

# Impact Assessment

Version 2015 GUIDANCE NOTES

<b>Assessment of:</b>	<b>Design proposals for Kingskerswell Village Road</b>
<b>Service:</b>	PE&T – Transport Planning

<b>Head of Service:</b>	Dave Black
<b>Date of sign off by Head Of Service/version:</b>	19 August 2015
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## Section 1 - Background

<b>Description:</b>	The opening of the South Devon Highway presents an opportunity to build on the reduction in traffic flows through the village and provide a route that is better suited to local traffic flows.
<b>Reason for change and options appraisal:</b>	Current average traffic flows through the village are 35,000 vehicles per day. The majority of this traffic is through traffic, travelling between Newton Abbot and Torbay, which will be moved onto the new South Devon Highway. The character of the village has long been dominated by the high levels of through traffic, and this project seeks to make the road more suitable for local use by introducing traffic calming features and rebalancing junctions to aid flow across the village.

Surfacing works are scheduled along this route once the South Devon Highway is open; programming this scheme to coincide with the surfacing work will enable the scheme to be introduced at a much lower cost and will avoid the need to change any existing road markings.

There is a concern that lower traffic flows will lead to higher speeds, there is anecdotal evidence that this already happens outside of peak hours, and this scheme will reduce that risk by reducing carriageway widths, tightening up junction radii and introducing features that will encourage drivers to use slower speeds.

Lower traffic flows, slower vehicle speeds and the introduction of more formal and informal crossing points will make crossing this route easier for pedestrians to use.

This is a popular route for cyclists, but the current cycle lanes are very narrow in places. By introducing wider cycle lanes, and adding some light segregation where possible, we will slow vehicle speeds and give more space for cyclists.

It is also hoped that, if a maintenance agreement can be made with the District or Town Council, some planting can be provided as a part of the scheme.

These measures, when combined, will provide a route and environment that is much better suited to its village environment than the current layout.

An alternative option would be to leave the current layout in place and monitor the situation, once the south Devon Highway is opened, for a period. The danger of this approach is that many of the benefits of the proposed project would not be achieved, for example vehicle speeds would increase, and the scheme would be harder and more expensive to introduce if it is done separately from the scheduled surfacing works.

The proposed scheme represents the best option, and introducing it at this time will minimise costs and maximise benefits.

## Section 2 - Key impacts and recommendations

Social/equality impacts:	The scheme aims to calm traffic and reduce vehicle speeds. Together with the improvements to walking and cycling infrastructure this will make it easier to move around the village for those groups who either cannot drive or do not have access to a vehicle. In particular it will make movement across the village, east to west, easier; the high traffic flows in the past have acted to segregate the village into two separate halves.
Environmental impacts:	The introduction of this scheme will help to ensure that vehicle speeds through the village do not start to increase once traffic flows are reduced. This will help to reduce the emissions associated with vehicle use.  The new layout will also make walking and cycling easier and more pleasant, further reducing vehicle use and associated emissions.  The scheme will also remove many of the existing road markings, improving the local environment.
Economic impacts:	None
Other impacts (partner agencies, services, DCC policies, possible 'unintended consequences'):	None
How will impacts and actions be monitored?	Traffic flows and collision rates will be monitored.

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

People affected:	Currently there are 35,000 vehicles using this route each day. Once the South Devon Highway is opened it is anticipated that this will reduce to approximately 5,000 vehicles each day. The main people who will be affected will be the residents of Kingskerswell Village.
Diversity profile and needs assessment of affected people:	This scheme will primarily benefit those who cannot drive, or do not have access to a vehicle. Therefore it will mainly benefit younger people, older people or economically disadvantaged people.

	It will also benefit those who live along the route, by slowing traffic speeds and reducing emissions.
Other stakeholders:	The Local Member for Teignbridge South, Teignbridge District Council and Kingskerswell Parish Council are all stakeholders for this scheme.
Consultation process:	<p>Two rounds of public consultation have taken place, the first to determine the major issues in April and May 2013 and the second, to display preliminary designs, in July and August 2014. In each case a public exhibition was held at the Kingskerswell Community and Leisure Centre for two days, where comments were collected and comment leaflets distributed. There was also an unmanned display at the library for more than one calendar month during each consultation period, where comments were collected. A dedicated email address and postal address was also made available for both consultation periods. The display materials and an electronic response form was also available online for the duration of both consultation events.</p> <p>In 2014 leaflets outlining the proposals and inviting comments were also dropped into every residential address in Kingskerswell.</p> <p>Both consultation events were advertised by a number of methods:</p> <ul style="list-style-type: none"> <li>• A press release was distributed by the County Council at the start of the process.</li> <li>• Teignbridge District Council emailed details to 110 organisations and individuals who have previously expressed an interest in transport issues in the village.</li> <li>• Posters were put up around the village, and in the post office and a local shop.</li> <li>• Local County Councillors were individually informed.</li> <li>• A meeting was held with the Parish Council in the run up to the event.</li> </ul> <p>In 2013 a total of 73 people attended the two consultation days and a number of online responses and phone calls were also received. There was general support for more and better walking and cycling facilities, and for reducing the speed limit through the village to 30mph.</p> <p>In 2014 a total of 216 responses were received, once duplicate responses had been discounted. The proposals for floating bus islands and extended parking areas were not well received and these have been removed from the proposals. There was strong support for removing the existing Traffic Regulation Order, banning some</p>

	turning movements, at Southey Lane, and it is now intended to do this.
Research and information used:	Good practise around the country has been researched in order to determine a suitable and viable design proposal.

# 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 (remove or minimise disadvantage; meet people's needs; take account of disabilities; and encourage participation in public life) and
- Foster good relations (tackle prejudice and promote understanding).

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
- Done so, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination\*, advance equality and foster good relations. \*This means that the decision will not result in unlawful direct or indirect discrimination, harassment or victimisation in relation to the provision of services and functions, education, premises, work or associations.
- Proportionate (negative impacts are proportionate to the aims of the policy decision)
- Fair
- Necessary
- Reasonable, and
- Those affected have been adequately consulted.

<b>Characteristics</b>	<b>Describe any actual or potential negative consequences (e.g. disadvantage or community tensions) for the groups listed.  (Consider how to mitigate against these).</b>	<b>Describe any actual or potential neutral or positive outcomes for the groups listed.  (Consider how to advance equality/reduce inequalities as far as possible).</b>
All residents (in general):	It is not anticipated that there will be any negative impact or consequences on any of the specific groups mentioned or any negative impacts on any individual's human rights.	By improving facilities for walking and cycling, and reducing barriers to travel within the village, the proposals will have a positive impact on all local residents. It will however have a greater impact on those who are unable to drive or who do not have access to a vehicle. As a consequence the greatest positive impact will be for younger people, older people, lower income groups and those people who have a disability.  The improvements to walking and cycling facilities will
Age (from young to old):		
Disability (incl. sensory, mobility, mental health, learning disability, ill health) and carers of		

disabled people:		promote more sustainable methods of travel and encourage more active travel and healthy living.
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.

Refer to the Environmental Analysis guidance for further information

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 Section 4c, otherwise complete the environmental analysis):

X	Devon County Council's Environmental Review Process for permitted development highway schemes.
	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".

	<b>Describe any actual or potential negative consequences.</b>	<b>Describe any actual or potential neutral or positive outcomes.</b>
Reduce waste, and send less waste to landfill:	No impact or consequences	
Conserve and enhance biodiversity (the variety of living species):	No impact or consequences	
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	No impact or consequences	
Conserve and enhance the quality and character of our built environment and public	No negative impact or consequences	By improving the local road environment, and reducing the amount of signing and road lining, this proposal will

spaces:		improve the local character and built environment.
Conserve and enhance Devon's cultural and historic heritage:	No impact or consequences	
Minimise greenhouse gas emissions:	No negative impact or consequences	By encouraging more active forms of travel the proposals will act to reduce greenhouse emissions.
Minimise pollution (including air, land, water, light and noise):	No negative impact or consequences	By encouraging more active forms of travel the proposals will act to reduce airborne vehicle emissions.
Contribute to reducing water consumption:	No impact or consequences	
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	No impact or consequences	
Other (please state below):	No impact or consequences	

## Section 4c - Economic impacts

Refer to the Economic Analysis guidance for further information.

	<p><b>Describe any actual or potential negative consequences.</b></p> <p><b>(Consider how to mitigate against these).</b></p>	<p><b>Describe any actual or potential neutral or positive outcomes.</b></p> <p><b>(Consider how to improve as far as possible).</b></p>
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Impact on knowledge and skills:	No negative impact on knowledge and skills	Local schoolchildren have helped in the design of the “Gateways”, which will be sited at each end of the scheme.
Impact on employment levels:	No negative impact on employment levels	The proposals, combined with the reduction in traffic flow, should make Kingskerswell a better place to live and work.
Impact on local business:	There may be some disruption to local businesses during the construction process	The proposals, combined with the reduction in traffic flow, should make Kingskerswell a better place to live and work.

### Section 4d -Combined Impacts

Linkages or conflicts between social, environmental and economic impacts:	None
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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 procurement process will be undertaken according to Devon County Council’s standard procurement process for Engineering schemes.
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