objection. The next major milestone is tendering and the appointment of a contractor. These milestones represent a significant achievement for the main scheme. To remain on programme some advance planting must now be undertaken in 2019; to achieve a 12-month establishment period prior to the start of works in November 2020.

Also, further consultation has been undertaken regarding provision of two further segregated pedestrian cycle facilities at both Bishop's Tawton junction and at Landkey junction in addition to the main scheme and a preferred option for a facility at each location has now been reached.

2. Background/Introduction

In the Cabinet report dated 11 October 2017, the proposals for improvements to the North Devon Link Road (A361/A39) were outlined and approval was given for an Outline Business Case to be submitted to the DfT in a bid for funding.

The report noted that one of the results of the summer 2017 consultation was that residents were concerned that the nature of the proposed widening at Bishop's Tawton roundabout would negatively impact cyclists and pedestrian's ability to safely cross the road. As such, 'facilities for pedestrians and cyclists to cross the road' at Bishop's Tawton were included.

In July 2018 a further Cabinet report was approved to submit a planning application for the scheme. Following approval, an application was submitted for the section of works between Portmore and Filleigh Cutting. Due to the extensive scope of the works an Environmental

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Statement was produced and a commitment was made to provide advance planting in autumn 2019, prior to the start of works in autumn 2020.

During the consultation phase of the planning process, Landkey Parish Council highlighted the need for a segregated pedestrian crossing at Landkey Junction. The suggestion was reviewed, and it was agreed that a segregated crossing here would be in-line with DCC's ambition to segregate, where possible, all pedestrian movements from the live carriageway for safety reasons. It also removes the severance effect of the road between Landkey and Westacott.

3. Proposal

Advanced Planting Contract

For the scheme to remain on programme, advance planting must be undertaken in autumn 2019. A tender process has been undertaken and a preferred contractor has been identified. The total cost of the works is estimated to £500k which is in line with the overall scheme cost estimates produced by DCC prior to the tender period. **It is recommended that approval is given to award the contract.**

Though a grant of £2 million per year in Financial Year 2018/19 and Financial Year 2019/20 has been agreed by the Department for Transport, this can only be used for activities relating to the production of the Full Business Case. Advance works such as advance planting must therefore be funded by DCC at risk (subject to full approval of the Full Business Case in 2020) from the County Council's capital fund. As many of the largest risks to the main project were related to areas such as planning and land acquisition (which have now passed or seem likely to pass) the risk of full approval not being achieved is significantly reduced.

Segregated Pedestrian & Cycling Facility at Bishop's Tawton Roundabout

Proposals for an underpass option at Bishop's Tawton Roundabout were taken to public consultation which was held between 12 October 2018 and 23 November 2018. A consultation outlining the preferred option and how to respond to the consultation was produced. The report on the public consultation can be found online at <https://www.devon.gov.uk/ndlr/project-documents>

The consultation responses provided valuable insight to the impact of the proposals and several suggestions for improvements to the design. In particular, it highlighted the high proportion of children that currently cross the road at grade, or who are forced to travel in other ways when travelling from Bishop's Tawton to Park School. The widening of the road will increase this severance and restrict even further young children's ability to safely cross the road, potentially generating more car trips or accidents if an intervention is not introduced.

It is recognised that any segregated facility for non-motorised users is a significant structure and will impact on local residents and there is local concern regarding this. However, considerable thought has gone into the assessment of options, consultation process and research into alternatives. In addition, the consultation has identified a number of additional comments that will be taken forward where the design of the improvements can be modified to maximise the benefit of the scheme. **Therefore, it is recommended that an underpass placed to the west of the roundabout remains the preferred option.** Designs for the recommended underpass option and an indicative design of the rejected overbridge option are shown as an Appendix to this report. The following additional amendments are also recommended and the final layout with a 3D flythrough is available on the scheme website:

- That high quality lighting is installed;

- That the length of the 2-lane approach to the roundabout from the south is lengthened to increase the amount of stacking capacity available during peak hours;
- To introduce a white or yellow box on the A377 at the junction of Oatlands Avenue to give drivers safe and convenient access to the road network;
- That where ever possible high-quality landscaping is introduced, and
- That crossing points to the north and south of the roundabout are provided so that users to the east side of Bishop's Tawton Road can access the underpass on the western side of the roundabout.

It was suggested by residents that a planning application for the Bishop's Tawton scheme should be submitted rather than the scheme proceeding through permitted development. Submitting a Planning Application would give stakeholders further opportunity to comment, particularly on any environmental impacts associated with the scheme. **It is therefore recommended that due to the scale of the improvement, and to provide a further opportunity for consultation, that a planning application is submitted for the Bishop's Tawton scheme in summer 2019 and the land acquisition and tender processes for the scheme commence.**

Segregated Pedestrian & Cycling Facility at Landkey Junction

During the planning process Landkey Parish Council raised concerns that the application did not show a segregated pedestrian crossing of the A361 at Landkey junction, which is proposed to be converted to a roundabout. The suggestion was reviewed, and it was agreed that a segregated crossing here would be in-line with DCC's ambition to segregate, where possible, all pedestrian movements from the live carriageway for safety reasons.

Options assessment concludes that the crossing should be an overbridge, though the design and location of the ramps is yet to be confirmed. **It is recommended that, once a preferred design emerges, work will begin to take the option through the planning, land acquisition and tender processes.**

4. Programme

It is expected that the contract for advance planting will be awarded at the end of May. This will allow the works to begin when land entry becomes available in Autumn 2019, continuing over the winter planting season.

A planning application for the Bishop's Tawton scheme would be submitted in summer 2019, with the view to begin procurement in winter 2019 separate to the 'main works' and 'junctions' procurement processes for the other parts of the scheme. Construction would likely begin in 2021 or later to minimise disruption once the phasing of the 'main works' between Portmore and Filleigh, decided by the D&B contractor, is known.

It is noted that with the procurement process beginning in 2019 it might not be possible to include a final tender price in the Full Business Case which is due to be submitted in August 2020. This has been discussed with the DfT and it has been agreed that an estimate of the final tender price could be included, providing that DCC take on the risk associated with the estimate and that the estimate is under a certain financial threshold of approx. £10 million.

The planning application for the Landkey scheme will be submitted in 2019, once the design for the scheme has been finalised. There are several options for tendering this scheme, including a stand-alone tender or as an amendment to the main D&B contract. As a final tender price is unlikely to be confirmed prior to submission of the Full Business Case, an estimate would be used, and would be subject to the same risks outlined for Bishop's Tawton above.

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5. Consultation/Representations/Technical Data

The nature of the advance planting has been agreed with the various statutory bodies following extensive consultation prior to the submission of the planning application, including the environment agency, and is an essential condition to the scheme's progression.

Landkey Parish Council have been further consulted about the desire for a footbridge at Landkey Junction following the determination of the planning application and as the options for a facility have emerged.

A public consultation was held in autumn 2018 to consult on the preferred option at Bishop's Tawton. This consultation follows three previous consultations on the wider NDLR scheme, held in 2014, 2016 and 2017. The consultation process and outcomes are detailed in the consultation report, which can be found on the scheme website here:

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

6. Financial Considerations

Funding for the proposed improvements will be through the Department for Transport Local Majors funding package for the North Devon Link Road of £93 million (including £10 million of local contributions). The Full Business Case for the funding will be submitted in August 2020, with the advance planting and proposals at Bishop's Tawton and Landkey forming part of the scheme.

The DfT has provided a grant funded amount of £2 million per year in 2018/19 and 2019/20 to de-risk the production of the business case for DCC. However, this grant cannot be used to cover advance works such as planting. This means that the advance planting contract must be awarded and funded at risk from DCC's capital fund. This would then be reimbursed upon full approval of the Full Business Case in 2020.

The preferred option at Bishop's Tawton is considered to be £5 million. This is inclusive of risk allowance, but not of land costs.

As a preferred option at Landkey junction has not yet been reached detailed scheme costs are not available. However, based on previous experience it is estimated the cost will be £3 million once optimism bias and scheme risks are considered.

7. Environmental Impact Considerations

It is recognised that the underpass and overbridge will have some localised negative impact on existing vegetation and landscape. This will be mitigated as far as possible with new planting, specific ecological mitigation measures and high-quality landscaping (to be developed as part of the planning application). It is recognised any outstanding negative impacts are offset by the safety benefits of the proposals.

In terms of climate change all three proposals will encourage non-motorised modes of transport. In particular, the segregated crossing facilities will encourage the use of non-motorised modes of transport and aim to reduce dependence on car travel.

8. Equality Considerations

In progressing the three actions outlined in this report for the NDLR scheme, an Impact Assessment following DCC procedures has been prepared which has been circulated separately to Cabinet Members and also is available on the Council's website at: <https://www.devon.gov.uk/impact/north-devon-link-road/>, 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, environment and the economy have been appropriately and

adequately addressed through the development of the scheme proposals. However, far more detail is provided on the majority of these issues through the formal documentation produced for the scheme.

9. Legal Considerations

The lawful implications/consequences of the proposals/recommendations/proposed course of action have been considered and taken into account in the preparation of this report/formulation of the recommendations set out above. In essence this is a relatively straight forward scheme that the Council has considerable experience in delivering although should negotiation on land not be productive there may be a requirement for compulsory purchase which is part of the land acquisition strategy.

10. Risk Management Considerations

This policy/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:

Risk	Mitigation
Bishop's Tawton or Landkey Planning Application is not approved due to lack of public support – causing the aspect of the NDLR scheme to stall	<p>Continue to consult with stakeholders to understand any residual concerns and mitigate these where possible.</p> <p>Bishop's Tawton has been separated from the critical programme of the main scheme, therefore a stall in the Bishop's Tawton scheme would not jeopardise the viability of the North Devon Link Road scheme as a whole. However, it may affect the benefits from the modelling of the scheme,</p> <p>A stall in the Landkey proposals would not materially impact the scheme as it is not included in the traffic model, nor the original planning application. However, failure to deliver could impact DCC's image locally.</p>
Further environmental surveys at Bishop's Tawton or Landkey find protected species	<p>Initial environmental surveys have already been undertaken and do not suggest that the protection of bats needs to be considered at Landkey.</p> <p>Bishop's Tawton Roundabout and the pedestrian crossing at Landkey have been separated from the critical programme of the main scheme, so if protected species are found then the start of works could be delayed whilst suitable mitigation measures are agreed with the relevant stakeholders.</p>
Applications for blight to properties that could be affected	There are several properties close to the proposed improvements at Bishop's Tawton; residents have formed an action group that is in regular consultation with the council.

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Risk	Mitigation
	Traffic flows will not increase significantly as a result of the scheme. Some landscaping would need to be taken down as part of the works but it is proposed that this is replaced with high quality new landscaping where possible.
Risk that Full Business Case is not approved, meaning that costs associated with advance works (including advance planting and associated land purchase) that has been paid for at risk by DCC will not be recoverable from the DfT.	<p>Critical risks to the main project have reduced significantly now that planning permission has been obtained, and two contractor engagement days have been undertaken.</p> <p>Conversations are on going with the DfT to ensure that the scheme remains highly deliverable and any issues are identified and rectified early.</p>

11. Public Health Impact

No properties within the modelled area currently experience pollutant concentrations exceeding the UK objectives and neither will they with the scheme. The effect of the scheme on local air quality at all receptors is not significant.

The introduction of an underpass aims to improve safety for pedestrians wishing to cross at Bishop's Tawton Roundabout by providing a segregated crossing facility away from the live carriageway. It is possible that the crossing may also improve the attractiveness of walking as a mode choice, meaning more walking trips and thus the associated improvements in public health associated with an increase in active travel.

The introduction of an overbridge at Landkey junction will provide benefits similar in nature to the underpass at Bishop's Tawton, though pedestrian movements are lower and so the benefits of the scheme may be less than at Bishop's Tawton.

12. Options/Alternatives

If the advance planting contract is not awarded such that the works can begin this autumn, then the North Devon Link Road scheme will potentially stall.

It is considered that the road improvements at Bishop's Tawton will be unacceptable in terms of pedestrian safety if a segregated crossing is not provided. One option, therefore, is to remove Bishop's Tawton from the North Devon Link Road improvements scheme entirely. This option is rejected as the removal of the improved roundabout from the scheme could have a knock-on effect on the strategy, and economic case, for the rest of the link road, of which the current NDLR scheme forms only the first phase.

An overbridge was considered as an option, but was discarded due to its higher cost, and significantly larger impact; particularly on residents. To achieve the require height clearance the bridge would be at such a level that users would overlook local residences. Furthermore, the bridge would also need to be lit, generating significant light pollution, and it would require an increased land take due to the long ramps required.

Some residents have called for a signalised crossing; however, research demonstrates that on higher speed roads in non-built up areas there is an increased risk (particularly to children) of collisions. The risk is particularly acute on 40mph and 50mph roads where

pedestrians who are disobeying the crossing signals find it harder to judge the gaps between vehicles and drivers increasingly find themselves in the 'dilemma zone' where they do not stop at the crossing. The outcomes of crossing violations are also likely to be more severe where they do occur due to the higher speed of vehicles on the road.

13. Reason for Recommendation/Conclusion

It is essential that advanced planting is undertaken in the upcoming autumn/winter season to deliver a commitment on which the approval of the North Devon Link Road planning application was predicated. A procurement exercise has been undertaken and it **proposed that a contract to the value of £500k be awarded such that advance planting works can be undertaken** within the timeframes required by the scheme programme.

An underpass to the west of Bishop's Tawton underpass has been selected as the preferred option as it removes pedestrians from the live carriageway whilst maximising safety and minimising impacts on the environment and residents. Doing nothing is considered unacceptable as it compromises the strategy for the wider link road, whilst a footbridge is ruled out in terms of impact and cost, and a signalised crossing is discarded in terms of safety.

Upon the request of residents, and to allow a further opportunity for consultation, it is proposed to **submit a Planning Application for the Bishop's Tawton Roundabout in summer 2019 following which the scheme will be taken through land acquisition and tender.**

During the consultation phase of the NDLR planning application it was raised by Landkey Parish Council that an overbridge should be provided at Landkey Junction, as proposals to widen the North Devon Link road will make it more difficult for pedestrians to cross the road. It is proposed that this suggestion is taken forward, and **an overbridge option is taken through planning, land acquisition and tender** in line with the schemes ambition to remove and, where possible, segregate pedestrian crossing movements from the live NDLR carriageway.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: Chulmleigh and Landkey, Barnstaple South

Cabinet Member for Infrastructure, Development and Waste: Councillor Andrea Davis

Chief Officer for Communities, Public Health, Environment and Prosperity, Dr Virginia Pearson

Local Government Act 1972: List of Background Papers

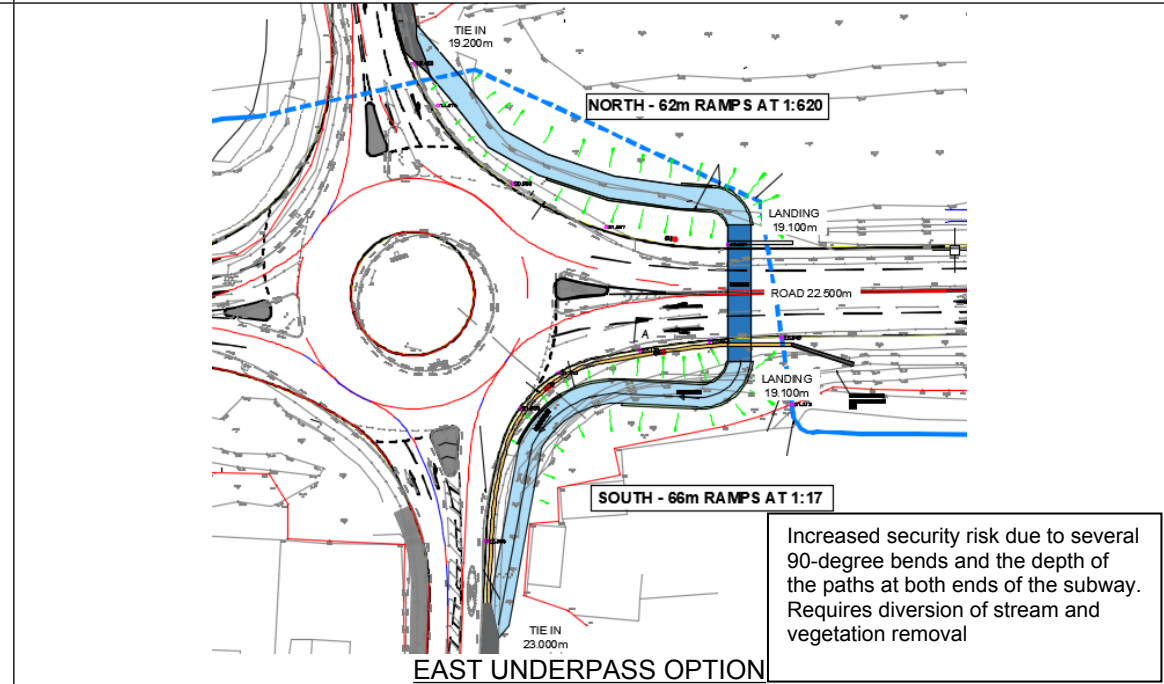
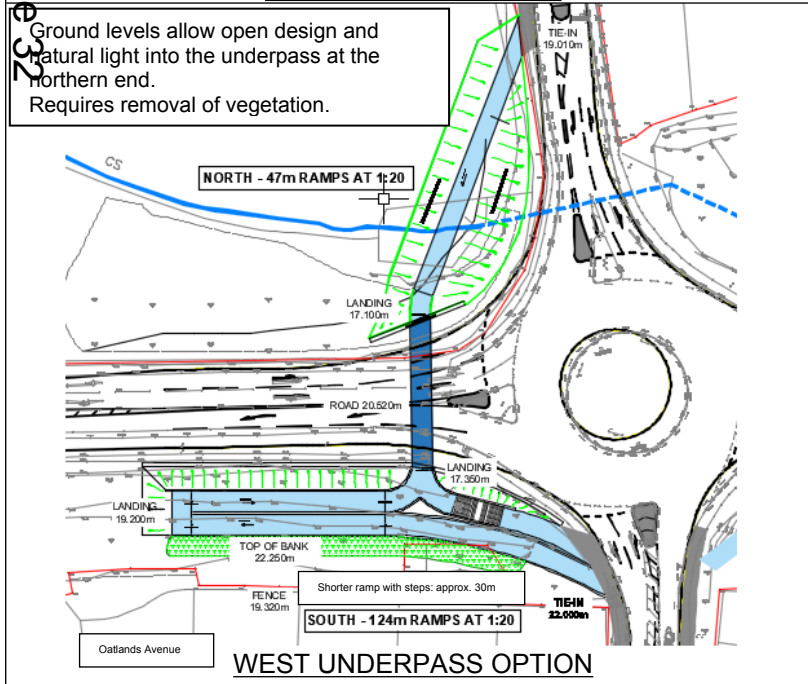
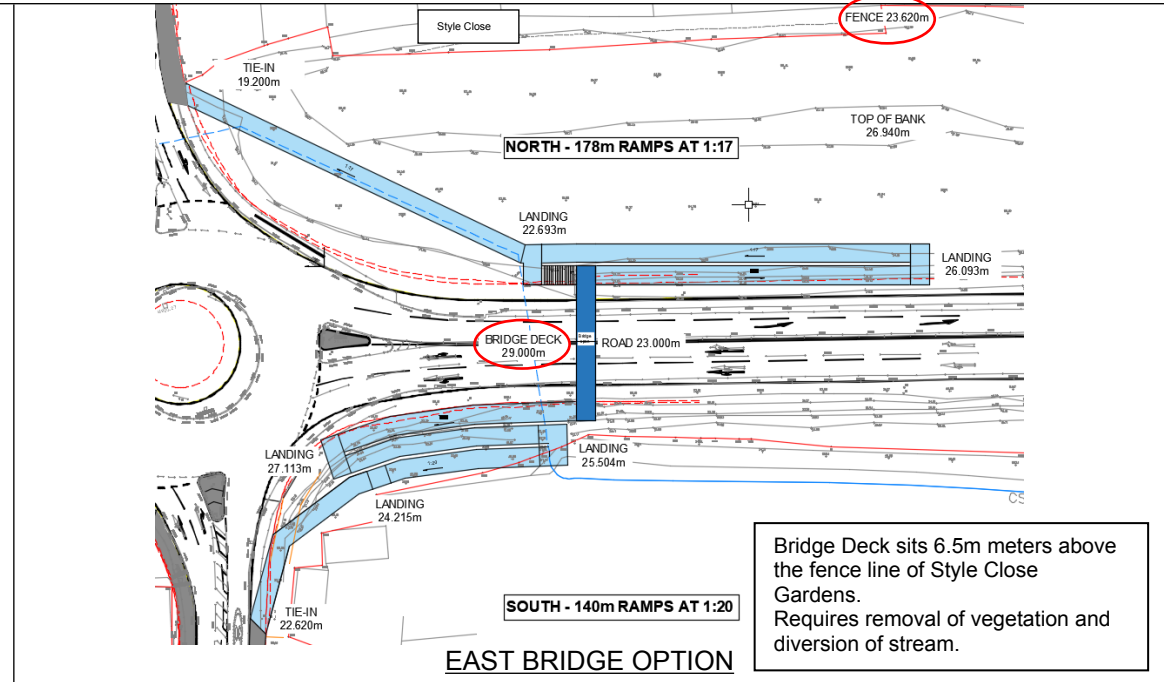
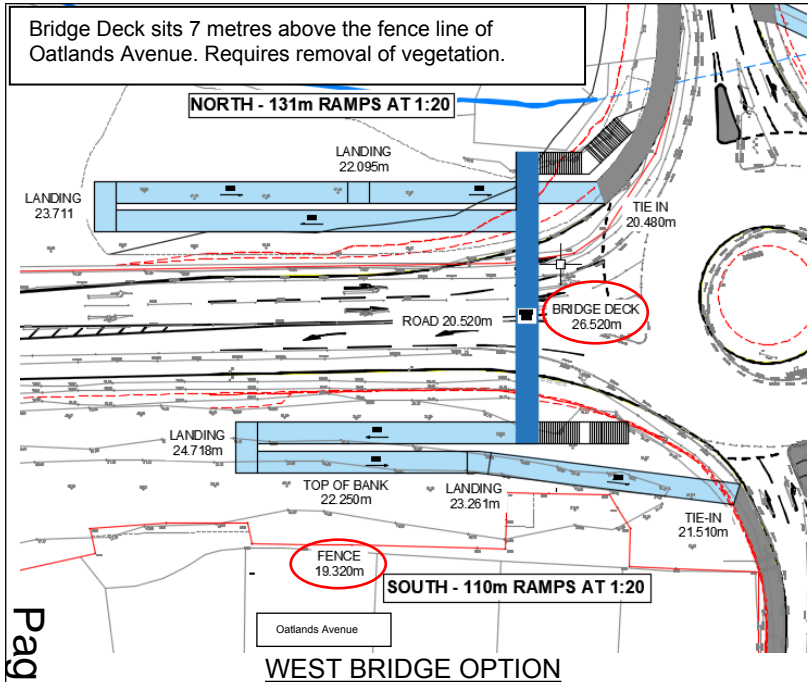
Contact for enquiries: Katie Pearce

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Tel No: (01392) 383000

Background Paper	Date	File Reference
Impact Assessment	12 April 2019	https://www.devon.gov.uk/impact/north-devon-link-road/

kp180419cab North Devon Link Road – Pedestrian Cycle Crossing at Bishops Tawton and Landkey and Advance Planting Works
hk 05 300419



Assessment of:	North Devon Link Road Proposals for Improvement
Service:	Planning, Transportation & Environment

Head of Service:	Dave Black
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Section 1 - Background

<p>Page 33</p> <p>Description:</p>	<p>Devon County Council is developing a scheme to improve the section of the North Devon Link Road (NDLR) between Borner’s Bridge Junction on the A361 north of South Molton and Buckleigh Road junction on the A39 north of Bideford.</p> <p>The proposed NDLR Strategy includes junction improvements and widening of sections of the A361 between Borner’s Bridge Junction at South Molton and Buckleigh Road junction on the A39 north of Bideford. In October 2017 Cabinet recognised that the approved Strategy could not be delivered as a single scheme because of affordability constraints. Certain elements of the Strategy were prioritised to select the Scheme for submission in the OBC.</p> <p>The Scheme to improve the North Devon Link Road comprises:</p> <ul style="list-style-type: none"> • 7.5km of widening to upgrade the performance of the NDLR between South Molton and Barnstaple (16km); and • Junction improvements to support sites identified for housing and employment opportunities in South Molton, Barnstaple and Bideford. <p>The scheme received planning permission for the main works in January 2019, and the objection period for the Compulsory Purchase Order and the Side Roads Order for the main works has also now passed without objection. Subject to cabinet approval to award a contract, advance planting will take place in the 2019 winter season, to enable works to begin on site in 2020.</p>
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	<p>Proposals for a pedestrian crossing at Landkey Junction and Bishop's Tawton Roundabout are currently being progressed in line with the scheme's ambition to provide, where possible, segregated pedestrian crossings along the length of the scheme. At Bishop's Tawton the preferred option is an underpass to the west of the roundabout, whilst at Landkey the preferred option is an overbridge (position and nature of ramps yet to be agreed).</p>
<p>Reason for change/review and options appraisal:</p>	<p><u>Reason for change/review:</u></p> <p>The rationale for the main scheme is outlined in the OBC, which can be found online here:</p> <p>The OBC was approved by cabinet for submission to the DfT, and subsequently by the DfT to progress to the Full Business Case stage.</p> <p>Subsequently, further changes have been proposed, in particular the inclusion of advance planting (which was a condition of planning following extensive consultation with statutory bodies) and the addition of two segregated pedestrian crossing facilities at Landkey and Bishop's Tawton in line with local requests and the scheme's commitment to, where possible, provide segregated pedestrian crossings along the length of the scheme.</p> <p><u>Options appraisal</u></p> <p>Details of the options appraisal to arrive at the need for the main scheme can be found in the OBC on the scheme website: https://new.devon.gov.uk/ndlr/project-documents</p> <p><i>Advance Planting</i></p> <p>The detail of the advance planting along the length of the scheme was agreed with stakeholders prior to the submission of planning application to ensure the application's success. Significant consultation was undertaken to come to the final design of the planting to ensure that environmental impacts are minimised. The planting therefore forms an essential condition of the planning permission and therefore the schemes success.</p> <p><i>Bishop's Tawton</i></p> <p>A full options appraisal was undertaken for the segregated crossing facility at Bishop's Tawton. Three options were investigated:</p> <ul style="list-style-type: none"> - An at-grade signalised crossing - An overbridge - An underpass <p>An at-grade signalised crossing was discarded for being unacceptably unsafe. Research indicates that there are a significant number of accidents caused by crossing violations where pedestrians fail to correctly judge the gaps between</p>

high speed vehicles when crossing on a red light; a problem which is particularly acute in children, who make up a large proportion of the crossings seen at Bishop's Tawton due to the proximity of a school. An at grade crossing would also impact on traffic flow and could potentially put drivers at risk due to sudden breaking and an increasing chance that drivers will find themselves in "dilemma zones" where they are not sure whether to stop or keep going when approaching a changing light at high speed. A supplementary paper on accidents at signalised crossings on high speed roads can be found as an appendix to the Bishop's Tawton Consultation Report on the scheme website. For the signalised option the choice of the east or west side was equally unacceptable for the reasons detailed above.

An overbridge was considered on both sides of the roundabout and discarded on the basis of the environmental impact. The bridges would be lit and overlook local residents' homes; creating a high level of visual impact and potentially posing a privacy and security risk for local residents. An overbridge would also have the largest footprint of the three options due to the extensive ramps required to achieve the necessary clearance for vehicles to pass under the bridge deck. This, in turn impacts on the amount of land and vegetation clearance required. The long ramps would also require pedestrians to divert furthest from the desire line and may in turn lead to those crossing the road at grade. For these reasons it was considered that neither of the bridge options was suitable.

An underpass was considered on both sides of the roundabout with the solution on the western side being the preferred option. The solution for the eastern side would have a far more significant impact on the surrounding landscape including the diversion of an existing water course. The land also rises up from the junction on this side so the ramps would need to be longer and would need a considerable change to the surrounding earthworks. This in turn would impact the amount of vegetation removal to achieve a suitable secure and safe approach path. For the western side the water course is no longer an issue, and as the land falls away from the junction the approach paths remain highly visible whilst having a minor impact on vegetation removal.

The underpass to the west was taken forward as the preferred option for a mini consultation which was held in Autumn 2018. The consultation provided valuable feedback on the choice of design and on amendments to the preferred design to maximise value and user friendliness. It is recognised that any segregated facility for non-motorised users is a significant structure and will impact on local residents and there is local concern regarding this. However, considerable thought has gone into the assessment of options, consultation process and research into alternatives. In addition, the consultation has identified a number of suggestions that will be taken forward where the design of the improvements can be modified to maximise the benefit of the scheme. Therefore, it is recommended that an underpass placed to the west of the roundabout remains the preferred option.

The following additional amendments are also recommended:

- That high-quality lighting is installed, and the possibility of additional measures such as anti-graffiti paint is considered;

- That the length of the 2-lane approach to the roundabout from the south is lengthened to increase the amount of stacking capacity available during peak hours;
 - To introduce a white or yellow box on the A377 at the junction of Oatlands Avenue to give drivers safe and convenient access to the road network;
 - That where ever possible high-quality landscaping is introduced, and
 - That crossing points to the north and south of the roundabout are provided so that users to the east side of Bishop's Tawton Road can access the underpass on the western side of the roundabout.
- A 3D flythrough of the layout is available on the scheme website.

Landkey Junction

Whilst Planning Permission was granted for an 'at grade' uncontrolled crossing for users of Footpath No. 4 at Landkey junction, the Parish Council felt that a more suitable link should be made to the Westacott Development. In line with the NDLR Strategy this would require the crossing to be either a bridge or underpass removing the need to cross at grade. To the north of the roundabout is the start of the watercourse known as Coney Gut which would impact on an underpass regardless of which side of the roundabout it was placed. Diversion of the Coney Gut has already been discussed with the Environment Agency and determined that this would not be acceptable. Therefore, the provision of an overbridge is considered to be the only solution that can be taken forward. The overbridge option at Landkey is still being developed at this time as the implications of various designs need to be understood, either on the environment or the new development

Section 2 - Key impacts and recommendations

Social/equality impacts:

Details of the social/equality impacts are provided in Chapters 6 and 7 of the Technical Appraisal Report, in the Environmental Assessment Report and the Outline Business Case available on the scheme website:

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

An assessment of the social and distributional impacts of the scheme has been undertaken and is reported on in the Economic Case Chapter of the Outline Business Case.

Advance Planting

The impact of advance planting will result in a visual improvement not only for users of the road, but also those based nearby for whom the planting forms screening. It will also help maintain local wildlife habitats to the benefit of all in the local area.

	<p><u><i>Bishop's Tawton Junction</i></u></p> <p>Providing an underpass at Bishop's Tawton will improve access for non-motorised users wishing to cross the road. The improvement will particularly benefit those with mobility impairments who may previously may not have been able to cross the road at grade, and children who are statistically more likely to be unable to cross roads at grade safely due to their reduced ability to correctly identify the gaps between traffic. This is especially pertinent as the Bishop's Tawton Roundabout is on the desire line for those travelling between Bishop's Tawton village to the south and Park School to the north.</p> <p><u><i>Landkey Junction</i></u></p> <p>Providing an overbridge at Landkey will provide a safe crossing for pedestrians primarily crossing the A361 travelling to or from Landkey village.</p>
Environmental impacts:	<p>A comprehensive assessment of the anticipated environmental effects of the full scheme is provided through an Environmental Assessment Report and summarised in the Economic Case Chapter of the Outline Business Case. The reports are available on the scheme website: https://new.devon.gov.uk/ndlr/project-documents.</p> <p><u><i>Advance Planting</i></u></p> <p>The rationale and benefits of the advance planting that has been agreed as a condition of planning permission is detailed in the Environmental Statement (ES) and was submitted as part of the schemes planning application. The planting will be undertaken in 2019 to give plants an opportunity to mature prior to the start of the scheme works in 2020 and is proposed purely from an environmental perspective to minimise the impact of the scheme. It is not anticipated that there will be any negative environmental impact associated with the advance planting.</p> <p><u><i>Bishop's Tawton Junction</i></u></p> <p>An underpass at Bishop's Tawton will result in some negative environmental impacts. These will largely be due to the removal of existing landscaping and the widening of the highway boundary. A full environmental assessment will be undertaken as part of the planning application process, which is due to take place in Summer 2019. One positive impact of the roundabout is the promotion of active travel; which may potentially result in the removal of cars from the highway. This in turn will have positive environmental impacts, especially during peak periods when queues are reported to form and idling engines impact air quality.</p> <p><u><i>Landkey Junction</i></u></p> <p>An overbridge at Landkey will result in some negative environmental impacts. These will largely relate to the on the ground footprint of the bridge, visual impacts (particularly relating to any cladding and lighting, and the removal of vegetation as a</p>

	<p>result of the scheme. As the design of the overbridge is not yet known it is to possible to state the extent of the environmental impacts. However, stakeholder consultation and further assessment will be undertaken as part of the planning application which will be submitted in 2019.</p>
Economic impacts:	<p>Details of the economic impacts for the full scheme are provided in Chapter 8 of the Technical Appraisal Report and in the Economic Case Chapter of the Outline Business Case available on the scheme website: https://new.devon.gov.uk/ndlr/project-documents.</p> <p><u><i>Advance Planting</i></u></p> <p>Advance planting will create no significant economic impacts.</p> <p><u><i>Bishop's Tawton Junction</i></u></p> <p>Providing an underpass Bishop's Tawton may create some very limited journey time savings for pedestrians as they no longer must detour or wait for a gap in traffic to cross the road. It is anticipated that the improvement in safety will also cause a reduction in potential accidents, which would produce some minor economic benefits.</p> <p><u><i>Landkey Junction</i></u></p> <p>Providing an overbridge at Landkey Junction will create no significant economic impacts, as the footfall for the overbridge is likely to be very low and does not form part of a commuting route for pedestrians.</p>
Other impacts (partner agencies, services, DCC policies, possible 'unintended consequences'):	<p>Key Organisations, particularly statutory bodies such as the Environment Agency, Natural England, Historic England, North Devon Council, Mid Devon Council and Torridge District Council, whose interests will be affected by the scheme, have been engaged as key stakeholders throughout the design process for the main scheme and Bishop's Tawton Junction and have formally, responded to the public consultation and the planning process. Details of their response is provided in the Public Consultation Report available on the scheme website: https://new.devon.gov.uk/ndlr/project-documents.</p> <p>Landkey Junction Overbridge is a new addition to the main scheme and will require further consultation with the above organisations.</p> <p>During construction there will, unavoidably, be some short-term delays to road users of the NDLR which may have knock-on consequences for nearby parts of the county road network. However, this potential impact is considered to be outweighed by the benefits offered by the scheme.</p> <p>Traveller safety and the risks associated with traffic management will be assessed throughout the scheme development.</p>
How will impacts and actions be monitored?	<p>Reduced journey times as a result of increased speed will be monitored through traffic monitoring data. Reduction in peak hour journey times will be considered.</p>

Post construction surveys would be undertaken to measure if the perception of businesses and tourists using the NDLR as a gateway to northern Devon has improved.

Future accident rates and their severity would be measured and compared against existing data to demonstrate that the current accident rates have been reduced.

Accident rates and their severity would be measured and compared against the baseline and information from other similar schemes.

The number of times diversion routes are required and the number of road closures due to maintenance or incidents will be recorded and monitored.

Relevant impacts during the construction period, such as dust emissions, noise impacts and potential impacts on water quality will be monitored by the appointed contractor, and overseen by regulatory agencies, with remedial measures deployed as necessary.

A programme of post construction monitoring and mitigation will form part of the detailed scheme proposals and will be a requirement of the formal planning process.

Housing supply and delivery will be monitored against the Local Plan allocation.

Economic prosperity will be monitored by looking at wages and GVA to determine whether over time they become more in line with the average in the South West and national average figures compared to 2015 levels.

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

<p>People affected:</p>	<p>The main scheme will affect everyone travelling along the NDLR between Bideford and South Molton and all users of the side roads adjoining the NDLR. As a key strategic route, it is relevant to road users at a national, regional and local scale. 85% of respondents to the 2017 public consultation agreed there was a need to improve the NDLR between South Molton and Bideford.</p> <p>It will also affect local residents directly affected by land acquisition and those indirectly affected by visual impact and noise, change in vehicle movements, etc.</p> <p>At Bishop's Tawton, a public consultation was held and advertised to local residents who may be impacted by the scheme through a letter drop. The responses gave valuable insight to the views of those living locally and offered several suggestions for improvement to the proposals. The consultation also highlighted some concerns from local residents. As the underpass would pass under the road drivers are unlikely to be impacted by the scheme. Local residents and bodies will be further consulted during the planning process.</p> <p>At Landkey, the main people affected are likely to be those living in Landkey Village. Landkey Parish Council were the group that originally proposed a crossing at this location and will continue to be consulted throughout the scheme development and planning process.</p>
<p>Diversity profile and needs assessment of affected people:</p>	<p>Given the nature of the scheme, it would have no impact on the diversity profile of affected people. Consideration has been given to non-motorised users, rather than focussing on vehicles alone.</p> <p>The adequacy of the current proposals was tested through public consultation, the results of which influenced the selection of The Scheme and changes to the detailed design of the scheme.</p>
<p>Other stakeholders:</p>	<p>Members of the public and organisations were given the opportunity to express their views on the main scheme via an online consultation and at public exhibitions. The results of the public consultation are provided in the Public Consultation Report available on the scheme website: https://new.devon.gov.uk/ndlr/project-documents</p> <p>A further public consultation was held regarding the Bishop's Tawton proposals to give members of the public the chance to comment on the underpass proposals. The report on the consultation can be found on the scheme website: https://new.devon.gov.uk/ndlr/project-documents</p> <p>Members of the public were also given the opportunity to comment during the planning process for the main scheme and will be able to comment further on the Landkey and Bishop's Tawton proposals during the relevant planning applications due to be submitted in 2019.</p>

<p>Consultation process:</p>	<p>For the main scheme, online and exhibition events were chosen to enable the widest practical public demographic to be consulted, especially considering the geographic spread of potential road users. Four exhibitions and a week-long unmanned exhibition were held. Alternative formats of documents and assistance for those who needed this was available at exhibitions or on request through the Customer Service Centre channels.</p> <p>In addition to the above public consultation, letters were sent to the owners / occupiers of land directly affected by the scheme proposals. Key Stakeholders (especially relevant statutory bodies) were also engaged at earlier stages in the process, including attendance at a 'Value Management' workshop.</p> <p>Details of the process used to develop the preferred Scheme is provided in the Public Consultation Report and Scheme Selection Report available on the scheme website: https://new.devon.gov.uk/ndlr/project-documents</p> <p>Stakeholders and consultees were given further opportunity to express their opinions during the planning consultation stage.</p> <p><i><u>Advanced Planting</u></i></p> <p>The nature of the advanced planting along the route was agreed with key environmental stakeholders prior to the submission of the planning application, following a period of extended consultation and involvement in the design process. This resulted in no objections being raised by environmental stakeholders during the planning process.</p> <p><i><u>Bishops Tawton Junction</u></i></p> <p>A pedestrian facility at this location was first proposed following comments from the 2017 consultation on the main scheme proposals, where members of the public suggested that such a facility should be provided. An options assessment was then undertaken to reach an underpass option, which was presented in a further public consultation in autumn 2018. The consultation responses provided valuable feedback on the proposals. It is recognised that any segregated facility for non-motorised users is a significant structure and will impact on local residents and there is local concern regarding this. However, considerable thought has gone into the assessment of options, consultation process and research into alternatives. In addition, the consultation has identified a number of additional comments that will be taken forward where the design of the improvements can be modified to maximise the benefit of the scheme.</p>
<p>Research and information used:</p>	<p>The scheme takes into account the government design standards Design Manual for Roads and Bridges (DMRB) http://www.standardsforhighways.co.uk/ha/standards/dmrp/index.htm and DfT 'Transport Analysis Guidance (TAG)'</p> <p>A Strategic Outline Business Case (SOBC) was submitted to the DfT in October 2016. In response to the SOBC the DfT responded with a letter to confirm the decision of Ministers to provide the remainder of the funding contribution from the DfT totalling £1.5m for development work on the NDLR up to and including the production of an Outline Business Case</p>

(OBC), which was submitted to the DfT on December 2017 and approved in May 2018. DCC has now received a further £4 million to develop a Full Business Case (FBC).

National guidance and procedures have been followed to carefully define and assess a wide range of environmental risks, which guided the scheme development and assessment and included the identification of avoidance, mitigation, compensation and enhancement measures and any monitoring requirements.

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 and
- Foster good relations.

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, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
- 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).
<p>All residents (in general):</p>	<p>The entire scheme would have adverse impacts on travellers during the construction phase, in particular due to the increase in construction vehicles, traffic management and diversion routes. Some road closures may be required.</p> <p>At Bishop's Tawton particularly, some land owners may see a reduction in their land value due to the increased size and proximity of the road. It is anticipated that any change in value will be small due to the nature of the works and the aspiration to introduce high quality planting to screen properties from the road.</p> <p>Crossing the live carriageway will become more difficult under the proposals due to an increase in road width along the length of the scheme, though the improvements at Landkey and Bishop's Tawton will provide a segregated route, removing the need to cross the live carriageway entirely at these locations.</p>	<p>An online consultation and public exhibitions were chosen to allow the full public demographic to be consulted for the main scheme. All travellers will benefit from improved journey times, perceived reliability, reduced accident severity and Wider Economic Impacts as a result of improved connectivity. Improved alignment, better separation and reduced accidents would reduce driver stress.</p> <p>A strategic aim of the scheme is to improve the economy of northern Devon. The benefits of a more prosperous economy will be felt by all groups. With regards to deprivation and lack of opportunities the area significantly lags behind the rest of the country in terms of Social Mobility. The scheme would have a positive impact on social mobility.</p> <p>The proposed improvements to some of the junctions would be beneficial to the safe movement of all users.</p> <p>The impact of the proposed segregated crossings would be improved access for local residents, who would no longer have to cross a live carriageway.</p>
<p>Age (from young to old):</p>	<p>Younger and older age groups who are less likely to drive a car could be more impacted by the severance caused by the increased size of the road along the length of the scheme where segregated crossings have not been proposed.</p>	<p>55% of the public consultation respondents were over 55 which indicates a good level of engagement with this group. At the Bishop's Tawton consultation, a number of responses were provided to an informal consultation held by the local school, which provided information on the behaviour of children locally.</p>

		<p>Younger and older age groups who are less likely to drive a car will feel a lesser benefit from the road improvement aspects of the main scheme, though they may feel some benefit from improved NMU facilities such as pedestrian crossing facilities.</p> <p>At the additional improvements proposed at Landkey and Bishop's Tawton younger and older residents may feel the benefit of the segregated crossings more highly, as they are more likely to travel on foot. This is particularly true at Bishop's Tawton, where surveys show that a high proportion of pedestrians currently crossing the roundabout at grade are children.</p>
<p>Disability (incl. sensory, mobility, mental health, learning disability, ill health) and carers of disabled people:</p>	<p>Disabled people who are less likely to drive a car could face increased severance from road widening.</p> <p>Consultation responses highlighted concerns of parents caring for disabled children in houses near to the proposed scheme, who felt that their children's wellbeing may be disproportionately compromised by an increase in local traffic (due to increases in noise and a reduction in air quality).</p>	<p>5% of consultation respondents considered themselves to have a disability. In addition, a number of respondents (who will not be captured in the above 5%) raised concerns on behalf of others with a disability (for example children).</p> <p>Disabled people who are less likely to drive a car will feel a lesser benefit from the scheme, though they may feel some benefit from improved NMU facilities, including those proposed at Landkey and Bishop's Tawton.</p> <p>Air quality and noise assessments have been undertaken and show that the effect of the scheme, once built, will be neutral in the case of air quality and negligible to minor in the case of noise.</p>
<p>Culture/ethnicity: nationality, skin colour, religion and belief:</p>	<p>Neutral</p>	<p>Neutral</p>
<p>Sex, gender and gender identity (including Transgender & pregnancy/maternity):</p>	<p>Neutral</p>	<p>Neutral</p>

Sexual orientation:	Neutral	Neutral
Other socio-economic factors such as families, carers, single people/couples, low income, vulnerability, education, reading/writing skills, 'digital exclusion' and rural isolation.	Northern Devon has a higher than average level of low-income residents who may be less likely to drive.	<p>Consultation materials were presented using language that was non-technical, with diagrams used to demonstrate more complex technical information, to improve the accessibility of the material to all education levels.</p> <p>Due to proposed NMU facilities that remove the need to cross the live carriageway, the impact on low income residents less likely to own a car across the entire scheme is considered neutral. In the instances of Bishop's Tawton and Landkey the impact of including the additional segregated crossings will be a net positive benefit.</p> <p>The strategic aim of enhancing the local economy in northern Devon could result in a reduction of unemployed and low-income residents as well paid job opportunities become more available. The 'trickle down' effect of an improved economy could also have a positive impact on other socio-economic factors.</p>
Human rights considerations:	Neutral	Neutral

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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.

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 the 4c, otherwise complete the environmental analysis table):

	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>
<p>Reduce waste, and send less waste to landfill:</p>	<p>The design development would look to refine the alignment design to reduce the volume of surplus earthworks without generating earthwork features that detract from the landscape characteristics. A waste management plan, which includes measures used to minimise the generation of waste during the construction process, was produced as part of the planning submission and can be found on the planning website (link available on the project website)</p>	
<p>Conserve and enhance biodiversity (the variety of living species):</p>	<p>Improvements of junctions would result in:</p> <ul style="list-style-type: none"> • Potential loss of foraging habitat and disturbance from lighting on barbastelle bats which are qualifying feature of Exmoor and Quantocks Oakwoods SAC. Potential degradation and disturbance to habitats used by overwintering birds from Taw-Torridge Estuary SSSI; • Potential impacts to two County Wildlife Sites, and three Unconfirmed Wildlife Sites, such as possible loss of habitat and degradation of quality and function of retained habitat; • Direct loss and/or degradation to Biodiversity Networks, Habitats of Principle Importance in England and habitats included in Devon Biodiversity Action Plan along the Scheme; and • Disturbance of key habitats for, and direct impacts to, protected and/or principally 	<p>Standard mitigation measures will be implemented at the design phase to avoid impacts where possible and reduce potential impacts during construction and operation. Mitigation may include enhancing retained habitats, minimise the loss of key habitats, maintain key north/south dispersal corridors across the Scheme using culverts and structural planting, undertake compensation planting, appropriate lighting design to minimise effects on wildlife and design to include connectivity routes over the Scheme. Disturbance to ecological receptors as a result of construction would be a short-term impact. Opportunities for enhancement will also be sought across the Scheme. The impact on protected species is considered to be neutral based on the assumption that mitigation is fully implemented and species would be able to use habitats created on site once established. During construction and establishment of new habitats there would be suitable adjacent habitats that can be used by protected species in the short term.</p>

	important species such as bats, birds, hazel dormouse, otters and reptiles.	
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	<p>Improvement of junctions would result in the following landscape impacts:</p> <ul style="list-style-type: none"> • The minor permanent loss of woodland plantation within Castle Hill Registered Park and Garden. This would open up some views on traffic and construction activity mainly from nearby receptors; • Improvement of West Buckland Junction would also result in permanent loss of agricultural land under the proposed embankments north-west of the junction, and permanent loss of woodland. New planting would re-establish the former local character and changes would be less perceptible; • New embankments at West Buckland Junction would be better integrated but the changes on landform within the former green field would remain evident; • The loss of some Monterey cypress at Bishop's Tawton Roundabout due to widening to the north and loss of vegetation and trees to the south to the rear of residential properties; and • The loss of woodland vegetation and agricultural land at Landkey Junction. <p>There would be some minor impact on the confluence of two minor water courses to the northwest of Borner's Bridge Junction arising from realignment of stream channels and extensions to culverts. After</p>	<p>In some instances, the new screening provided would reduce the visual impact of the road more than the current situation.</p> <p>Works to the underpass to the south of Bishop's Tawton have been modified to reduce the impact as much as possible on the existing vegetation and trees.</p>

	<p>establishment of new vegetation, changes would be less perceptible.</p> <p>Widening of the road would result in minor permanent change to landform and loss of vegetation within highway boundary on both sides of the road, including woodland plantation within Gowlersmoor Plantation and Castle Hill Registered Park and Garden. This would open up some views on traffic and construction activity mainly from receptors close to the NDLR corridor.</p> <p>Further refinement of the highway design through the iterative design process and in relation to enhanced landscape and ecology mitigation opportunities or additional mitigation measures could reduce the overall significance of adverse effects</p>	
<p>Conserve and enhance the quality and character of our built environment and public spaces:</p>	<p>The overall Townscape impact has been assessed as slight adverse. Improvements of junctions would result in slight change in views from some public rights of way surrounding Landkey Junction, West Buckland Junction and Borner's Bridge Junction, due to loss of vegetation that would exacerbate existing views and open up new views on road and traffic.</p>	
<p>Conserve and enhance Devon's cultural and historic heritage:</p>	<p>Improvements of junctions would result in:</p> <ul style="list-style-type: none"> • A temporary impact due to the loss of tree screening on the settings of Castle Hill Registered Park and Garden; Goulds Leary Grade II Listed; Buckingham Leary Grade II Listed; and High Down Cottage Grade II Listed. The Castle Hill Registered Park and Garden is Grade I Listed, making it of national importance and high significance; 	

	<ul style="list-style-type: none"> • The construction work at the West Buckland Junction would cause a largely temporary increased visual intrusion into the valley landscape until screen planting matures; and • The proposed overbridge would be directly in vision of Buckingham Leary and would obscure views across the road to the Castle Hill estate side of the valley. Screen planting would eventually mature again and any impact is considered temporary from a visual perspective. <p>The construction of road widening would cause:</p> <ul style="list-style-type: none"> • A temporary impact due to the loss of tree screening on Yeoland House, Grade II Listed; and • A temporary increased visual intrusion into the valley landscape until screen planting matures. <p>Following refinement of the highway design and additional sensitive detailed mitigation, particularly at the West Buckland Junction, it is anticipated that the significance of adverse effects would be reduced in the long term.</p> <p>The trustees of the estate and Historic England have been consulted with throughout the design process.</p>	
<p>Minimise greenhouse gas emissions:</p>	<p>Link improvements bring about vehicle speed increases, which in turn lead to vehicles consuming more fuel and marginally increasing CO2 emissions.</p>	<p>The Scheme brings about a reduction in CO2 emissions per vehicle as a result of reduced congestion and more freely flowing traffic at junctions to the south of Barnstaple. This reduction is offset slightly by the increase in vehicle flows through the area</p>

<p>Minimise pollution (including air, land, water, light and noise):</p>	<p>Varying impacts between Negligible and Minor increases in noise impact levels.</p> <p>Adverse effects are predicted where works are required in proximity to watercourses, where pollutants are more easily mobilised into watercourses or where works may interrupt flow regimes, reduce available floodplain storage or increase surface water runoff rates/volumes (in particular at the Bishop's Tawton, Portmore and Borner's Bridge Junctions).</p> <p>At the Borner's Bridge Junction, the junction improvement would result in change in flow dynamics and the requirement for additional floodplain compensation.</p> <p>Introduction of new roundabouts, which must be lit, will increase light pollution. There are no properties adjacent to the sites where new lighting is proposed and the impact of this is considered negligible. Lighting will have an impact on bats.</p>	<p>Overall, reductions in congestion at junctions lead to slight decreases in emissions per vehicle as a result of the more smoothly flowing traffic.</p> <p>During the Operational Phase, the Scheme will reduce congestion and the likelihood of traffic accidents on the route, therefore reducing the likelihood of accidental pollutant releases. The Scheme will also result in the general betterment of the drainage design, relative to the existing situation, therefore reducing the likelihood of flooding or of pollutants mobilising into watercourses.</p>
<p>Contribute to reducing water consumption:</p>	<p>Increased water consumption from activities during construction.</p>	<p>Reduction in water consumption during maintenance holiday.</p>
<p>Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):</p>	<p>Neutral</p>	<p>Neutral</p>
<p>Other (please state below):</p>		<p>An Environmental Impact Assessment Report, which details the environmental impacts and mitigation measures considered for the main scheme, is available on the scheme website: https://new.devon.gov.uk/ndlr/project-documents.</p>

		<p>An environmental management plan and construction environmental management plan are being produced to provide a framework for recording environmental risks, commitments and other environmental constraints and to identify the structures and processes that will be used to manage and control these aspects.</p> <p>All impacts for Bishop's Tawton and Landkey Junction Footbridge are being further assessed through the planning process.</p>
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Section 4c - Economic impacts

	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 specific impact identified at this stage	The scheme would enhance the economic prosperity and competitiveness of northern Devon, both nationally and in line with other areas of Devon and support housing and employment development opportunities in northern Devon by: <ul style="list-style-type: none"> Increasing overtaking opportunities from 10% to 50%, reducing journey times, reducing the potential for accidents and increasing resilience. Increasing capacity, reducing congestion and reducing the potential for accidents. The effect of investment aims to reduce peak hour journey times by between 10% and 20% by 2037 compared to a non-intervention scenario. Opening up key areas for development and accelerate growth in the Local Plan.
Impact on employment levels:	No specific impact identified at this stage	
Impact on local business:	There is the possibility that improving transport connections between northern Devon and the rest of the UK could make commuting to areas outside of northern Devon more attractive to residents in the local area.	

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Section 4d -Combined Impacts

Linkages or conflicts between social, environmental and economic impacts:	Please refer to the Technical Appraisal Report, Environmental Assessment Report and Outline Business Case available on the scheme website: https://new.devon.gov.uk/ndlr/project-documents .
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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?	<p>The primary objectives of the scheme will all have positive effects on the economic, social and environmental well-being of the area.</p> <p>In preparing the specific scheme designs, the standard County Council procurement rules will be followed.</p>
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PTE/19/21

Cabinet
15 May 2019

Western Road, Ivybridge Parking Relocation

Report of the Head of Planning, Transport 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.

Recommendations: That

- (a) the preferred scheme be approved to proceed to tender;
- (b) the Head of Planning, Transportation and Environment be given delegated powers, in consultation with the Cabinet Member for Highway Management and the local member, to make minor amendments to the scheme details;
- (c) required Traffic Regulation Orders are advertised and, if no objections are received, be made and sealed;
- (d) the scheme be approved for construction at an estimated cost of £450,000, subject to the funding being confirmed.

1. Summary

Western Road Ivybridge is the main arterial entry and egress from the Town. It currently suffers from congestion and is an Air Quality Management Area (AQMA). The main contributor to these problems is the width restriction caused by the parked cars. A public consultation was held from 14 January 2019 to 3 March 2019 to consider a scheme which relocates the existing on-street car parking on Western Road, Ivybridge to alleviate these problems. This report considers the outcomes of this and makes a recommendation for a preferred scheme.

2. Background/Introduction

Western Road AQMA

Western Road, Ivybridge was declared an AQMA in 2009 due to poor levels of Nitrogen Dioxide (NO₂) in breach of the national objective levels. The main cause of the elevated levels of NO₂ is believed to be associated with road transport. The on-street parking provision between the A38 roundabout and Marjorie Kelly Way roundabout creates a pinchpoint and causes 'stop-start' conditions where the carriageway narrows, preventing two-way flow of traffic. The gradual build-up of queues causes congestion and the idling of engines waiting to pass creates a build-up of NO₂. Traffic modelling has demonstrated that the removal of the on-street parking would smooth flows of traffic along Western Road. The removal of the existing bottleneck would reduce levels of pollution and form an important element of alleviating the poor air quality within the AQMA.

Devon County Council Air Quality and Congestion Task Group

On 26 September 2017, the Corporate, Infrastructure and Regulatory Services Scrutiny Committee resolved to set up the Air Quality and Congestion Task Group. Whilst air pollution concentrations are generally low in Devon compared with urban areas in the rest of the UK, it does have some hotspots where there are severe air pollution and congestion problems. This includes Ivybridge. One of the recommendations of the Task Group was that "DCC continues to implement the measures outlined in the Devon and Torbay Local

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Transport Plan (2011-2026) and continues to review the progress of the measures implemented". A recent update in January 2019 to the Corporate, Infrastructure and Regulatory Services Scrutiny Committee highlighted that the Local Transport Plan is supporting a scheme proposal to remove on-street parking and footpath improvements on Western Road.

A Clean Air Strategy for South Hams and West Devon

In April 2018, South Hams District Council consulted on 'A Clean Air Strategy for South Hams and West Devon: Incorporating the Air Quality Action Plans', which included measures identified by Devon County Council which could be implemented to meet the air quality objectives in the district. One of the identified schemes was to remove the on-street parking on Western Road.

3. Proposal

Existing Conditions

Western Road is an important route in Ivybridge, connecting the town centre with the A38. However, it is also part of a residential area of the town, with properties lining the road on both the northern and southern side.

The northern edge of the Western Road carriageway has 22 on-street car parking spaces. These are included within the Devon County Council Ivybridge permit area 'C' and are well used throughout the day. However, the width of the carriageway combined with the on-street parking provision prevents two-way flow of traffic. Queues build-up, particularly in peak times, as drivers wait for an opportunity to pass the parked cars. The idling of engines and variable speeds have resulted in an AQMA being designated along the road.

The footpath provision on both the northern and southern side of Western Way are of variable, sub-standard widths with limited crossing opportunities. Vehicles are often aligned close to the kerb to maximise passing opportunities, resulting in pedestrians being in close proximity to passing traffic.

Scheme Proposals

The scheme proposes to introduce double yellow lines where parking is removed on Western Road. The 22 on-street car parking spaces will be relocated to the verge between Wayside and Western Road. The spaces will be aligned to the east of the verge and will also utilise the footprint of the old fire station building which will be demolished as part of the scheme. A footway will be provided in front of the new spaces and a new footway connection will be provided east of the fire station building to connect to the Western Road footway. This will remove the existing on-street pinchpoint and enable two-way flow of traffic along Western Road. The smoother traffic flows and reduction in idling engines will address the existing air quality issues.

It is proposed that the new spaces are retained in the existing Ivybridge zone 'C' permit area, ensuring that the spaces represent a 'like for like' replacement of the existing spaces on Western Road. Those who can currently park on Western Road will be able to park in the new spaces. This will also ensure that the scheme does not introduce an unacceptable impact on the availability of spaces in zone 'C'. To enable this, the land which forms the footprint of the car park will need to be transferred from South Hams District Council ownership to Devon County Council. Devon County Council will then undertake enforcement, maintenance and assume all liability associated with the car park.

The northern footway along Western Road between the fire station and Marjorie Kelly Way roundabout will be widened to a minimum of 2m, except for a short pinchpoint of width 1.8m. A zebra crossing is proposed between Park Street and Clare Street, with some widening

included on the southern footway to accommodate this. These elements of the scheme will improve the environment for pedestrians, with safe and convenient walking routes and crossing facilities provided. Addressing the existing sub-standard provision for active travel will also help to encourage modal shift for short distance trips in the local vicinity.

The new Western Road carriageway between the old fire station building and Marjorie Kelly Way will be narrowed to 6m in width. This will provide the necessary space for footway widening, whilst also ensuring the width is appropriate for the 30mph, urban road. The opportunity to resurface some of the existing carriageway will also be taken. The combination of a 6m carriageway and the provision of a zebra crossing will help control the speed of vehicles using the road and improve the safety of the environment for all users.

A preliminary scheme plan is provided in Appendix I to this report.

4. Consultations/Representations/Technical Data

Consultation Method

A public consultation was held between 14 January 2019 and 3 March 2019 which presented scheme options for the layout of the new car park as well as options for the permitting of the spaces. The consultation was posted on the Council's Have Your Say website. Local residents, nearby businesses, and a number of community groups were contacted separately as part of this consultation. Proposals were also presented to Ivybridge Town Council and a drop-in public exhibition was held at Ivybridge Library which was attended by over 140 people.

In total 102 questionnaires were received during the consultation period. These responses showed overall support for the need to improve traffic flow along Western Road (77% of respondents agreeing with this). A Public Consultation Report has been prepared and is available on the website at:

<https://devoncc.sharepoint.com/:b:/s/PublicDocs/Highways/EfWOfdEIYotMg4sNzCU7Uh4BBFeWLwS6m0P8RTQvPln0ZQ>

Parking Layout

The consultation responses helped inform the options selected for the recommended preferred scheme. Two options were presented for the layout of the parking spaces;

- **Option A:** parking spaces relocated along the entire length of the Wayside verge, with the fire station footprint providing a pedestrian enhancement area
- **Option B:** parking spaces relocated on the fire station footprint and some of the Wayside verge, resulting in the retention of more greenspace.

Option B was preferred by the majority of respondents, due to the preservation of more greenspace and it was felt this was a better use of the fire station footprint. This is the layout recommended as the preferred scheme.

Management and Permitting of Spaces

Views were also sought on a number of permitting and management options;

- **Inclusion within existing Ivybridge parking permit zone 'C':** to be managed by Devon County Council's permit scheme
- **Allocation of spaces to specific houses:** to be managed by a South Hams District Council permit scheme
- **Leaving parking spaces unallocated.**

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The option of retaining the parking spaces within the existing Ivybridge parking permit zone 'C' was preferred by 64% of respondents. This option is the closest to the existing scenario and would ensure those with existing permits for zone 'C' will be eligible to park in the new spaces. The alternative options would not mitigate the impact of losing 22 spaces from the existing permit area and would result in an unacceptable detrimental impact. This is therefore the proposed management and permitting arrangement in the preferred option. Negotiations and consultation are currently taking place with the landowner, South Hams District Council.

Rose Cottage Bus Stop

Views were also sought on the potential relocation of the Rose Cottage westbound bus stop. The existing bus stop is on the western end of Western Road, on the approach to the A38 roundabout. The proximity to the roundabout limits overtaking opportunities, causing queueing and delays which block back into the signalised junction. A possible location for the bus stop was identified on the east of the signalised junction, opposite the eastbound bus lay-by. However, views were mixed on the support for this, with no majority view identified. Furthermore, additional design work has been undertaken since the close of the public consultation which has identified a number of safety concerns associated with the proposed bus stop location. It is therefore proposed that this is not included in the preferred scheme, with the potential to revisit bus stop improvements as a future scheme for Western Road.

Design Amendments

Following the end of the public consultation, views and suggestions were analysed and resulted in several design amendments. In particular, there were concerns raised by the public in relation to the potential for increased speeds along Western Road, with the on-street parking acting as a natural speed deterrent currently. The associated safety impacts on pedestrians was also raised, with the traffic running closer to the pedestrian environment without the parked cars forming a 'buffer'. In addition, it was felt the crossing facilities were inadequate given that traffic would be moving more freely and at higher speeds.

Whilst it is the intention that the scheme improves the traffic flow, it is not the intention that traffic speeds will significantly increase. Instead, the overall speeds should be more consistent and without start-stop conditions. However, it is recognised that the scheme should not improve air quality at the expense of safety for all users of Western Road. Amendments were therefore made to add a zebra crossing and widen the pavement from a minimum width of 1.6m to a minimum width of 2m. The carriageway width was also reduced to 6m, resulting in some further pavement widening on both sides of the road. These measures will contribute towards an environment which encourages vehicles speeds appropriate for the 30mph urban road which serves as both a key route to the town centre but a residential area.

5. Financial Considerations

The overall construction cost of the proposal is estimated to be approximately £450,000. This includes the construction of the new car park, demolition of the firestation building, widening of the footways, provision of a zebra crossing, relevant Traffic Regulation Orders and some carriageway resurfacing. The scheme will be funded through a combination of Local Transport Plan funds and Section 106 contributions received or expected from various developments including Stowford Mill, Cornwood Road and Woodland Road Phase 2.

The scheme will not commence, until the package of funding has been confirmed and agreed with the County Treasurer.

6. Environmental Impact Considerations

The key scheme objective is to improve the air quality of the Western Road AQMA through improved traffic flow. By removing the existing pinchpoint and enabling two-way traffic flow, engine idling will be reduced, and smoother speeds will be achieved.

In addition, the scheme will increase the attractiveness of walking and provide facilities for a range of other users. This will allow better access to the town centre and local amenities, including schools, and contribute towards discouraging short distance vehicle trips, reducing carbon emissions and improving the air quality of the area.

The scheme does involve the loss of greenspace and trees, albeit less than the alternative parking layout. It is suggested that this is mitigated through some improvement to the remaining greenspace with some form of planting or landscaping. In addition, the removal of a local eye-sore will be achieved through the demolition of the fire station building.

7. Equality Considerations

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

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

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

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

In progressing this particular scheme/proposal, an Impact Assessment has been prepared which has been circulated separately to Cabinet Members and also is available on the Council's website at <https://www.devon.gov.uk/impact/western-road-ivybridge/>, which Members will need to consider for the purposes of this item.

8. Legal Considerations

The lawful implications/consequences of the proposals have been considered and taken into account in the preparation of this report and formulation of the recommendations set out above.

When making a Traffic Regulation Order it is the County Council responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 that states that it is the duty of a local authority, so far as practicable, secures the expeditious, convenient and safe movement of traffic and provision of parking facilities.

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It is considered that the proposals comply with Section 122 of the Act as they seek to reduce NO₂ emissions and improve air quality, whilst ensuring that suitable parking facilities which replicate the existing provision as far as possible.

9. Risk Management Considerations

The scheme cost estimate makes allowance for 20% contingency. However, it is noted that some amendments may be required to the scheme which could impact the scheme cost. Whilst the contingency should be sufficient to cover this, there is a risk the scheme cost estimate could increase. These cost increases will need to be met through further developer contributions, as and when development comes forward in the local area, or through Devon County Council Local Transport Plan budget.

A Road Safety Audit Stage 1 has been commissioned, and this may result in some design changes. However, it is expected that these will be limited given early informal consultation has been undertaken with the Road Safety team.

Western Power Distribution have not yet been consulted with regards to potential issues constructing the car parking over power cables in the verge. This may result in cost increases if issues are identified.

An agreement needs to be met with South Hams District Council with regards to the transfer of the land for the car park and the permitting arrangements of the new spaces. Should an agreement not be made, this could result in the scheme being unable to progress.

10. Options/Alternatives

Do Nothing

Should no scheme be delivered to remove the on-street parking on Western Road, it is anticipated that the existing problems caused by the pinchpoint will persist. This will result in the air quality of the area remaining above acceptable thresholds and the AQMA will remain. With allocated development taking place in Ivybridge during the Plymouth and South West Devon Joint Local Plan period, the vehicle demand in the town could be expected to increase. Over time, electric vehicles may become a more popular choice of vehicle and represent a greater proportion of the vehicles using Western Road. However, this is unlikely to have a significant improvement to air quality along Western Road in the short term.

A number of alternatives are identified in the South Hams District Council 'Clean Air Strategy'.

Southern Link Road

The delivery of a southern link road has been suggested as an option to alleviate traffic from the town centre and provide an alternative access to the A38 from the new developments in the east of Ivybridge. However, traffic forecasts evidence that this option provides limited relief in the key town centre roads, including Western Road. A significant volume of future traffic within Ivybridge would remain unaffected by the provision of a southern link road.

There are a number of additional constraints which make the delivery of the road unachievable at the present time, including:

- Location within flood Zone 3,
- Environmental impact of an intrusion into the countryside,
- No development in the Local Plan south of the A38 to provide a catalyst for the link road,
- Not included in the current Local Plan, and
- Significant third-party land acquisition.

A southern link road would therefore be a high cost solution with limited benefits and significant constraints.

New East of Ivybridge A38 Junction

This has previously been promoted by Ivybridge Town Council, however, it is not supported by Highways England due to the proximity of the existing junction at Ivybridge and an insufficient demand on the current junction or a proposed population serving the new junction. The associated costs of providing a new junction onto the A38 would be significant and require development well above that allocated in the current local plan to support it. The air quality impact of this option is similar to the Southern Link Road, with limited traffic utilising the proposed improvement as opposed to the existing routes through Ivybridge.

Promotion of Ultra Low Emission Vehicles (ULEVs), Green Travel Vouchers and Green Travel Planning

New developments are currently requested through Section 106 agreements to promote a variety of measures which contribute towards encouraging sustainable travel and as a result limit their air quality impact. However, these measures alone are unlikely to have a significant impact on air quality.

11. Reason for Recommendation/Conclusion

The proposed scheme would significantly improve the air quality of the designated AQMA in Western Road, Ivybridge through the relocation of on-street parking. Improving the traffic flow and enabling two-way traffic will reduce the build-up of NO₂ emissions and reduce congestion. The construction of a new car park on the verge between Wayside and Western Road would ensure those who use the Western Road parking have a suitable alternative.

The scheme would also provide enhanced provisions for active travel, with footway widening and a new zebra crossing included in the proposals. This will improve the perceived safety and convenience of alternatives to private car use for short distance trips, further adding to the potential for improved air quality in the area.

Dave Black
Head of Planning, Transportation and Environment

Electoral Division: Ivybridge

Cabinet Member for Highway Management: Councillor Stuart Hughes

Chief Officer for Communities, Public Health, Environment and Prosperity: Dr Virginia Pearson

Local Government Act 1972: List of Background Papers

Contact for enquiries: Hannah Clark

Room No. AB2, Lucombe House, County Hall, Exeter. EX2 4QD

Tel No: 01392 383000

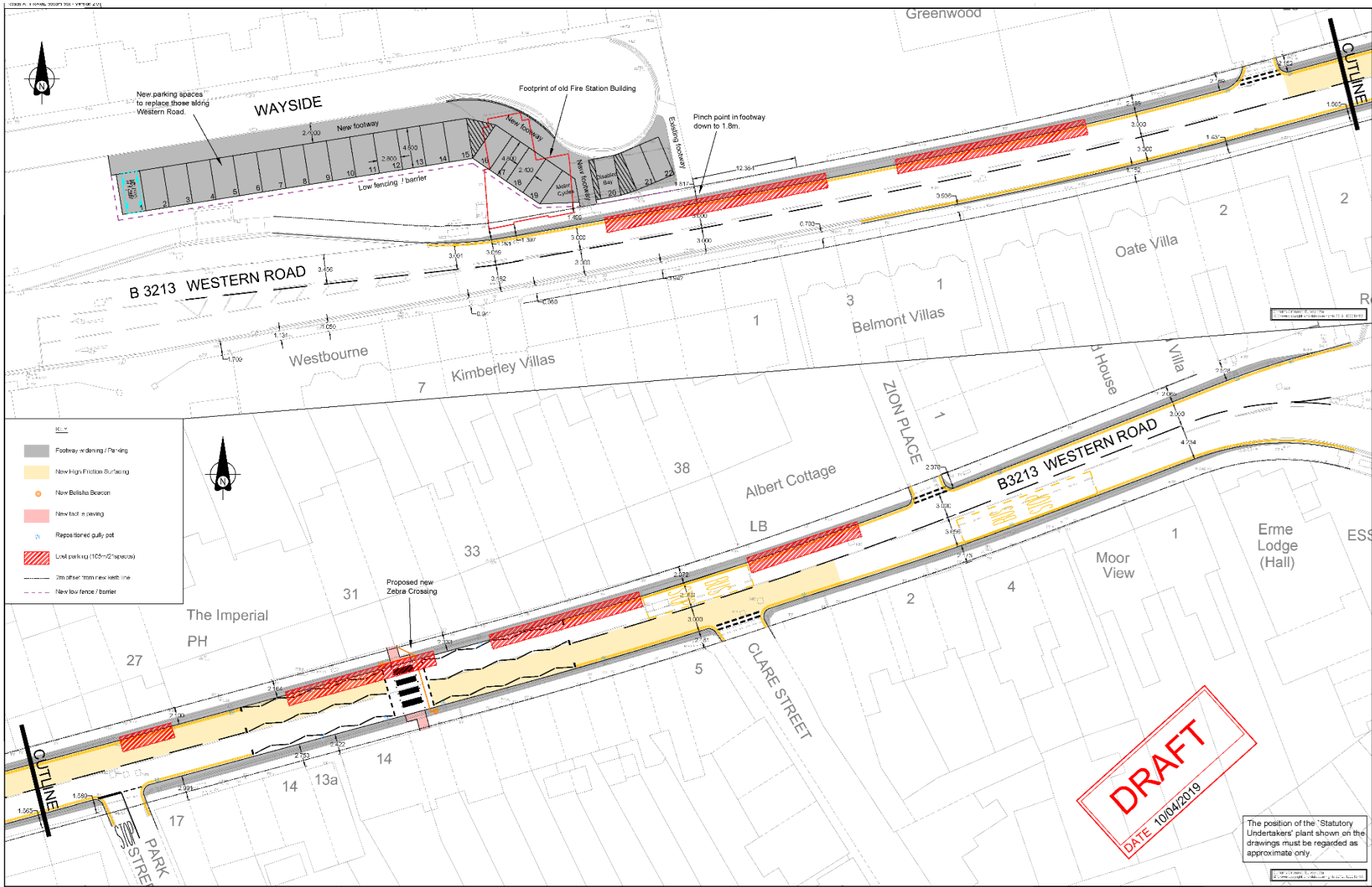
Background Paper	Date	File Reference
1. A Clean Air Strategy for South Hams and West Devon: Incorporating the Air Quality Action Plans	April 2018	https://www.southhams.gov.uk/article/3902/Air-Quality

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2. Ivybridge Transport Study – May 2018
Development and Transport
Study Traffic Forecasting
Report
<https://devoncc.sharepoint.com/sites/PublicDocs/Highways/Roads/Forms/AllItems.aspx?id=%2Fsites%2FPublicDocs%2FHighways%2FRoads%2FTransport%20Planning%2FIvybridge%20Forecasting%20Report%202D%20Development%20and%20transport%20study%20traffic%20forecasting%20report%2Epdf&parent=%2Fsites%2FPublicDocs%2FHighways%2FRoads%2FTransport%20Planning&p=true&cid=7e411a10-99b7-4919-985c-620cdc2eaabd>

3. Impact Assessment 23 April 2019
<https://www.devon.gov.uk/impact/western-road-ivybridge/>

hc170419cab Western Road Ivybridge Parking Relocation
hk 06 130519



<p>Devon County Council</p>	<p>Engineering Design Group</p> <p>Matford Offices County Hall Topsam Road Exeter EX2 4QD</p> <p>Tel: 01392 155 11014 Fax: 01392 382342 eastt@devon.gov.uk www.devon.gov.uk</p>	<p>WESTERN ROAD IVYBRIDGE</p>	<p>DRAWING TITLE</p> <p>Preliminary Design - Footway Widening Along Western Road and Additional Parking in Wayside</p>	Rev	Date	Drawn	Checked	Revised	By	<p>Do not scale from this drawing in either hard or electronic form. No responsibility is accepted where this drawing is used in circumstances other than that for which it was originally prepared and issued.</p>
				1	06.02.20	010				

DRAFT
DATE 10/04/2019

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

Impact Assessment

Version 2017

To publish, please send a dated PDF to impactassessment-mailbox@devon.gov.uk



Assessment of:	Western Road Parking Relocation
Service:	Planning, Transport and Environment

Head of Service:	Dave Black
Date of sign off by Head of Service/version:	23 April 2019
Assessment carried out by (incl. job title):	Hannah Clark, Senior Transport Planning Officer

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Section 1 - Background

Description:	<p>Western Road, Ivybridge is the main arterial entry and egress from the town. It is an important link between the town centre and residential areas in the east of Ivybridge with the primary access onto the A38 for the town and residential areas in the west of Ivybridge. It currently suffers from congestion and poor air quality due to width restrictions caused by parked cars. The proposal is to relocate the on-street parking to a new car park, located on a verge between Wayside and Western Road. The removal of the existing bottleneck would reduce levels of pollution and form an important element of alleviating the poor air quality within the AQMA. The scheme also includes pavement widening, provision of a zebra crossing and demolition of the old firestation building.</p> <p>Improvements to Western Road AQMA has been identified in the South Hams Air Quality Action Plan.</p>
Reason for change/review:	<p>Western Road was declared an Air Quality Management Area (AQMA) in 2009 due to poor levels of Nitrogen Dioxide (NO₂) in breach of the national objective. The main cause of the elevated levels of NO₂ is believed to be associated with road transport, exacerbated by width restrictions caused by parked cars. The gradual build-up of</p>

	<p>queues causes congestion and the idling of engines waiting to pass creates a build-up of NO2. Traffic modelling has demonstrated that the removal of the on-street parking would smooth flows of traffic along Western Road.</p>
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Section 2 - Impacts, options and recommendations

See sections 3, 4 and 5 for background analysis

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Options Appraisal and Recommendations:	<p>Two options were considered as part of a public consultation for the layout of the new car park and three options for the management of the spaces were considered. Aligning the spaces to the east of the verge and utilising the firestation footprint and inclusion within the existing Ivybridge parking permit zone 'C' was selected as the preferred options.</p> <p>In addition, the scheme under all options would include: double yellow lines introduced on Western Road where on-street parking is removed, pedestrian footways along the northern edge of Western Road widened to a minimum of 2m, the demolition of the old firestation building and the provision of a new zebra crossing.</p>
Social/equality impacts (summary):	<p>The positive impacts outlined below will be achieved through this project:</p> <ul style="list-style-type: none"> • Improved environment for active travel through widening sub-standard footways and provision of a new crossing facility • Improved journey time reliability and safety for drivers on Western Road through removal of the existing pinchpoint <p>The following negative impacts may be realised:</p> <ul style="list-style-type: none"> • The removal of the on-street parking pinchpoint may result in increased speeds. Design features have been included to ensure the speed of the road is appropriate for its environment. • In the short term, during the construction works, it is anticipated that some negative impact will be realised as a result of traffic management. • The relocation of the parking spaces may result in cars being parked further from the homes using them.

	<ul style="list-style-type: none"> • There is one disabled bay being relocated approximately 100m from the property it is registered to. • There may be longer waiting times for exiting Wayside at peak times due to the increase in cars using the road. However, it is expected that this will not be significant. • Wayside will experience an increase in traffic due to the relocation of the parking spaces. However, given the residential nature of these spaces, this is expected to result in a small number of additional movements per hour. <p>Throughout the construction, local businesses and stakeholders will be kept informed of the proposed works and necessary traffic management.</p>
Environmental impacts (summary):	<p>The following positive impacts will be realised:</p> <ul style="list-style-type: none"> • A decrease in NO₂ emissions arising from improved traffic flow on Western Road • Improved opportunities for active travel <p>The following negative impacts will be realised:</p> <ul style="list-style-type: none"> • Loss of greenspace and trees on Wayside verge
Economic impacts (summary):	<p>The positive impacts outlined below will be achieved through this project:</p> <ul style="list-style-type: none"> • Improved access to the town centre of Ivybridge • Improved access to the A38 • Improved journey times reliability for public transport <p>The following negative impact will be realised:</p> <ul style="list-style-type: none"> • In the short term, during the construction works, it is anticipated that some negative impact will be realised as a result of traffic management.
Other impacts (partner agencies, services, DCC policies, possible)	None identified.

'unintended consequences':	
How will impacts and actions be monitored?	Air quality monitoring

Background Analysis

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

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

People affected:	The improvements to Western Road will affect all road users, permit holders in Ivybridge zone 'C' and local residents.
Diversity profile and needs assessment of affected people:	The proposals have no adverse impact on a specific audience, regardless of age, race, gender, sexual orientation and religion / belief. Improvements to the widths of the footways benefit pedestrians. The proposals include the relocation of one disabled parking bay.
Other stakeholders (agencies etc.):	Key stakeholders involved in the project include: <ul style="list-style-type: none"> • South Hams District Council • Ivybridge Town Council
Consultation process and results:	A public consultation was held between 14 January 2019 and 3 March 2019 which presented scheme options for the layout of the new car park as well as options for the permitting of the spaces. The consultation was posted on the Council's Have Your Say website (https://www.devon.gov.uk/haveyoursay/consultations/western-road-ivybridge-parking-relocation/). Local residents, nearby businesses and a number of community groups were contacted separately as part of this consultation. Proposals were also presented to Ivybridge Town Council and a drop-in public exhibition was held at Ivybridge Library which was attended by over 140 people. 102 questionnaires were received during the consultation period. These responses showed overall support for the need to improve traffic flow along Western Road (77% of respondents agreeing with this). 55% preferred the layout of Option B and 64% wanted the new spaces to remain in permit area 'C'.
Research and information used:	Design Standards: Traffic Signs Manual, TSRGD 2016 Traffic surveys and modelling, air quality measurements, public consultation

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 and
- Foster good relations.

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, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.
- Proportionate (negative impacts are proportionate to the aims of the policy decision)
- Fair
- Necessary
- Reasonable, and
- Those affected have been adequately consulted.

<p>Characteristics</p>	<p>In what way can you eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage?</p> <p>Are there any lawful, reasonable and proportionate, unavoidable negative consequences?</p>	<p>In what way can you advance equality (meet needs, encourage participation, make adjustments for disabled people, 'close gaps').</p> <p>In what way can you foster good relations between groups (tackle prejudice and promote understanding), if relevant?</p>
<p>All residents (include generic equality provisions):</p>	<p>Western Road parking relocation will improve journey time reliability and reduce congestion for mainly motor vehicles. However, the scheme has been designed to consider vulnerable road users and include improvements to pedestrians in particular through wider footways and an additional crossing facility.</p> <p>There will be some associated increase in speeds along Western Road. However, measures have been taken to control speeds to</p>	<ul style="list-style-type: none"> • Footway widening provided as well as additional crossing facilities • Any necessary disabled bays will be relocated to the new car parking, with its positioning selected to minimise additional distance travelled • Speed of vehicles will be managed through a 6m carriageway and the presence of a pedestrian crossing • Some enhancement of the existing greenspace could be provided to mitigate the loss of trees

	<p>within the speed limit and ensure speeds remain appropriate.</p> <p>There will be some increased traffic demand on Wayside. However, the small number of parking spaces (22) is anticipated to result in minimal additional traffic movements per hour.</p> <p>Some greenspace and trees will be lost due to the construction of the car park. There is mitigation proposed to provide a betterment to the remaining verge.</p>	<ul style="list-style-type: none"> The scheme will improve the air quality of residents in the Western Road AQMA
Age:	Not relevant	The scheme will improve the air quality of the local environment, regardless of age
Disability (incl. sensory, mobility, mental health, learning disability, ill health) and carers of disabled people:	There is one existing disabled parking bay on Western Road. The distance between the parking space and residence will be increased.	<p>The disabled parking bay in the new car park will be located to the eastern end to minimise the distance required to travel.</p> <p>Existing footways are sub-standard and are not suitable widths for wheelchair use. The footway on the northern side of Western Road will be a minimum of 2m with an additional crossing facility provided.</p>
Culture and ethnicity: nationality/national origin, skin colour, religion and belief:	Not relevant	Not relevant
Sex, gender and gender identity (including men, women, non-binary and	Not relevant	Not relevant

transgender people), and pregnancy and maternity (including women's right to breastfeed).		
Sexual orientation and marriage/civil partnership:	Not relevant	Not relevant
Other socio-economic factors such as families, carers, single people/couples, low income, vulnerability, education, reading/writing skills, 'digital exclusion' and rural isolation.	Not relevant	It is recommended that the new car parking spaces remain within the existing parking permit zone. An alternative of allocating spaces to specific houses is not recommended. This would result in an increased cost for permits and potentially exclude certain socio-economic groups.
Human rights considerations:	Not relevant	

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Supporting independence, wellbeing and resilience?

Give consideration to the groups listed above and how they may have different needs.

In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?	Improved access to / from the town centre and the Strategic Road Network will improve journey time reliability for public transport using the route, helping to encourage the use of public transport. Improved facilities for non-motorised users will provide better opportunities for sustainable travel.
In what way can you help people to be safe, protected from harm, and with good health and wellbeing?	The scheme will reduce levels of pollution and form an important element of alleviating the poor air quality within the AQMA. This will help contribute to the health and wellbeing of the local community.

	The improvements to pavement widths and provision of a zebra crossing will encourage alternative modes of transport contributing to the independence and wellbeing of the general public.
In what way can you help people to be connected, and involved in community activities?	Access to / from Ivybridge town centre and community 'hubs' will be improved helping people to better connect with their communities and engage in social activities.

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.

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 the 4c, otherwise complete the environmental analysis table):

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X	Devon County Council's Environmental Review Process
	Planning Permission
	Environmental Impact Assessment
	Strategic Environmental Assessment

	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).
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Reduce, reuse, recycle and compost:	Not applicable	DCC's Minor Works Framework Contract will be used to implement the project which includes basic principles of waste management all contractors on the framework have signed up to. A Waste Management Plan will also be produced.
Conserve and enhance wildlife:	<p>Approx 350m² of greenspace and three trees will be lost due to the car park construction.</p> <p>It is proposed that some enhancement is provided to the remaining greenspace, in consultation with the Horticultural department at South Hams District Council.</p>	Not applicable
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	Not applicable	Not applicable
Conserve and enhance Devon's cultural and historic heritage:	Not applicable	Not applicable
Minimise greenhouse gas emissions:	Expected positive	Reductions in greenhouse gases from reducing existing engine idling and stop-start conditions due to the removal of the on-street parking bottleneck.
Minimise pollution (including air, land, water, light and noise):	Expected positive	Reductions in noise and air pollution from reducing existing engine idling and stop-start conditions due to the removal of the on-street parking bottleneck.

Contribute to reducing water consumption:	Not applicable	Not applicable
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	Not applicable	Not applicable
Other (please state below):	Not applicable	Not applicable

Section 4c - Economic impacts

Page 76		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:	Not applicable	Improved access to schools in Ivybridge
	Impact on employment levels:	Not applicable	Improved access to employment opportunities in Ivybridge and wider employment opportunities, such as Lee Mill and Plymouth, from Ivybridge.
	Impact on local business:	Not applicable	Local businesses will be more accessible.

Section 4d -Combined Impacts

<p>Linkages or conflicts between social, environmental and economic impacts:</p>	<p>Improvements to remove the existing pinchpoint caused by on-street parking will improve the flow of traffic on Western Road, and as a result improve access to and from key locations in Ivybridge. The local environment will be improved through improved air quality as a result of these impacts. The scheme will also provide improved facilities for pedestrians, providing additional health benefits to the local community.</p>
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Section 5 - 'Social Value' of planned commissioned/procured services:

<p>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?</p>	<p>Environmental and social wellbeing will be improved through improved air quality and facilities for sustainable travel.</p> <p>Economic and social wellbeing will be improved through better access to community facilities.</p>
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Public Health Annual Report 2018-19

Report of the Chief Officer for Communities, Public Health, Environment and Prosperity

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: Cabinet is asked to receive the annual report of the Director of Public Health 2018-19 and to note its recommendations.

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### 1. Background

- 1.1. The Director of Public Health has a statutory duty to write an annual report, and the local authority has a statutory duty to publish it (section 73B [5] & [6] of the 2006 NHS Act, inserted by section 31 of the 2012 Health and Social Care Act). This enables the Director of Public Health to make an independent judgement about the state of health of the local population and ensures that the report will be published and in the public domain. The annual report by the Director of Public Health is therefore different from all other reports received from an officer in that it is not a Cabinet Member report.

### 2. Introduction

- 2.1. This Annual Public Health Report for Devon County Council is the twelfth in a series of annual reports on the health of the population of Devon which began in 2007-08.
- 2.2. Each report covers the general health of the population of Devon; increasingly the detail about health and wellbeing can be found in the annual Joint Strategic Needs assessment which is available at: [www.devonhealthandwellbeing.org.uk/jsna](http://www.devonhealthandwellbeing.org.uk/jsna)
- 2.3. This year's public health annual report takes as its theme the mental health and wellbeing of the population. One in four adults and one in ten children experience mental health problems to some degree in any year, and mental ill-health is a major cost to society, particularly the criminal justice system, and health and care services.
- 2.4. Without mental health there is no health, and it is increasingly recognised that we should be giving the same priority to mental health as physical health in terms of prevention, early intervention, treatment and rehabilitation.
- 2.5. Health inequality persists and is a challenge – for example, Ilfracombe still has the shortest life expectancy in Devon. Inequality also exists between physical; and mental health: while indicators of physical health tend to be good overall, with only a few exceptions, the population of Devon does not compare as favourably on indicators of mental health. In fact, in the Devon Health and Wellbeing Board's outcomes set, progress made over the last six years on physical health indicators in both absolute improvement and relative ranking compared with local authority comparator groups is the opposite when it comes to the mental health indicators chosen by the Board.

# Agenda Item 12

## **3. Recommendations**

3.1 The ten recommendations set out in the report are:

1. Communities in Devon to adopt a positive approach to mental health, recognising how common mental health issues are among the population.
2. Promotion of mental health and wellbeing in schools and educational settings.
3. Wider recognition of, and action to address, the inequality that exists for people with serious mental health issues in terms of physical health, employment and housing.
4. Recognition of, and action to address the mental ill-health risks associated with poverty, poor housing and lack of decent employment.
5. Ensuring that a 'Health in all policies' approach embraces mental health as well as physical health.
6. Action to prevent, recognise and treat the symptoms of trauma (including as a result of adverse childhood experiences) to prevent inappropriate and/or ineffective use of resources, whether they be health, social care or criminal justice.
7. Sufficient expert support available within community settings to complement national and local developments in home-based and community-based care.
8. Recognition of the importance of formal and informal caring responsibilities at all ages and information and practical support for carers, particularly in the light of the potential impact of caring on carers' own mental health and wellbeing.
9. Implementation of the recommendations of the fifth annual MBRRACE-UK ('Mothers and Babies: Reducing Risk through Audits and Confidential Enquiries') report, particularly those concerning maternal mental health and women from vulnerable groups.
10. The Devon Health and Wellbeing Board continues to have mental health as one of its top priorities and to work, as a partnership, to achieve both measurable improvements in outcomes and also improvement in local authority comparator group rankings over the next five years.

## **4. Financial considerations**

- 4.1 Contained within the report, particularly pertaining to the benefits of prevention and early intervention.

## **5. Legal considerations**

- 5.1 The publication of the annual report of the Director of Public Health by Devon County Council discharges a statutory responsibility under the Health and Social Care Act 2012.

## **6. Environmental impact considerations**

- 6.1 Contained within the report.

## **7. Equality considerations**

7.1 Contained within the report.

**8. Risk assessment considerations**

8.1 Contained within the report.

**9. Recommendation**

9.1 Cabinet is asked to receive the annual report of the Director of Public Health and to note its recommendations.

**Dr Virginia Pearson  
CHIEF OFFICER FOR COMMUNITIES, PUBLIC HEALTH, ENVIRONMENT AND  
PROSPERITY  
DEVON COUNTY COUNCIL**

**Electoral Divisions:** All

Cabinet Member for Community, Public Health and Transportation and Environmental Services: Councillor Roger Croad

Chief Officer for Communities, Public Health, Environment, and Prosperity: Dr Virginia Pearson

**Background publications**

Previous annual reports and this 2018-19 annual report of the Director of Public Health can be found at:

[www.devonhealthandwellbeing.org.uk/aphr](http://www.devonhealthandwellbeing.org.uk/aphr)





# DEVON COUNTY COUNCIL

## COUNCIL/CABINET FORWARD PLAN

In line with the public's general rights of access to information and the promotion of transparency in the way which decisions are taken by or on behalf of the Council, Devon County Council produces a Forward Plan of any Key Decisions to be taken by the Cabinet and any Framework Decisions to be made by the County Council. The Plan normally covers a period of a minimum of four months from the date of publication and is updated every month.

The County Council has defined key decisions as those which by reason of their strategic, political or financial significance or which will have a significant effect on communities in more than one division are to be made by the Cabinet or a Committee of the Cabinet. Framework Decisions are those decisions, which, in line with Article 4 of the Council's Constitution must be made by the County Council.

The Cabinet will, at every meeting, review its forthcoming business and determine which items are to be defined as key decisions and the date of the meeting at which every such decision is to be made, indicating what documents will be considered and where, in line with legislation, any item may exceptionally be considered in the absence of the press and public. The revised Plan will be published immediately after each meeting. *Where possible the County Council will attempt to keep to the dates shown in the Plan. It is possible that on occasion may need to be rescheduled.* Please ensure therefore that you refer to the most up to date Plan.

An up to date version of the Plan will available for inspection at the Democratic Services & Scrutiny Secretariat in the Office of the County Solicitor at County Hall, Topsham Road, Exeter (Telephone: 01392 382264) between the hours of 9.30am and 4.30am on Mondays to Thursdays and 9.30am and 3.30pm on Fridays, free of charge, or on the County Council's web site, 'Information Devon', (<http://www.devon.gov.uk/dcc/committee/>) at any time.

Copies of Agenda and Reports of the Cabinet or other Committees of the County Council referred to in this Plan area also on the Council's Website at (<http://www.devon.gov.uk/dcc/committee/mingifs.html>)

## FORWARD PLAN

All items listed in this Forward Plan will be discussed in public at the relevant meeting, unless otherwise indicated for the reasons shown

Any person who wishes to make representations to the Council/Cabinet about (a) any of the matters proposed for consideration in respect of which a decision is to be made or (b) whether or not they are to be discussed in public or private, as outlined below, may do so in writing, before the designated Date for Decision shown, to The Democratic Services & Scrutiny Secretariat, County Hall, Exeter, EX2 4QD or by email to: [members.services@devon.gov.uk](mailto:members.services@devon.gov.uk)

### PART A - KEY DECISIONS

(To Be made by the Cabinet)

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| Date of Decision | Matter for Decision                                                                                                                                                 | Consultees                            | Means of Consultation**                          | Documents to be considered in making decision                                                                                                                                                                    | County Council Electoral Division(s) affected by matter |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|
|                  | <i>Regular / Annual Matters for Consideration</i>                                                                                                                   |                                       |                                                  |                                                                                                                                                                                                                  |                                                         |
| May 2019         | Approval to Revenue & Capital Outturn, for the preceding financial year                                                                                             | N/A                                   | N/A                                              | Report of the County Treasurer outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                                 | All Divisions                                           |
| 11 December 2019 | Target Budget for forthcoming year                                                                                                                                  |                                       |                                                  | Report of the County Treasurer outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                                 | All Divisions                                           |
| 14 February 2020 | Admission Arrangements and Education Travel Review: Approval to admission arrangements for subsequent academic year                                                 |                                       |                                                  | Report of the pa head of education outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                             | All Divisions                                           |
| 11 March 2020    | Flood Risk Management Action Plan – Update on the current year’s programme and approval of schemes and proposed investment in 2020/21                               | All other Risk Management Authorities | Liaison through Devon Operational Drainage Group | Report of the Head of Planning, Transportation and Environment outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                 | All Divisions                                           |
| 8 April 2020     | County Road Highway Maintenance Capital Budget<br>Update on current years programmes and approval of schemes and proposed programmes for forthcoming financial year | N/A                                   | N/A                                              | Report of the Chief Officer for Highways, Infrastructure Development and Waste outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary. | All Divisions                                           |

|            |       |                                                                                                                                                                                                          |                                                                              |                                                                                                                                                                                                                         |                                                                                                                                                                                                                  |                                                               |
|------------|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| 8<br>2020  | April | County Road Highway Maintenance Revenue Budget and On Street Parking Account Allocation of highway maintenance funding allocated by the Council in the budget for the current/forthcoming financial year | N/A                                                                          | N/A                                                                                                                                                                                                                     | Report of the Chief Officer for Highways, Infrastructure Development and Waste outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary. | All Divisions                                                 |
| 8<br>2020  | April | Transport Capital Programme 2019/20: For approval                                                                                                                                                        | Public, HoSW LEP\LTB, District Councils, Stakeholders and Delivery Partners. | LTP 2011-2026 consultation, meetings, planning applications and local plan consultation.                                                                                                                                | Report of the Head of Planning, Transportation and Environment outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                 | All Divisions                                                 |
|            |       | <i>Specific Matters for Consideration</i>                                                                                                                                                                |                                                                              |                                                                                                                                                                                                                         |                                                                                                                                                                                                                  |                                                               |
| 15<br>2019 | May   | Moor Lane Roundabout, Exeter: Junction Improvement Scheme – Scheme and Estimate Approval                                                                                                                 | Neighbouring businesses and forums for the Sowton/Business Park area         | Letters to neighbouring Business and Sowton/Exeter Business Park Forums<br>Online information on DCC 'Have your say' page<br>Meetings with Local Business Forum (Sowton Forum and/or Exeter Business Park Travel Forum) | Report of the Head of Planning, Transportation and Environment outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                 | All in Exeter; Heavitree & Whipton Barton; Wonford & St Loyes |
| 15<br>2019 | May   | A361 North Devon Link - Pedestrian Cycle Crossings at Bishops Tawton and Landkey and Advance Planting Works                                                                                              | NDLR Steering Board, Public                                                  | Meetings, Online, Letter Drop                                                                                                                                                                                           | Report of the Head of Planning, Transportation and Environment outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                 | Barnstaple South; Chulmleigh & Landkey                        |

|            |      |                                                                                                                                                                                                                                                                                                                            |                                                       |                                                                                                                            |                                                                                                                                                                                                                          |                                                     |
|------------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|
| 15<br>2019 | May  | Western Road, Ivybridge Parking Relocation: Scheme approval and authority to go to tender                                                                                                                                                                                                                                  | Public consultation                                   | 6 week public consultation in January/February 2019 with a public exhibition and feedback questionnaires                   | Report of the Head of Planning, Transportation and Environment outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                         | Ivybridge                                           |
| 12<br>2019 | June | Devon Youth Service: Specification and Approval to Tender.                                                                                                                                                                                                                                                                 | Children's Scrutiny, Service Users,                   |                                                                                                                            | Report of the Chief Officer for Communities, Public Health, Environment and Prosperity outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary. | All Divisions                                       |
| 12<br>2019 | June | Skypark Development Partnership, Clyst Honiton<br><i>This matter will be considered in Part 2, on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Schedule 12A of the Act namely, the financial or business affairs of a third party and of the County Council.</i> | N/A                                                   | N/A                                                                                                                        | Report of the Head of Economy, Enterprise and Skills outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                   | Broadclyst                                          |
| 10<br>2019 | July | A382 Corridor Improvement Scheme Phase 1: Award of Contract Approval                                                                                                                                                                                                                                                       | Public, LEP, Teignbridge District Council, landowners | Local Plan, LEP Business Case Bid, Public Consultation (incl. exhibition, websites, leaflet, press release, have your say) | Report of the Chief Officer for Highways, Infrastructure Development and Waste outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.         | Bovey Rural; Newton Abbot North; Newton Abbot South |
| 10<br>2019 | July | Adult Services Market Sufficiency Position                                                                                                                                                                                                                                                                                 |                                                       |                                                                                                                            | Report of the Head of Adult Commissioning and Health outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                   | All Divisions                                       |
| 10<br>2019 | July | Children and Young People Plan Approval to Children & Young People's Plan for 2018 onwards                                                                                                                                                                                                                                 |                                                       |                                                                                                                            | Report of the Chief Officer for Children's Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                    | All Divisions                                       |

|                   |                                                                                     |                                                                |                                                                                                                                               |                                                                                                                                                                                                       |               |
|-------------------|-------------------------------------------------------------------------------------|----------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 11 September 2019 | Budget Monitoring - Month 4                                                         |                                                                |                                                                                                                                               | Report of the County Treasurer outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                      | All Divisions |
| 11 September 2019 | Park and Change facility, nr Exeter Science Park: Scheme and cost estimate approval | Public consultation including statutory consultees; landowners | Consultation via Reserved Matters planning application, which was submitted to and approved by East Devon District Council on 16 October 2018 | Report of the Head of Planning, Transportation and Environment outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.      | Broadclyst    |
| 11 September 2019 | Exeter Transport Strategy 2020-2030: For approval                                   | Public Consultation                                            | Online Public Consultation – including Strategy Document, Leaflet, Evidence Base and Online Questionnaire Meetings with key stakeholders      | Report of the Head of Planning, Transportation and Environment outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.      | All in Exeter |
| 11 September 2019 | Crisis Care                                                                         |                                                                |                                                                                                                                               | Report of the Head of Children’s Social Care (Deputy Chief Officer) outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary. |               |

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|                  |                                                                 |                                                                                                                                                                             |                                               |                                                                                                                                                                                                                  |               |
|------------------|-----------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 9 October 2019   | Streetworks Permitting Scheme – Full Plan Proposal for approval | All companies that undertake works on the highway including DCC contractors, Utility companies, parish, town and district councils, transport operators, emergency services | Have your say page / formal TRO advertisement | Report of the Chief Officer for Highways, Infrastructure Development and Waste outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary. | All Divisions |
| 6 October 2019   | Accommodation Strategy                                          |                                                                                                                                                                             |                                               | Report of the Head of Adult Commissioning and Health outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                           | All Divisions |
| 6 October 2019   | Sufficiency Strategy (Children's Services)                      |                                                                                                                                                                             |                                               | Report of the Chief Officer for Childrens Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                             | All Divisions |
| 13 November 2019 | Budget Monitoring - Month 6                                     |                                                                                                                                                                             |                                               | Report of the County Treasurer outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                                 | All Divisions |
| 8 January 2020   | Budget Monitoring - Month 8                                     |                                                                                                                                                                             |                                               | Report of the County Treasurer outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                                 | All Divisions |
| 11 March 2020    | Budget Monitoring - Month 10                                    |                                                                                                                                                                             |                                               | Report of the County Treasurer outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                                 | All Divisions |

**PART B - FRAMEWORK DECISIONS**

(Requiring approval of the County Council)

| Date of Decision | Matter for Decision                                                                                                      | Consultees                              | Means of Consultation**                                                 | Documents to be considered in making decision                                                                                                                     | County Council Electoral Division(s) affected by matter |
|------------------|--------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|-------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|
| 14 February 2020 | Revenue Budget, Medium Term Financial Strategy 2020/2021 - 2023/2024 and the Capital Programme for 2020/2021 - 2024/2025 |                                         | Scrutiny Committees<br>Budget Consultation Meetings<br>Leader Roadshows | Report of the County Treasurer outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.  | All Divisions                                           |
| 19 January 2020  | Pay Policy Statement<br>To approve the pay policy statement for the forthcoming year.                                    | Appointments and Remuneration Committee |                                                                         | Report of the County Solicitor, outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary. | All Divisions                                           |

| PART C - OTHER MATTERS<br>(i.e. Neither Key Nor Framework Decisions)         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                  |                         |                                                                                                                                                                                                                          |                                                         |
|------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|
| Date of Decision                                                             | Matter for Decision                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Consultees                                                                                                       | Means of Consultation** | Documents to be considered in making decision                                                                                                                                                                            | County Council Electoral Division(s) affected by matter |
| <i>Regular / Annual Matters for Consideration</i>                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                  |                         |                                                                                                                                                                                                                          |                                                         |
| Between 15 May 2019 and 31 December 2020                                     | Standing Items, as necessary (Minutes, References from Committees, Notices of Motion and Registers of Delegated or Urgent Decisions)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | As necessary                                                                                                     |                         | Report of the TBC outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.                                                                      | All Divisions                                           |
| Between 15 May 2019 and 1 May 2021<br><br>Between 15 May 2019 and 1 May 2021 | Standing items on the future management, occupation, use and improvement of individual holdings and the estate, monitoring the delivery of the Budget & the Estate Useable Capital Receipts Reserve in line with the approved policy and budget framework<br><i>[NB: Items relating to the letting or occupancy of individual holdings may contain information about, or which is likely to reveal the identity of, an applicant for a holding and about the financial and business affairs of the Council and any prospective or existing tenant that may need to be discussed in the absence of the press and public]</i> | To be considered at the Farms Estates Committee, including any advice of the Council's Agents NPS South West Ltd |                         | Report of the County Treasurer, Head of Digital Transformation and Business Support outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.    | All Divisions                                           |
| 15 May 2019                                                                  | Public Health Annual Report<br>Cabinet to receive the Public Health Annual Report of the Director of Public Health                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                  |                         | Report of the Chief Officer for Communities, Public Health, Environment and Prosperity outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary. | All Divisions                                           |



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|-------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 10 July 2019                              | Treasury Management Stewardship Outturn Report                                                                                                                                                                                                            | Corporate Infrastructure and Regulatory Services Scrutiny Committee | n/a | Report of the County Treasurer outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.               | All Divisions |
| 9 October 2019                            | Annual Childcare Sufficiency Report: Endorsement of Annual report<br>Outlining how the Council is meeting its statutory duty to secure sufficient early years and childcare places and identifying challenges and actions for the coming year in relation | TBC                                                                 | TBC | Report of the Head of Education and Learning outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary. | All Divisions |
| <i>Specific Matters for Consideration</i> |                                                                                                                                                                                                                                                           |                                                                     |     |                                                                                                                                                                                |               |

