

Impact Assessment

Version 2015

Assessment of:	Deep Lane North Junction Improvements (DLp1)
Service:	Environment, Planning and Transportation

Head of Service:	Dave Black
Date of sign off by Head Of Service/version:	24 December 2015
Assessment carried out by (incl. job title):	Gina Small, Principal Transport Planning Officer

Section 1 – Background

Description:	<p>DLp1 brings improvements to the north side of Deep Lane junction, which serves the A38. DLp1 will provide the junction upgrades to manage the increase traffic expected at Deep lane particularly on Ridgway Roundabout and at Deep Lane Junction. The improvements include the following: From North of the junction:</p> <ul style="list-style-type: none">• Within the PCC boundary the existing Ridgway roundabout of the eastbound off-slip/on-slip will be upgraded to a signalised junction, with a signalised left lane from Ridgway towards Sandy Road.• The existing carriageway will be widened to provide increased capacity on the approach to the Ridgway roundabout and Deep Lane North,• Existing signalised junction at Deep Lane North to be increased in size, to provide increased storage and capacity.• Full depth carriageway widening to existing left turn lane for eastbound on slip at Deep Lane junction• Traffic signals will be optimised to manage traffic flows better.• Existing shared pedestrian and cycle links will be retained, with signalised crossing points provided. <p>The scheme will provide increased capacity to improve traffic flow. It will provide crossing points for pedestrians.</p>
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Reason for change and options appraisal:	To provide junction improvements to manage the increase in traffic expected as the result of the new community Sherford. This scheme has been through numerous technical appraisals to develop the scheme based on the traffic impacts of new development at Sherford (new community). The scheme unlocks development and improves journey time.
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Section 2 - Key impacts and recommendations

Social/equality impacts:	Positive impacts in terms of improved journey times for all motorised users. Provides facilities for pedestrians at a busy junction. May have some journey time benefits for the local bus service.
Environmental impacts:	Some negative impacts in terms of more traffic related to the Sherford development however reductions in carbon emissions from better traffic flow at the junction. The proposal involves marginal land-take adjoining an existing well used road corridor.
Economic impacts:	Journey time savings as a result of increase capacity, enabling traffic to flow better.
Other impacts (partner agencies, services, DCC policies, possible 'unintended consequences'):	Upgrading the existing Ridgeway Roundabout and providing increase capacity at the junction will lead to better accessibility and potential for business growth. It will help facilitate new housing at Sherford facilitating a further 3,200 houses and employment land at Langage. It is required to unlock this growth within the South Hams Local Plan and is identified in the Local Transport Plan.
How will impacts and actions be monitored?	Monitoring traffic flows and journey times. The Local Economic Partnership expects a Monitoring and Evaluation Report to be produced following the opening of the scheme.

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

People affected:	During construction those living in proximity. Those living and working in the area.
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Diversity profile and needs assessment of affected people:	The carriageway widening scheme is not expected to disadvantage any particular group of people with protected characteristics. The enhancements to the shared use path running parallel to the scheme will benefit people with disabilities and parents with prams.
Other stakeholders:	Highways England; South Hams District Council, Plymouth City Council
Consultation process:	As part of the planning process there have been many stakeholders involved consulted on the scheme, including Highways England, PCC, SHDC, Parish Councils, Bus operators, and members of the public. The permissions were granted following several years of community and stakeholder consultation and technical analysis of the developer's application.
Research and information used:	Past consultation

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).
All residents (in general):	None expected	The scheme will manage congestion and is expected to benefit all people with protected characteristics. Improved crossing points will provide safety opportunities for pedestrians to negotiate an existing busy roundabout, In particular, this will improve conditions for parents with prams or people who use wheelchairs.
Age (from young to old):		
Disability (incl. sensory, mobility, mental health, learning disability, ill health) and carers of disabled people:		
Culture/ethnicity: nationality, skin colour, religion and belief:		
Sex, gender and gender identity (including Transgender & pregnancy/maternity):		
Sexual orientation:		
Other socio-economic factors such as families,		

carers, single people/couples, low income, vulnerability, education, reading/writing skills, 'digital exclusion' and rural isolation.		
Human rights considerations:		

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 for permitted development highway schemes.
x	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".

	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 waste, and send less waste to landfill:		

Conserve and enhance biodiversity (the variety of living species):		
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:		
Conserve and enhance the quality and character of our built environment and public spaces:		
Conserve and enhance Devon's cultural and historic heritage:		
Minimise greenhouse gas emissions:		
Minimise pollution (including air, land, water, light and noise):		
Contribute to reducing water consumption:		
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):		
Other (please state below):		

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 negative consequences on knowledge and skills.	Unlocks employment and housing development at Sherford and Langage.
Impact on employment levels:	No negative consequences on employment levels.	Positive impact on employment levels due to reduced congestion and improved journey time reliability. Employment land unlocked for development.
Impact on local business:	There will be disruption during the construction of the scheme.	Traffic Management plans in place to minimised disruption.

Section 4d -Combined Impacts

Linkages or conflicts between social, environmental and economic impacts:	None identified.
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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?	The contractors are expected to employ local subcontractors and for the duration of the contract (8-9 months) will make use of local accommodation, food and drink establishment with benefits to local businesses.
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