

Impact Assessment

Assessment of: A3125 Cedars Roundabout Pedestrian & Cycle Crossing

Service: Planning, Transportation & Environment

Head of Service: Dave Black

Version / date of sign off by Head of Service:

Assessment carried out by (job title): Chris Burrige-Barney (Assistant Transport Planner)

1. Description of project / service / activity / policy under review

It is proposed to provide a new pedestrian and cycle crossing on the southern (A3125 Bickington Road) approach to the Cedars Roundabout, Barnstaple. During the morning peak, the traffic lights at the crossing would turn red periodically, even if no pedestrians are crossing, to allow traffic from Bickington and Fremington to enter the roundabout more easily.

2. Reason for change / review

The change has been developed to improve traffic flow on the western approach to the Cedars Roundabout, and thus reduce journey times for traffic from Bickington and Fremington, including buses on the flagship 21/21A route. It would also enable pedestrians and cyclists to cross the road more safely and easily. A trial of the scheme with temporary traffic signals in February 2019 showed improvements to journey times for traffic from both directions entering the roundabout.

3. Aims / objectives, limitations and options going forwards (summary)

Aims/Objectives

The aims of this project are to:

- Reduce journey times for traffic approaching the Cedars Roundabout from the west, i.e. from Bickington and Fremington;
- Reduce journey times for bus users on the Stagecoach 21/21A (Ilfracombe-Barnstaple-Bideford-Westward Ho!/Appledore) route, improving the attractiveness of bus journeys;
- Enable pedestrians and cyclists to cross the road more easily, improving road safety and making walking and cycling more attractive for short trips; and
- Mitigate the impact of housing developments in the Bickington and Fremington area.

Limitations

Limitations of the project include:

- The scheme will not address delays elsewhere on the Bickington Road corridor;
- The scheme may increase delays for traffic approaching the Cedars Roundabout from the south, i.e. from Roundswell and elsewhere on the road network if vehicle traffic diverts to different routes; and
- The scheme will require the removal of some trees and Devon hedge bank.

Options Going Forward

The main alternative option is not to proceed with the scheme. However, this would not reduce delays for traffic from Bickington and Fremington, which includes up to 4 buses per hour on the 21/21A route. Therefore, this would hinder efforts to improve the attractiveness of bus services (as laid out in Devon County Council's [Bus Service Improvement Plan](#)), as well as not improving facilities for pedestrians and cyclists.

The scheme will form part of a wider strategy looking to improve other junctions such as the 'Wrey Arms roundabout' and provide new cycling facilities such as a new bridge over the nearby A361 and railway line.

4. People affected, diversity profile and analysis of needs

The people affected by the proposal will be those using the road network around the Cedars Roundabout, whether travelling on foot, by cycle, by bus or by car. However, the impacts of the scheme will not be uniform across all road users – vehicular road users approaching from the west are expected to particularly benefit from improvements to traffic flow, whereas those approaching from the south may experience increased delays. However, it is noted that during the trial period journey times from the south also reduced.

Therefore, the demographics of those living to the west and the south of the roundabout are considered separately, to enable consideration of any indirect impacts on any social groups. The Lower-Layer Super Output Areas (LSOAs) North Devon 011A, 011B, 011C and 012C have been used as a proxy for the area to the west (Bickington/Fremington), whilst the LSOAs North Devon 009D and 012B have been used to represent the area to the south (Roundswell), as shown in Figure 1 below.

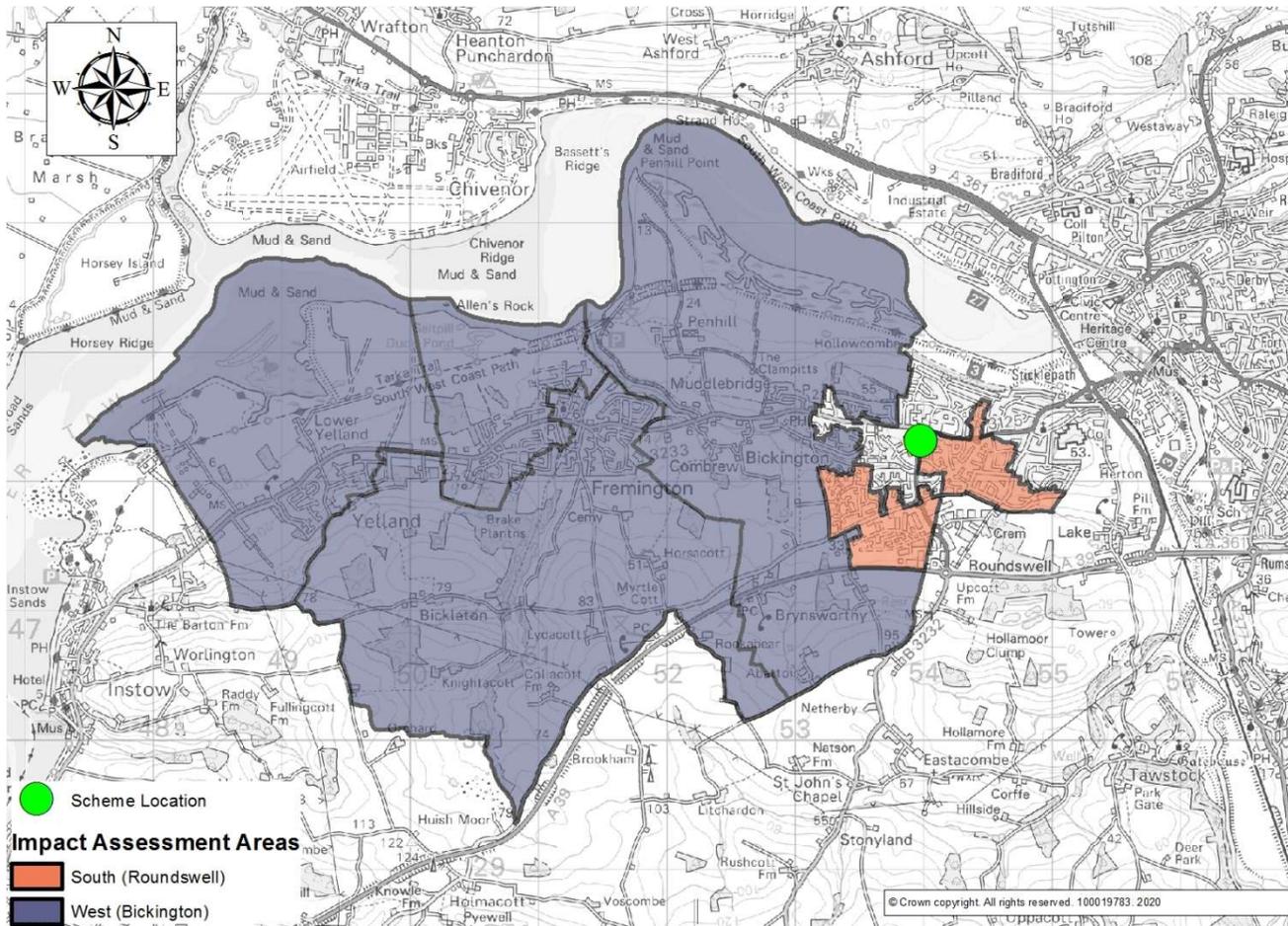


Figure 1: Areas used for Impact Assessment diversity profiles.

2011 Census data, the [English Indices of Deprivation](#) 2019 and [National Travel Survey](#) data has been used to analyse the demographics of local residents and users of particular modes of transport.

Age

As shown in the below table, the age profile of the Roundswell area was roughly in line with the Devon average at the 2011 Census, whereas the Bickington area had a significantly higher proportion of residents in the 65+ age group, and lower proportions in the 0-19 and 20-64 age groups. The proportion of people in older age groups is likely to have increased since the Census, as Devon’s [Joint Health and Wellbeing Strategy](#) identifies “an ageing and growing population” as a significant challenge, and forecasts a nearly 100% increase in people aged 85 and over in the next 20 years.

	South (Roundswell)	West (Bickington)	Devon	England
Total population	2,835	5,824	746,399	53,012,456
Age 0-19	22%	19%	21%	24%
Age 20-64	56%	51%	56%	60%
Age 65+	22%	30%	23%	16%

According to 2019 [National Travel Survey](#) data, younger people (aged 0-20) tend to be more reliant on walking and cycling than those aged 21-59 and older people (aged 60+), making 36% of trips by cycle or foot, compared with 26% and 23%, respectively. Bus use is highest amongst those aged 17-20, and is also significantly above the national average for those aged 70+. Older people tend to make a higher proportion of trips by private vehicles, such as cars, vans and motorcycles, than younger people.

Gender

As in Devon and England overall, there was a slight majority of females in Roundswell and Bickington at the 2011 Census. Information about other gender identities was not collected at the 2011 Census.

According to 2019 National Travel Survey data, on average, females make fewer trips in total than males, at 734 per person per year versus 878 per person per year. The modal splits for these trips are mostly similar between the genders, except for local buses (outside London), which are used for 7% of females’ trips, compared to just 4% for males.

Ethnicity

As shown in the below table, ethnic diversity was slightly greater in Roundswell than in Bickington at the 2011 Census, albeit over 98% of the

population identified as White in both areas. Of those from other ethnic groups, the majority were either Asian/Asian British or from mixed/multiple ethnic groups.

	South (Roundswell)	West (Bickington)	Devon	England
Total population	2,835	5,824	746,399	53,012,456
White	98.3%	98.9%	97.5%	85.4%
Mixed/multiple ethnic groups	0.8%	0.5%	0.9%	2.3%
Asian/Asian British	0.6%	0.5%	1.2%	7.8%
Black/African/Caribbean/Black British	0.2%	0.1%	0.2%	3.5%
Other ethnic group	0.0%	0.1%	0.2%	1.0%

According to National Travel Survey data, those from minority ethnic backgrounds, particularly Black people, are more likely to live in households without access to a car than White people. Black and Asian people and those with mixed/other ethnicities all make a lower proportion of trips by car and a higher proportion of trips by active travel (walking/cycling) than White people.

Health and disability

As would be expected given the greater rates of certain illnesses and disabilities in older people, the Bickington area also contained more people describing themselves as limited in their day-to-day activities and in bad or very bad health than the Devon (and national) averages. In contrast, in the Roundswell area, the proportions in these groups were slightly lower than the Devon and national averages.

	South (Roundswell)	West (Bickington)	Devon	England
Total population	2,835	5,824	746,399	53,012,456
Activities not limited	83%	78%	81%	82%
Activities limited (a little/a lot)	17%	22%	19%	18%
(Very) good health	83%	78%	81%	81%
Fair health	13%	16%	14%	13%
(Very) bad health	4%	7%	5%	5%

According to National Travel Survey data, on average, disabled people make considerably fewer trips by all modes (approximately 840 per annum) than non-disabled people (1,014 per annum). The proportion of trips by each mode is broadly similar for disabled and non-disabled people, except for cycle (non-disabled people make a greater proportion of trips) and local bus (disabled people make a greater proportion of trips).

Car/van availability

As shown below, the proportion of households without access to a car or van was lower than the Devon and national averages in both Roundswell and Bickington. However, this proportion still exceeded 10% in both areas.

	South (Roundswell)	West (Bickington)	Devon	England
Total households	1,225	2,475	322,644	22,063,368
No car or van	11%	13%	17%	26%
1 car or van	52%	47%	44%	42%
2+ cars or vans	36%	40%	38%	32%

Deprivation

The below table shows the average deprivation decile (where 1 is the most deprived decile) across the Roundswell and Bickington areas, in terms of the Index of Multiple Deprivation, income deprivation and geographical barriers to housing and services. It can be seen that overall deprivation is relatively low across both areas, but that deprivation due to geographical barriers to (i.e. remoteness from) housing and services is more significant, with Roundswell and Bickington being in the 2nd and 3rd most deprived deciles, respectively.

	South (Roundswell)	West (Bickington)
Index of Multiple Deprivation decile	8	7
Income Deprivation decile	8	7
Geographical Barriers Deprivation decile	2	3

According to National Travel Survey data, Those in lower income groups typically make a greater proportion of trips by active travel (walking and cycling) and bus, and a lower proportion of trips by car, than higher income groups.

5. Stakeholders, their interest and potential impacts

Stakeholders with interests in this scheme include:

- Devon County Council, the promoter of the scheme and the local highway authority. Delivery of the scheme would help the Council fulfil its duties to secure the expeditious movement of traffic, in particular traffic from Bickington and Fremington, as laid out in the Traffic Management Act 2004. It would also support wider objectives of the Council, such as promoting active travel and bus use, by improving safety/reducing delays for users of these modes.
- The Local Member of Devon County Council, Cllr Frank Biederman, who supports the scheme due to its potential to reduce delays and emissions for those people living along the road in Bickington.
- North Devon Council, the local planning authority for the scheme area. Delivery of the scheme may help development in the Fremington area come forward without unacceptable impacts on the local road network.
- Fremington Parish Council, the parish council for the scheme area, and for Bickington, Fremington, Yelland and parts of Roundswell.
- Tawstock Parish Council, the parish council for those parts of Roundswell not in Fremington.
- Barnstaple Town Council, the town council whose area encompasses many of the destinations for trips via the Cedars Roundabout, by virtue of Barnstaple's status as the largest settlement in Northern Devon.
- Stagecoach South West, the principal bus operator in the area. Stagecoach operates the 21/21A bus route (up to 4 buses per hour) and the 5B bus route (1 bus per 2 hours), which use the western and eastern approaches to the Cedars Roundabout, and the 12A/12C bus route (1 bus per 2 hours), which use the southern and eastern approaches. Therefore, the proposal is expected to reduce overall delays for Stagecoach bus routes, although delays on the 12A/12C bus route may increase.
- Taw & Torridge and MD Buses, operators of once-weekly bus routes using the southern and eastern approaches to the Cedars Roundabout. As noted above in relation to Stagecoach's 12A/12C bus route, delays on these routes may increase due to the scheme, but as these services operate during the inter-peak period, any impacts are expected to be minimal.
- The Northern Devon Cycling Campaign, a group campaigning for improved walking and cycling facilities across Northern Devon. As the scheme incorporates a new pedestrian and cycle crossing, it is considered to be aligned with the group's objectives.
- Local businesses and employers, vehicular journey times to whose premises may be impacted by the scheme.

6. Additional research used to inform this assessment

As detailed above, this assessment has been informed by analysis of 2011 Census data, along with data from the 2019 English Indices of Deprivation and National Travel Survey. Consultation responses have also been used to evaluate the potential impacts of the scheme.

7. Description of consultation process and outcomes

A consultation on the proposals took place between 15th December 2021 and 1st February 2022, with 50 responses received. Of the responses, a majority were supportive of the proposals, predominantly in view of their potential to improve the flow of traffic. However, concerns were raised regarding potential impacts on the local environment arising from the removal of trees and Devon hedge banks, and some respondents suggested the proposals would worsen existing traffic congestion or simply shift issues to another location.

8. Equality analysis

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	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	How will the project / service / policy / activity: <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
All residents (include generic equality provisions)	Residents may experience an increase in delays when approaching the Cedars Roundabout by vehicle from the south, due to the introduction of a new signalised crossing. This is expected to particularly impact residents of Roundswell, which is to the south of the roundabout.	<p>Residents are likely to experience a reduction in delays when approaching the Cedars Roundabout by vehicle from the south, due to the new signalised crossing on the southern arm creating more gaps in traffic. This is expected to particularly impacts residents of Bickington and Fremington, which are to the west of the roundabout.</p> <p>Residents are likely to find it easier and safer to cross the road on foot or by cycle, using the new signalised crossing on the southern arm of the roundabout. This would be expected to advance equality of opportunity, by reducing disadvantages experienced by those reliant on walking or cycling compared to those with access to a car.</p> <p>Residents using buses are likely to experience a reduction in delays, as the western arm of the roundabout is served more frequently by buses (including the flagship 21/21A route) than the southern arm, meaning the rebalancing of arrangements in favour of those approaching from the west would be expected to reduce overall bus delay minutes and passenger delay minutes.</p> <p>The negative consequences on traffic from the south are considered to be</p>

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>How will the project / service / policy / activity:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). • foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
		<p>reasonable and proportionate because:</p> <ul style="list-style-type: none"> • Residents of Roundswell can also access Barnstaple, the largest settlement in northern Devon, via the A39/A361, whereas for residents of Bickington and Fremington, the only feasible route into Barnstaple is via Cedars Roundabout. Therefore, the impacts of any delays at the roundabout are likely to be less severe for Roundswell than for Bickington/Fremington residents, making it reasonable to revise the junction arrangements in favour of those from Bickington/Fremington. • The changes will give increased priority to those walking or cycling over those using motor vehicles, which is in line with Devon County Council's objectives of promoting the use of sustainable transport modes and tackling the Climate Emergency.

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	How will the project / service / policy / activity: <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
Age	The proportions of younger people (aged 0-19) and people aged 20-64 are higher in Roundswell than in Bickington, hence the impacts on people in these age groups using vehicles may be less positive than for older people, as the proposal may increase delays for those approaching the roundabout from Roundswell.	<p>As the proportion of older people (aged 65+) is higher in Bickington than in Roundswell, the proposal is expected to particularly benefit older people, by rebalancing the roundabout in favour of those approaching from the west (i.e. from Bickington).</p> <p>Younger people are typically more reliant on walking and cycling than older people, hence younger people are expected to particularly benefit from the new pedestrian/cycling crossing. The potential adverse impacts on some younger people using vehicles are therefore considered to be mitigated by the potential beneficial impacts on younger people walking or cycling, and are reasonable in light of Devon County Council's legitimate aim of promoting walking and cycling over the use of private vehicles.</p> <p>Older people (aged 70+) and young adults (aged 17-20) are typically more reliant on bus services than the general population, hence these age groups are expected to particularly benefit from the expected reductions in delays to bus services.</p>
Disability (incl. sensory, mobility, mental health,	N/A	The signalised crossing is expected to particularly benefit those with sensory disabilities, as it will provide cues indicating when it is safe to cross the road,

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	How will the project / service / policy / activity: <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
learning disability, neurodiversity, long term ill health) and carers of disabled people		<p>which are not provided by the present arrangements.</p> <p>As the proportions of disabled people and people describing their health as 'bad' or 'very bad' are higher in Bickington than Roundswell, the proposal is expected to particularly benefit disabled people, by rebalancing the roundabout in favour of those approaching from the west.</p> <p>Disabled people make a greater proportion of trips by bus than non-disabled people, hence disabled people are expected to particularly benefit from the expected reductions in delays to bus services.</p>
Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief	The proportion of people from minority/mixed ethnic groups is slightly higher in Roundswell than Bickington, hence the impacts on people in these ethnic groups using vehicles may be slightly less positive than for White people, as the proposal may increase delays for those approaching the roundabout	People from minority/mixed ethnic groups are more reliant on walking and cycling than White people, and less likely to have access to a car, hence people from these ethnic groups are expected to particularly benefit from the new pedestrian/cycling crossing. The potential adverse impacts on some people from minority/mixed ethnic groups using vehicles are therefore considered to be mitigated by the potential beneficial impacts on people from these groups walking or cycling, and are reasonable in light of Devon County Council's legitimate aim of promoting walking and cycling over the use of private vehicles.

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>How will the project / service / policy / activity:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). • foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
	<p>from Roundswell.</p>	

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	How will the project / service / policy / activity: <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)	N/A	Women make a greater proportion of trips by bus than men, hence women are expected to particularly benefit from the expected reductions in delays to bus services.
Sexual orientation and marriage/civil partnership	N/A	N/A
Other relevant socio-economic factors such as family size/single people/lone parents, income/deprivation, housing, education and skills, literacy, sub-cultures, 'digital exclusion', access to transport options,	N/A	<p>The changes will give increased priority to those walking or cycling over those using motor vehicles, which will particularly benefit those without access to a car. Such individuals are disproportionately from lower-income groups, hence the proposal is expected to particularly advance access to opportunities for those from lower-income groups.</p> <p>Additionally, as people from lower-income groups are particularly reliant on bus services, such individuals are expected particularly benefit from the expected reductions in delays to bus services.</p>

Characteristics	Potential or actual issues for this group. [Please refer to the <u>Diversity Guide</u> and <u>See RED</u>]	How will the project / service / policy / activity: <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). • foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the <u>DCC Equality Policy</u>?</p>
rural/urban		

9. Human rights considerations:

N/A

10. 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?

The proposals may enable people to more easily walk or cycle to events and amenities independently, by providing a safe facility for crossing the road. This is expected to particularly benefit those less confident in crossing roads, such as some children and disabled people.

In what way can you help people to be safe, protected from harm, and with good health and wellbeing?

The new pedestrian/cycle crossing will reduce the risk of harm to those crossing the road. It may also encourage greater levels of walking and cycling, improving the health and wellbeing of local residents.

The proposals are expected to reduce queuing from the Cedars Roundabout back to Bickington, and the resultant exposure to air pollution for Bickington residents. It is therefore expected to reduce the risk of illnesses associated with or exacerbated by air pollution, such as asthma.

In what way can you help people to be connected, and involved in community activities?

As above, the proposals will provide a safe facility for crossing the road. For those reliant on walking or cycling, this may enable participation in activities they would otherwise have been unable or unwilling to travel to.

11. Environmental analysis

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 mark X in the relevant box below and proceed to the 4c, otherwise complete the environmental analysis table):

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:	N/A	N/A
Conserve and enhance wildlife:	The scheme will require the removal of a small number of trees and a section of Devon hedge bank. This will be mitigated by off-site compensation.	N/A
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	The scheme will require the removal of a section of Devon hedge bank, which are " an important part of the distinctive character of the County ".	N/A
Conserve and enhance Devon's cultural and historic heritage:	The scheme will require the removal of a section of Devon hedge bank, which are " an important part of the distinctive character of the County ".	N/A
Minimise greenhouse gas emissions:	Carbon emissions will be generated during the construction of the scheme, although these are expected to be relatively small, due to the small scale of the scheme.	The scheme will increase the attractiveness of walking and cycling, by providing a safer way for pedestrians and cyclists to cross the road, and will reduce delays to local bus services. As such, it may lead to modal shift to more sustainable modes of transport, reducing total greenhouse gas emissions.
Minimise pollution (including air, land, water, light and noise):	The scheme may increase queuing on the southern approach to the Cedars Roundabout, increasing	The scheme will increase the attractiveness of walking and cycling, by providing a safer way for pedestrians and

	<p>pollution on this road. However, as there is no development directly alongside the road, whereas there are many houses alongside the road in Bickington (on the western approach), the potential impacts of this are considered to be minimal.</p>	<p>cyclists to cross the road, and will reduce delays to local bus services. As such, it may lead to modal shift to more sustainable modes of transport, reducing total pollutant emissions.</p> <p>Additionally, the scheme will likely reduce queuing on the western approach to the Cedars Roundabout, reducing the pollution residents of the road are exposed to.</p>
Contribute to reducing water consumption:	N/A	N/A
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	N/A	N/A
Other (please state below):		

12. Economic analysis

	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:	N/A	N/A
Impact on employment levels:	The proposal may increase vehicular journey times to certain employment sites, reducing the ease with which employers based at these locations can recruit and retain staff.	The proposal will likely reduce vehicular and bus journey times to certain employment sites, increasing the ease with which employers based at these locations can recruit and retain staff. The proposal will make it safer for people to walk or cycle to/from local employment sites, increasing job opportunities for those reliant on walking and cycling.
Impact on local business:	The proposal may increase vehicular journey times to certain local businesses, reducing the ease with which potential customers can access such businesses.	The proposal will likely reduce vehicular and bus journey times to certain local businesses, increasing the ease with which potential customers can access such businesses. The proposal will make it safer for people to walk or cycle to/from local businesses, improving access to businesses for those reliant on walking and cycling.

13. Describe and linkages or conflicts between social, environmental and economic impacts (Combined Impacts):

The proposals are expected to have overall positive social, environmental and economic impacts, by reducing overall traffic delays approaching the Cedars Roundabout, and thus reducing pollution and improving access to employment and businesses. However, as the scheme will give greater priority to those approaching the roundabout from the west at the expense of those approaching from the south, the impacts may vary by location, and some individuals may experience adverse impacts. Constructing the pedestrian/cycle crossing is expected to deliver environmental and social benefits by encouraging walking and cycling and reducing the risks to pedestrians crossing the road, however there will be some localised adverse environmental impacts associated with the removal of trees and Devon hedge bank.

14. How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?

The wellbeing of the local area will be improved by reducing delays at a congestion hotspot, thus reducing the pollution associated with queuing traffic, and improving access to local employers and businesses. It will also improve safety for pedestrians and cyclists crossing the road, and enable them to more easily access opportunities.

15. How will impacts and actions be monitored?

Activities to monitor the impacts of the scheme may include:

- Manual Classified Counts, to monitor changes in traffic flows and cycling levels following the scheme
- Analysis of journey time data for routes via the roundabout, to monitor changes in vehicular delays
- Engagement with stakeholders, to understand qualitative impacts on individuals and organisations