

27, Gloster Road,
Barnstaple
EX32 9JR

Wednesday 14th August 2019

Mr Keith Bines,
Planning Officer,
North Devon Council,
Lynton House

Ref: DCC/4142/2019 (Land at Bishop's Tawton Roundabout, Barnstaple)

Dear Keith,

Many local residents of Bishop's Tawton and Newport, as well as the Oatlands Avenue Action Group (OAAG), continue to be extremely concerned about the continued potential development on the Bishop's Tawton Roundabout.

Whilst positive improvements are welcome, they strongly object to this current plan.

Here are their ongoing concerns which they wish to be considered and incorporated into NDC's delegated response:

- The Bishop's Tawton Roundabout development is being considered in isolation, without due consideration of wider impact, such as significant traffic increases, exacerbating existing concerns and problems, such as increasing queuing traffic on South Street and Bishop's Tawton Road waiting to join the roundabout.
- The design appears to want to improve traffic flow east to west, with no consideration of traffic north and south (Newport and Bishop's Tawton).
- Pedestrian & cyclist underpass cost – The current estimate is £2m+ and is hugely disproportionate to what is needed. Toucan crossings would be lower cost and have less environmental impact.
- The planning documents submitted appear to make sweeping statements with no supporting evidence – they appear to be a matter of opinion rather than based on research or facts.
- Design and Access Statement has inaccuracies, typos and is out of date.
- Road safety is a potential issue but planning documents make it clear they're not being considered in detail at this point and says 'will consider later at the detailed design stage'.
- Environmental concerns – an updated Environmental Impact Report is necessary that also addresses mitigating actions.
- With the proposed tree and bunding removal making way for an underpass, there are huge concerns regarding light, noise and air pollution from local residents.
- Environmental concerns include questions regarding destroying an established habitat for wildlife and vegetation that's been established for over 30 years.

- Unlike other roundabouts on the A361, this is an urban, residential situation where school children who live in Bishops Tawton have to cross the link road to go to secondary school. We want all pedestrians to be able cross safely, not to swap one unsafe option for another.
- The outdated survey shows that the majority of pedestrians crossing are children and showed they were 48 of the 68 recorded on that day.
- The last pedestrian survey was Thursday, March 15th 2012. This survey was completed in term time; there are only about 190 school days when the 48 school children would be walking to school, so weekend, school and bank holiday numbers were not surveyed (potentially only 20 remaining of the total 68 surveyed).
- This survey only counted those crossing the NDLR north south & south north and between 7am – 7pm.
- A new, updated footfall survey is needed to determine the numbers of pedestrians and track where they're crossing, looking at all four approach roads during winter and summer time and during both school time and during school holiday periods.
- There needs to be a winter and summer pedestrian survey which would also reflect use the alternative route on the cycle path seasonally.
- Toucan crossings on all four spurs off the Bishop's Tawton roundabout would allow for safe, visible, road-level crossings and would only interrupt the traffic flow a handful of times a day. It could also potentially support a managed traffic flow entering the roundabout going forward and in the longer term. (Only 17 pedestrians crossed in the peak morning period and at peak evening period, only four crossed. Sometimes more than one person crossed at the same time which going forward would further reduce traffic disruption.)
- Survey/impact research should be carried out on the use of pedestrian activated crossings and the underpass, looking at the number of crossings required to use either option, the safety of pedestrians and the affect it will have on traffic on all four roads entering the roundabout.
- Many Park School children cross over (west to east) and then cross on the east side of the roundabout. However, the proposed development is proposed on the west side. This planned underpass development, therefore, will force children to walk on a narrow and badly maintained section of pavement as a consequence.
- The survey showed 35 pedestrians crossed on the east side of the roundabout. Some of these pedestrians will have to cross the Bishops Tawton Road twice to use the underpass on the west side. This is for various reasons, i.e. they live work visit on the east side, the pathways are wider and safer on the east side.
- There is a safeguarding issue affecting unaccompanied and vulnerable children. Being close to Park School, issues such as bullying, drug dealing, assault, etc. are potentially a real issue in the underpass. If children and young people are crossing at road level and in plain sight, this mitigates these potential issues.
- An underpass is not deemed safe, difficult to police and the angle of the tunnel does not allow full visibility from one end to the other. This cannot be policed by the general public in their cars and it's unreasonable to expect that to happen. The Police aren't regularly going to be on hand to police it because of lack of resources.
- Pedestrians will take the most direct route and trying to corale them into using the underpass simply because DCC says they should use it doesn't necessarily mean they

will. Research states 50% of people will go out their way not to use it and actively seek out other routes, and in this case they would be crossing the NDLR.

- The alternative footpath/cycle track is not fit for purpose – in the winter it's dark, flooded and unlit. It is not regularly maintained.
- The claim that more cyclists and walkers will be encouraged to use an underpass is unfounded.
- In this time of increasing sustainability awareness and environmental protection targets, an underpass would have significant adverse effect and impact on the environment – concrete isn't green. 3900 lbs of concrete is responsible for emitting about 400 lbs of CO₂. How much concrete will be used for the underpass?
- On average of new forest can sequester about 2.5 tons of carbon annually. The trees on the existing bank are over 30 years old and therefore have reached productive storage levels, absorbing about 48 lbs of CO₂ per year.
- Bearing in mind the bank was initially built as protection for homes in Oatlands Avenue when the link road was developed (to ward against noise, pollution, light and against any vehicle impact), residents are unclear why this is now not deemed necessary.
- No consideration seems to have been taken for the ongoing repair, maintenance and policing of the underpass and its cost-effectiveness for so few pedestrians.

Cllr Louisa York
Newport Ward