

Charlton Road Junction Scheme Phase 2

Project details

Assessment author

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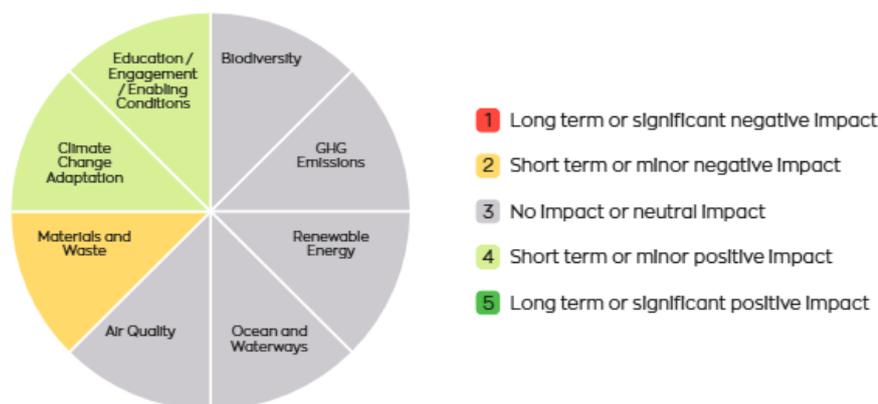
Project summary

The Charlton Road Junction Scheme will construct a whole junction upgrade to install traffic signals on each arm of the junction, including on the inbound side of Tavistock Road and the right turn into and left turn out of Charlton Road.

Walking and cycling facilities will also be improved by introducing a traffic island on Charlton Road, allowing pedestrians and cyclists to cross in two stages.

This will remove the need for Charlton Road residents to divert to Derriford Roundabout to come back on themselves and use the left turn lane into Charlton Road.

Summary of assessment



The primary aim of the Charlton Road is reopening the access to Charlton Road northbound from Tavistock Road, following its closure due to safety reasons during the Derriford Transport Scheme.

The project will remove the need for residents of Charlton Road and surrounding streets to divert an extra mile to Derriford Roundabout and come back on themselves, therefore reducing trips in this area and in turn air pollution, greenhouse gases and congestion. However, the introduction of a signalised junction does increase the amount of waiting cars in the area, which could decrease air quality. These two factors, as well as the improvement in pedestrian facilities and reliability of the northbound bus service through reduced congestion, have given a neutral score across the board for this assessment.

This is a smaller project that is primarily vehicle focused but will have minimal impacts on the specific area and on the wider area.

Delivery of the scheme will be supported by the development and delivery of a Construction Environmental Management Plan (CEMP) to ensure delivery of the project in accordance with best practice. The CEMP and other project documents such as the Site Waste Management Plan will identify key mitigation to be implemented throughout construction.

Assessment scores

Biodiversity

Score

(3) No impact or neutral impact

Score justification

The scheme is not located within close proximity of any designated international or nationally protected sites and will not directly impact upon the conservation status of any designated site for nature conservation purposes. The dominant habitat of the site is hardstanding due to the current highway and associated infrastructure and the habitat is of negligible ecological value. Any measures identified are incorporated within the Construction Environmental Management Plan (CEMP). The fundamental aim of the scheme is to signalise an existing junction to allow access for the residents in the area. Therefore no vegetation will be removed and no trees are disrupted.

GHG Emissions

Score

(3) No impact or neutral impact

Score justification

The nature of construction work means that there is likely to be a short term negative impact on greenhouse gas emissions. The scheme adds a new set of signals which will increase waiting time and therefore increase GHG. However the reduced vehicle movements in removing the need for residents of the area to divert an extra mile to Derriford Roundabout and back is likely to offset that and therefore provide a neutral impact.

Less cars making the trip from Charlton Road to Derriford Roundabout unnecessarily will also reduce congestion on this stretch, meaning less cars idling in the area. Less congestion will also mean a more reliable bus service and timetable, improving people's confidence in the services offered.

The scheme includes a pedestrian island at the junction of Charlton Road, improving the safety of the crossing and a potential barrier to modal shift to sustainable travel.

As this is an existing junction there would be no increase to the amount of traffic using the area. The new signals and a new upgraded speed camera will reduce the likelihood of speeding in this area.

Renewable Energy

Score

(3) No impact or neutral impact

Score justification

It is not considered that the scheme will have any direct impact on renewable energy.

Ocean and Waterways

Score

(3) No impact or neutral impact

Score justification

Surface water run-off discharge to sewers will be appropriately restricted (in line with national and LLFA guidance) to ensure flood risk is not increased. A Construction Environmental Management Plan details best practice measures and mitigation to limit the risk of contamination of water resources. We are also not increasing the impermeable surface areas of the road so runoff won't increase. Improved drainage will be included in the scheme in the form of beany blocks.

Air Quality

Score

(3) No impact or neutral impact

Score justification

The scheme will help to improve local air quality through the reduction in journeys from the junction to Derriford Roundabout, saving about a mile for residents of Charlton Road and surrounding streets. However, it is likely to decrease air quality in the area through increased waiting time at the new signals. The two of these factors produce a neutral impact.

Less cars making the trip from Charlton Road to Derriford Roundabout unnecessarily will also reduce congestion on this stretch, meaning less cars idling in the area. Less congestion will also mean a more reliable bus service and timetable, improving people's confidence in the services offered.

The scheme includes a pedestrian island at the junction of Charlton Road, improving the safety of the crossing and a potential barrier to modal shift to sustainable travel.

As this is an existing junction there would be no increase to the amount of traffic using the area. The new signals and a new upgraded speed camera will reduce the likeliness of speeding in this area.

Construction in the area is also likely to cause a short term temporary negative impact on air quality during the works, but once the junction is open and residents don't have to make the mile long diversion, it is likely that the scheme will not negatively impact the air quality in the area. This is taking into account the increase in waiting time at the signals and the removal of an unnecessary diversion.

Materials and Waste

Score

(2) Short term or limited negative impact

Score justification

Best practice waste management techniques will be adopted throughout construction. A Site Waste Management Plan (SWMP) has been produced and will ensure that the principles of the waste management hierarchy (i.e. reduce, reuse, recycle) will be adopted. The reuse of site won materials will be prioritised and retained where possible. A Construction Environmental Management Plan (CEMP) will also support scheme delivery, but until that is available

we are unable to give a neutral score.

Climate Change Adaptation

Score

(4) Short term or limited positive impact

Score justification

The scheme will not contribute positively or negatively to the anticipated effects of climate change. It will not lead to changes in the risk of flooding. It will not lead to increased urban heat islands. Beany blocks will be included in the scheme, which help manage heavier rainfall, reduce flooding and require lower maintenance and therefore lower carbon over time.

Education / Engagement / Enabling Conditions

Score

(4) Short term or limited positive impact

Score justification

The Charlton Road scheme does include some pedestrian provision, in the form of a pedestrian island at the junction of Charlton Road, improving the safety of the crossing and a potential barrier to modal shift to sustainable travel.

The scheme is close to educational facilities such as Plymouth Marjon University and local schools. Although there will be a short term, temporary inconvenience, the improvement of pedestrian facilities at the junction will lead to an improved walking route to these areas and encourage young people to make the journey more sustainably.

Contractors from Aecom and Taylor Woodrow have apprentices that work on the project and site visit opportunities with local educational establishments.

There will be a travel plan in place from the contractor to ensure that staff will be accessing the site in the most sustainable way possible.