

Impact Assessment completed by:		Responsible officer:	
Name/Job Title(s)		Name/Job Title	
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Date of sign off:	29/01/15		

1. Background

1.1 Title:

A382 corridor improvements – cabinet report February 2015

1.2 Description:

The scheme includes improvements to the A382 corridor including highway widening, new Jetty Marsh II connection, park and change, pedestrian and cycle facilities. Teignbridge District Council has been fully involved in the scheme development and is on the project board. The scheme is needed to support development to the west of Newton Abbot as set out in the Teignbridge Local Plan 2013-2033.

1.3 Service users:

The A382 currently carries traffic flows in the region of 19,000 vehicles per day. There are no pedestrian facilities and cyclists must travel on road. Stover School is accessed from the A382 with currently no children walking or cycling to school.

Due to the location the scheme would primarily be used by people travelling to or from Newton Abbot. The scheme will improve accessibility for pedestrians and cyclists to/from new and existing residential and employment developments. It will also improve reliability and journey times for buses along this corridor.

1.4 Describe any reasons for change and intended aims and benefits:

The objectives of the scheme are

- Deliver development to the west of Newton Abbot;
- Improve journey times to the west of Newton Abbot;
- Improve safety on the A382; and
- Encourage the use of sustainable modes.

The scheme provides good value for money, with an estimated Benefit Cost Ratio (BCR) of above 5. Detailed cost-benefit analysis is currently underway to provide a more robust figure. The BCR may increase as projected costs and contingencies reduce.

1.5 **Overlap with other policies, services etc:**

Overlaps with policies relating to housing and employment development such as Teignbridge District Council's Adopted Local Plan and the Devon & Torbay Local Transport Plan 3.

1.6 **The following stakeholders have been involved in this assessment:**

Teignbridge District Council (TDC) has been involved throughout the scheme development and the scheme is included in the Teignbridge Local Plan which underwent extensive consultation. TDC support the scheme and attend regular project board meetings. Local Councillors have been kept informed of the scheme progress and a public consultation is planned for March 2015. The Heart of the South West LEP supports the scheme and has provisionally allocated LTB funding to the scheme. English Heritage and the Natural England have been involved in the design process and Ecological Surveys.

1.7 **The following research or guidance has been referred to, or advice sought, in order to inform the assessment:**

Documents produced by DCC in support of the Teignbridge Local Plan have been used in identifying the scheme. The discussions and consultations mentioned above have been used to inform the scheme design. Further, more detailed discussions will be required as the project progresses.

1.8 **Options Appraisal**

Recommended/preferred option(s):

An Option Assessment Report has been produced to inform the development of the scheme. This document considers the options available, the advantages, disadvantages, costs and deliverability. The report identifies the aforementioned scheme as the preferred option. The report has been approved by the Local Transport Body and is available online at <http://www.heartofswlep.co.uk/sites/default/files/user-88/A382%20Option%20Assessment%20Report%2020140916%20-%20ISSUED%20-%20APPROVED.pdf>

2. Analysis

2.1 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.

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 (where relevant).

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/unavoidable 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.

	In what way is this characteristic relevant, or not relevant, to the service, policy or practice?
Age:	Improvements to the road will improve transport access for anyone of driving age. The improvements will also benefit bus users through improved journey time reliability and pedestrians and cyclists through the introduction of new facilities.
Disability:	Biggest benefit to car users.
Gender/Sex (men and women):	Not relevant
Marriage and civil partnership:	Not relevant
Pregnancy and maternity:	Not relevant
Race/ethnicity:	Not relevant
Religion/belief:	Not relevant
Sexual orientation:	Not relevant
Trans-gender/gender identity:	Not relevant
Other (e.g. socio-economic, general health and wellbeing, human rights, safeguarding):	Provision of walking and cycling infrastructure benefits general health and wellbeing and those on lower incomes.
Overall degree of relevance to equality:	Low
Geographic areas affected:	Newton Abbot

2.1.1 Positive impacts:

The scheme would improve journey times and would enable more people to travel more easily for access to employment, education and leisure by a variety of modes. The scheme features a new off road shared pedestrian and cycle footway where there are currently no such facilities. This will improve access and safety of access for children/parents attending Stover school.

2.1.2 Negative impacts and mitigations or justification:

The scheme increases capacity therefore higher volumes of traffic will be able to travel along the route. Whilst this scheme would help facilitate travel with its inherent benefits, it could also contribute to some traffic related adverse impacts such as air pollution and unsustainable travel behaviour. However, it is considered that whilst these impacts are

negative, there would be no substantially adverse impact.
 By nature a road widening scheme will require additional land and result in the loss of some green areas. An Environmental Statement will be produced as part of the planning application.

2.1.3 Neutral impacts:

Positive and negative impacts described above will affect all groups equally.

2.2 Economic impacts

	In what way is this factor relevant, or not relevant, to the service, policy or practice?
Impact on knowledge and skills:	Positive impact on access to knowledge and skills.
Impact on employment levels:	Scheme construction will require additional workforce and improve access to new and existing employment areas.
Impact on local business:	Scheme construction will require additional workforce and improve access to new and existing employment areas.

2.2.1 Positive impacts:

The scheme will allow delivery of proposed employment site at Forches Cross. This will result in new jobs in the area requiring skills of local people, and providing locations for businesses to operate. The transport improvements will improve access to existing employment sites in Newton Abbot resulting in a cost saving for employers and employees.

2.2.2 Negative impacts and mitigations or justification:

During the construction of the scheme there will be temporary traffic management measures in place which will inevitably cause short term disruption. The scheme has been designed however to minimise this impact.

2.3 Environmental impacts

2.3.1 The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please select and proceed to Section 2.3, otherwise complete table below):

	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".

	In what way is this factor relevant, or not relevant, to the service, policy or practice?
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):	

2.3.2 Positive impacts:

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2.3.3 Negative impacts and mitigations or justification:

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2.4 Combined Impacts

2.4.1 Linkages or conflicts between social, environmental and economic impacts:

To be assessed in more detail through the Environmental Impact Assessment process and further assessments.
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2.4.2 'Social Value' of planned commissioned/procured services:

Environmental, economic and social wellbeing will be improved through better access to employment, education and recreational destinations.
Procurement and tendering for construction is prescribed through separate DCC procedures and frameworks.

2.4.3 Potential impacts on partner agencies:

No specific impacts beyond those which will be observed by all users.

3. Actions and risk management

3.1 Actions:

Further management of impacts will be developed as the scheme is progressed.
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3.2 How will you monitor the actual impacts of recommendations/decisions (consider what service user monitoring and consultation is necessary)?:

Ongoing assessment, particularly through the Environmental Impact Assessment process for the scheme will ensure that negative impacts are mitigated.
Ongoing engagement, and formal consultation, with appropriate groups in relation to the scheme will be held to inform the detailed design.

3.3 Risk assessment

Inherent risk (mark an X in one box).

The risk **without** mitigating actions in place/prior to any changes.

Severity	Catastrophic	5					
	Major	4					
	Moderate	3				X	
	Minor	2					
	Negligible	1					
			1	2	3	4	5
			Rare	Unlikely	Possible	Likely	Almost certain

Likelihood (in a 5 year timeframe)

Current risk (mark an X in one box).

The risk **with** mitigating actions/changes in place.

Severity	Catastrophic	5					
	Major	4					
	Moderate	3					
	Minor	2		X			
	Negligible	1					
			1	2	3	4	5
			Rare	Unlikely	Possible	Likely	Almost certain

Likelihood (in a 5 year timeframe)