

Impact Assessment

Version 2017

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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

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

Options Appraisal and Recommendations:	<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

<p>Economic impacts (summary):</p>	<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>
<p>Other impacts (partner agencies, services, DCC policies, possible 'unintended consequences'):</p>	<p>None identified.</p>
<p>How will impacts and actions be monitored?</p>	<p>Housing Completions at Cranbrook</p>

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	

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.

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

	<p>Describe any actual or potential negative consequences.</p> <p>(Consider how to mitigate against these).</p>	<p>Describe any actual or potential neutral or positive outcomes.</p> <p>(Consider how to improve as far as possible).</p>
Reduce, 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.

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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