

# Impact Assessment

Version 2017

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| <b>Assessment of:</b> | <b>Newton Abbot Exeter Road Improvements</b> |
| <b>Service:</b>       | <b>PT&amp;E – Transport Planning</b>         |

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| <b>Head of Service:</b>                             | Dave Black                        |
| <b>Date of sign off by Head Of Service/version:</b> | 5 February 2019                   |
| <b>Assessment carried out by (incl. job title):</b> | Chris Shipway – Transport Planner |

## Section 1 - Background

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| <b>Description:</b>              | <p>Improvements to the section of the A382 between Whitehill Cross and Churchills Roundabout. This includes widening the highway to 6 metres and widening the footway to a 3.5m shared pedestrian and cycle path.</p> <p>This is part of the overall A382 Corridor Improvement Scheme between the A38 and Newton Abbot and the Newton Abbot East-West Shared Use Path.</p> |
| <b>Reason for change/review:</b> | A Cabinet Report has been prepared for which an Impact Assessment is a requirement to conduct a review in line with The Equality Act 2010 Public Sector Equality Duty.   |

## Section 2 - Impacts, options and recommendations

See sections 3, 4 and 5 for background analysis

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| Options Appraisal and Recommendations: | <p>Two options have been considered for the Exeter Road Improvements of the road being widened either to the east or west side of the carriageway. A number of factors were considered in selecting the chosen option of widening to the east side. Those in favour of the east side were:</p> <ul style="list-style-type: none"> <li>• Public consultation – preference for widening to east.</li> <li>• Construction issues – shorter road closure required for construction on the east side.</li> <li>• Heritage – existing walls of historical interest on both sides which can be reused. A Pillbox on the western side would require moving or demolition if widened to the west.</li> <li>• Safety – the eastern widening features improved visibility for access from Church Path/Whitehill House drive and other properties.</li> </ul> <p>Factors in favour of the west side were:</p> <ul style="list-style-type: none"> <li>• Impact on properties – fewer properties affected (5) and properties further away from retaining wall</li> <li>• Environment – a number of large specimens which may be regarded as veteran trees are present on both sides, however there are fewer on the western side.</li> </ul> <p>As part of the A382 Corridor Improvements there are wider plans for a new road connection from Whitehill Cross to West Golds Way (known as Jetty Marsh Phase II). When completed this new connection will result in a reduction in traffic on Exeter Road, reducing congestion and further improving pedestrian and cycle safety. This scheme remains a priority and is continuing to be progressed alongside the Exeter Road Improvements. The scheme will tie in with the widening improvements on the A382 between Drumbridges and Whitehill Cross.</p> <p>A consultation in October 2018 (see section 3) found that the majority of responses received were positive towards the scheme, with the preferred option among respondents being to widen Exeter Road to the east.</p> <p>The scheme improves safety and connectivity for travel by sustainable modes. The scheme is consistent with the aims of the Devon and Torbay Local Transport Plan 3 with regard to economic growth.</p> |
| Social/equality impacts (summary):     | Improving pedestrian and cycle facilities to encourage sustainable travel;   |

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|   | <p>Providing adequate space for pedestrians and cyclists to use the path safely;</p> <p>Providing additional carriageway width to improve highway safety and improve carriageway capacity.</p>   |
| Environmental impacts (summary):  | <p>The Exeter Road Improvements are within or adjacent to the highway, and therefore would be undertaken as permitted development. As such the scheme is designed to minimise its environmental impact. However, there are several trees alongside the road on both sides. A number of large specimens that may be regarded as veteran trees on the east side would have to be felled to make way for the widening of the road. Discussions will take place with the Local Planning Authority on how best to mitigate this environmental impact.</p> <p>There is an existing wall which is of historical interest, some of the stone can be recycled and reused.</p> <p>There may be a minimal noise and/or visual impact from the Exeter Road Improvements and mitigation measures such as acoustic fencing could be implemented if required to reduce the environmental impact.</p> <p>Widening the highway will reduce conflicts between large vehicles resulting in an improvement to traffic flow and therefore fuel efficiency of engines, reducing certain emissions including carbon.</p> <p>An increase in people changing mode from the private car to walking and cycling is anticipated by the construction of the shared use path which will have a positive impact on air quality.</p> |
| Economic impacts (summary):   | <p>The A382 is the main connection between Newton Abbot and the A38 on the Strategic Road Network. Exeter Road forms part of this route and is the gateway to the town. An improvement to this section will bring it up to modern standards capable of fulfilling the aspirations of the town in terms of growth and provision for cyclist/pedestrians. The scheme is consistent with the aims of the Devon and Torbay Local Transport Plan 3 with regard to economic growth.</p>  |
| Other impacts (partner agencies, services, DCC policies, possible 'unintended consequences'): | N/A  |

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| <p>How will impacts and actions be monitored?</p> | <p>Cycle and pedestrian counts will be undertaken before and after scheme implementation to evidence the increase in physical activity.</p> <p>Collision data is obtained and monitored by Devon County Council and can be analysed before and after scheme implementation to show the improvements to safety on the A382 between Whitehill Close and Churchills roundabout.</p> <p>Traffic counts will be conducted before and after scheme implementation to monitor any changes in traffic flows as result of the scheme.</p> |
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This section describes how relevant questions and issues have been explored during the options appraisal.

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

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| People affected:   | Local residents, development landowners, drivers, pedestrians, cyclists   |
| Diversity profile and needs assessment of affected people: | The scheme will provide benefits to all road users in the area and will be of use to current residents and residents of the new developments. The shared use path will benefit pedestrians and cyclists by improving accessibility to amenities such as Newton Abbot Town Centre.   |
| Other stakeholders (agencies etc.):                        | Teignbridge District Council, Local Members, Heart of the South West LEP  |
| Consultation process and results:                          | <p>A public consultation on the Exeter Road Improvements was conducted between Friday 5 October and Friday 2 November 2018, as part of the Newton Abbot East – West Shared Use Path. During the consultation members of the public were invited to share their views on the scheme including whether Exeter Road needs the proposed improvement and whether they preferred an option of widening to the east or to the west of Exeter Road. The consultation was advertised by a consultation leaflet delivered to nearby properties, on the DCC public website, on the “Have your say” DCC consultation finder and through a DCC news centre press release.</p> <p>The majority of responses received were positive towards the scheme (62%); of the negative responses received (38%) the comments related to:</p> <ul style="list-style-type: none"> <li>• Concerns over cost and value for money</li> <li>• Traffic disruption during construction</li> <li>• Safety concerns for pedestrians and cyclists using the proposed facilities</li> <li>• New Jetty Marsh II scheme needed (<i>see Section <b>Error! Reference source not found.</b></i>)</li> </ul> <p>The preferred option among respondents who identified an option was to widen Exeter Road to the east (88%).</p> |
| Research and information                                   | N/A   |

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## 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.

| <b>Characteristics</b>                               | <b>In what way can you eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage?</b><br><br><b>Are there any lawful, reasonable and proportionate, unavoidable negative consequences?</b> | <b>In what way can you advance equality (meet needs, encourage participation, make adjustments for disabled people, ‘close gaps’).</b><br><br><b>In what way can you foster good relations between groups (tackle prejudice and promote understanding), if relevant?</b> |
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| All residents (include generic equality provisions): | The scheme will have the same impacts on all groups of people. A limited number of people will be affected. There would be traffic management disruption during construction.  | The scheme will have the same impacts on all groups of people. There will be benefits to existing residents and those who occupy the future developments.  |
| Age:   | No negative consequences identified.   | None identified.   |

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| Disability (incl. sensory, mobility, mental health, learning disability, ill health) and carers of disabled people:  | No negative consequences identified. | None identified.   |
| Culture and ethnicity: nationality/national origin, skin colour, religion and belief:  | No negative consequences identified. | None identified.   |
| Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed).                      | No negative consequences identified. | None identified.   |
| Sexual orientation and marriage/civil partnership:   | No negative consequences identified. | None identified.   |
| Other socio-economic factors such as families, carers, single people/couples, low income, vulnerability, education, reading/writing skills, 'digital exclusion' and rural isolation. | No negative consequences identified. | A shared path between Whitehill Close and Churchills roundabout will improve accessibility to the town centre for low income groups who cannot finance the running of a car. |

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| Human rights considerations: | None identified. |
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### Supporting independence, wellbeing and resilience?

Give consideration to the groups listed above and how they may have different needs.

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| In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful? | The shared path will improve pedestrian and cycle facilities to encourage sustainable travel, providing adequate space for pedestrians and cyclists to use the path safety. This will improve accessibility for new and existing residents to amenities such as shops, schools and community services.  |
| In what way can you help people to be safe, protected from harm, and with good health and wellbeing?  | <p>The scheme includes the provision of a shared pedestrian/cycle path which will encourage physical activity. The shared path will improve pedestrian and cycle facilities to encourage sustainable travel, providing adequate space for pedestrians and cyclists to use the path safety.</p> <p>Improved visibility for access from Church Path/Whitehill House drive and other properties.</p> <p>Widening the A382 and existing footway will reduce the likelihood of collisions on the A382.</p> |
| In what way can you help people to be connected, and involved in community activities?  | The shared path will improve pedestrian and cycle facilities to encourage sustainable travel, providing adequate space for pedestrians and cyclists to use the path safety. This will improve accessibility for new and existing residents to amenities such as shops, schools and community services.  |

### 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):

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|  | Devon County Council's Environmental Review Process |
|  | Planning Permission                                 |
|  | Environmental Impact Assessment                     |
|  | Strategic Environmental Assessment                  |

|  | <b>Describe any actual or potential negative consequences.<br/>(Consider how to mitigate against these).</b>  | <b>Describe any actual or potential neutral or positive outcomes.<br/>(Consider how to improve as far as possible).</b> |
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| Reduce, reuse, recycle and compost:  | None.   | There is an existing wall which is of historical interest, some of the stone can be recycled and reused.                |
| Conserve and enhance wildlife:   | There are several trees alongside the road on both sides. A number of large specimens that may be regarded as veteran trees on the east side would have to be felled to make way for the widening of the road. Discussions will take place with the Local Planning Authority on how best to mitigate this environmental impact. | None.   |
| Safeguard the distinctive characteristics, features and special qualities of Devon's | There may be a minimal visual impact from the Exeter Road Improvements and mitigation measures such as acoustic fencing could be  | None.   |

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| landscape:  | implemented if required to reduce the environmental impact.   |   |
| Conserve and enhance Devon's cultural and historic heritage:  | There is an existing wall which is of historical interest.  | There is an existing wall which is of historical interest, some of the stone can be recycled and reused.  |
| Minimise greenhouse gas emissions:  | Neutral – no impact.  | Widening the highway will reduce conflicts between large vehicles resulting in an improvement to traffic flow and therefore fuel efficiency of engines, reducing certain emissions including carbon.<br><br>An increase in people changing mode from the private car to walking and cycling is anticipated by the construction of the shared use path which will have a positive impact on air quality. |
| Minimise pollution (including air, land, water, light and noise):   | There may be a minimal noise impact from the Exeter Road Improvements and mitigation measures such as acoustic fencing could be implemented if required to reduce the environmental impact. | None.   |
| Contribute to reducing water consumption:   | Neutral – no impact   | Neutral – no impact   |
| Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level): | Neutral – no impact   | Neutral – no impact   |

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| Other (please state below): | N/A | N/A |
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### Section 4c - Economic impacts

|                                 | <b>Describe any actual or potential negative consequences.<br/>(Consider how to mitigate against these).</b> | <b>Describe any actual or potential neutral or positive outcomes.<br/>(Consider how to improve as far as possible).</b>   |
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| Impact on knowledge and skills: | No potential negative consequences identified.   | No potential neutral or positive outcomes identified.   |
| Impact on employment levels:    | No potential negative consequences identified.   | In economic terms the scheme will contribute to facilitating development and travel along the A382, which will have a beneficial impact upon the local economy. |
| Impact on local business:       | No potential negative consequences identified.   | In economic terms the scheme will contribute to facilitating development and travel along the A382, which will have a beneficial impact upon the local economy. |

### Section 4d -Combined Impacts

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| Linkages or conflicts between social, environmental and economic impacts: | No identified linkages or conflicts between social, environmental and economic impacts. |
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### Section 5 - 'Social Value' of planned commissioned/procured services:

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| <p>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?</p> | <p>The scheme includes the provision of a shared pedestrian/cycle path which will encourage physical activity.</p> <p>Widening the highway will reduce conflicts between large vehicles resulting in an improvement to traffic flow and therefore fuel efficiency of engines, reducing certain emissions including carbon.</p> <p>An increase in people changing mode from the private car to walking and cycling is anticipated by the construction of the shared use path which will have a positive impact on air quality.</p> <p>The A382 is the main connection between Newton Abbot and the A38 on the Strategic Road Network. Exeter Road forms part of this route and is the gateway to the town. An improvement to this section will bring it up to modern standards capable of fulfilling the aspirations of the town in terms of growth and provision for cyclist/pedestrians.</p> |
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