

Impact Assessment

Version 2017

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Assessment of:	Cullompton Town Centre Relief Road
Service:	Planning, Transportation and Environment

Head of Service:	Dave Black
Date of sign off by Head Of Service/version:	24 February 2019
Assessment carried out by (incl. job title):	Stuart Jarvis, Senior Transportation Planning Officer

Section 1 - Background

Description:	The proposal is to approve the alignment for the Town Centre Relief Road in Cullompton and to approve development of a planning application for the scheme. It will take traffic out of the High Street, improving air quality within the town centre as well as unlocking allocated housing developments within the local area. The Relief Road is the first phase of transport improvements required within Cullompton.
Reason for change/review:	The High Street in Cullompton is a designated Air Quality Management Area (AQMA) because of the high volume of traffic. The Relief Road will remove this traffic and improve the environment within the town centre, improving facilities for pedestrian and enhancing the economy of the area.

Section 2 - Impacts, options and recommendations

See sections 3, 4 and 5 for background analysis

Options Appraisal and Recommendations:	Three options were considered as part of a public consultation after a forth was ruled out by the Environment Agency. Option B was the preferred route of the public and this was agreed to be the preferred route by the Project Board.
Social/equality impacts (summary):	The scheme will remove traffic from the High Street and improve journey times. It will also make it possible to improve pedestrian facilities within the town.
Environmental impacts (summary):	The scheme will pass through green fields, but appropriate mitigation will be identified as part of the planning application.
Economic impacts (summary):	Journey time savings will provide economic benefit to drivers. Improving the High Street as a result of less traffic will make the area more attractive for businesses.
Other impacts (partner agencies, services, DCC policies, possible 'unintended consequences'):	The scheme is included in Devon's Transport Infrastructure Plan as well as Mid Devon's adopted Local Plan. The scheme is required to unlock allocated development within the area, including the 750 dwellings at NW Cullompton and the first 500 homes to the east of the motorway.
How will impacts and actions be monitored?	Delivery of new homes per annum and commercial start ups.

Background Analysis

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

People affected:	During construction those living in proximity, particularly where the new road ties into the existing network. Those living and working in the area. Landowners and sports facilities within the area of the road.
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 scheme will have a designated pedestrian / cycle part parallel to the road benefitting all non-motorised users.
Other stakeholders (agencies etc.):	Mid Devon District Council, Environment Agency (the scheme is within a floodplain)
Consultation process and results:	A public consultation was carried out on the options for 6 weeks during September and October 2018. The consultation consisted of online content supported by 6 manned exhibitions where members of the public could discuss their concerns with the project team. 617 questionnaire responses were received, with 77% of respondents recognising the need for a relief road. When asked which option they preferred, 45% of people chose Option B close to the railway line. This compared to 15% for Option A, 27% for option C and 14% not wanting a relief road. Three alternative alignments were proposed during the public consultation and these will be reviewed as part of the detailed design stage.
Research and information used:	Traffic surveys and modelling, environmental surveys, meetings with stakeholders, public consultation

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	In what way can you eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage? Are there any lawful, reasonable and proportionate, unavoidable negative consequences?	In what way can you advance equality (meet needs, encourage participation, make adjustments for disabled people, ‘close gaps’). In what way can you foster good relations between groups (tackle prejudice and promote understanding), if relevant?
All residents (include generic equality provisions):	None identified	<p>The scheme will reduce congestion and air quality issues in the High Street and is expected to benefit all people with protected characteristics.</p> <p>The removal of traffic will allow works in the High Street to improve pedestrian access. This could include widening of pavements to improve conditions for parents with prams or people in wheelchairs.</p>
Age:		
Disability (incl. sensory, mobility, mental health, learning disability, ill health) and carers of disabled people:		
Culture and ethnicity: nationality/national origin,		

skin colour, religion and belief:		
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women’s right to breastfeed).		
Sexual orientation and marriage/civil partnership:		
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:		

Supporting independence, wellbeing and resilience?

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

In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?	Removal of traffic from the High Street will improve air quality and will encourage pedestrians to use the area more. The new pedestrian / cycle route parallel to the road will encourage people to travel by more sustainable modes of travel.
In what way can you help people to be safe, protected from harm, and with good health and wellbeing?	The scheme includes the provision of a shared pedestrian / cycle path which will encourage physical activity. The removal of traffic from the High Street will improve air quality issues within the town centre and make the area safer and more pedestrian friendly.
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, especially to the Secondary School which is located close to the southern end of the scheme.

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):

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

	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, reuse, recycle and compost:	None	None
Conserve and enhance wildlife:	The scheme passes through an area of recreational green space. Mitigation measures will be identified as part of the planning application	None
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	The scheme will be visible from areas of Cullompton, but a full landscape assessment will be carried out as part of the planning stage to identify appropriate mitigation.	None
Conserve and enhance Devon's cultural and historic heritage:	None	Removal of traffic out of the Conservation Area will reduce the impacts of traffic pollution on listed buildings within the town.
Minimise greenhouse gas emissions:	None	Removal of traffic from the High Street will reduce congestion and hence reducing greenhouse gas emissions.
Minimise pollution (including air, land, water, light and noise):	None	Removal of traffic from the High Street will reduce congestion and hence reduce noise and air pollution.
Contribute to reducing water consumption:	None	None

Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	None	Full Flood Risk Assessment will be carried out to support this planning application. This will include assessment of climate change rainfall figures and identify possible betterment to the area.
Other (please state below):	None	None

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 impact on knowledge and skills	Unlocks employment and housing development identified in Local Plan
Impact on employment levels:	No negative consequences on employment levels	Unlocked employment sites and reduced congestion in the area
Impact on local business:	No negative impact on local business.	Reduction of traffic in High Street making it more attractive for businesses.

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?	<p>The scheme includes the provision of a shared pedestrian / cycle path which will encourage physical activity.</p> <p>Providing a bypass of the town centre will improve traffic flow and therefore improve fuel efficiency of engines, reducing certain emissions including carbon.</p>
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