

Impact Assessment

Version 2017

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Assessment of:	A382 Corridor Improvements Phase 1
Service:	Planning, Transport and Environment

Head of Service:	Dave Black
Date of sign off by Head Of Service/version:	29/08/19
Assessment carried out by (incl. job title):	Samantha Bearder, Principal Transport Planning Officer

Section 1 - Background

Description:	The scheme includes improvements to the A382 corridor including highway widening and realignment, a new roundabout junction and pedestrian and cycle facilities. The scheme is needed to improve journey times, improve safety and support development to the west of Newton Abbot as set out in the Teignbridge Local Plan 2013-2033.
Reason for change/review:	Scheme is ready to proceed to construction.

Section 2 - Impacts, options and recommendations

See sections 3, 4 and 5 for background analysis

Options Appraisal and Recommendations:	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 A382 Corridor 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
Social/equality impacts (summary):	<p>The scheme will have a positive impact on pedestrians and cyclists with the provision of a new shared pedestrian/cycle path. This will enable sustainable travel in the future to/from new employment and residential developments on the A382 corridor.</p> <p>In economic terms the scheme will facilitate travel and development which will have a beneficial impact upon the local economy by enabling employment and housing development in the area to proceed with mitigated impact.</p>
Environmental impacts (summary):	The scheme is expected to have a neutral impact on biodiversity; slight adverse impact on landscape; neutral impact on historic environment; neutral impact on noise and air quality; positive impact on water environment; positive social impact; neutral impact on greenhouse gases; and a positive impact on climate change resilience.
Economic impacts (summary):	<p>The scheme will facilitate residential and employment development to the west of Newton Abbot. This will result in increased economic activity from new residents, new jobs in the area requiring skills of local people, and providing locations for businesses to operate. The transport improvements will improve access to and from Newton Abbot resulting in a cost saving for road users.</p> <p>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.</p>
Other impacts (partner agencies, services, DCC policies, possible 'unintended consequences'):	No specific impacts beyond those which will be observed by all users.

How will impacts and actions be monitored?	A monitoring and evaluation plan has been produced as part of the Business Case for the scheme. This will review the impact of the scheme 1 year and 5 years after opening.
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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:	General public – road users, pedestrians and cyclists on the A382.
Diversity profile and needs assessment of affected people:	N/A
Other stakeholders (agencies etc.):	<ul style="list-style-type: none">• HOSW Local Enterprise Partnership• Teignbridge District Council• Councillors and Members• Historic England• Highways England• Statutory Environmental Bodies (Natural England, Environment Agency)• Local Businesses/Landowners
Consultation process and results:	<p>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. The Heart of the South West LEP supports the scheme and has allocated LTB funding to the scheme. Heritage England and Natural England have been involved in the design process and Ecological Surveys. The scheme has been granted planning permission and as part of that process statutory bodies were consulted. A public consultation was held in March/April 2015 with over 200 visitors at the public exhibition events. A report has been produced detailing how the consultation was conducted and summarising the results. The report is available at: https://www.devon.gov.uk/roadsandtransport/traffic-information/transport-planning/a382-corridor/.</p>

Research and information used:	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.

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):	Some traffic disruption will be experienced during construction.	The improvement will benefit all road users including bus users through improved journey time reliability and pedestrians and cyclists through the introduction of new facilities.
Age:	None identified	Improvements to the road will improve private vehicle for anyone of driving age.

Disability (incl. sensory, mobility, mental health, learning disability, ill health) and carers of disabled people:	None identified	The biggest benefit is to car users. The shared pedestrian and cycle path will be 3 metres wide which will provide a suitable width for disabled users.
Culture and ethnicity: nationality/national origin, skin colour, religion and belief:	None 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).	None identified	None identified
Sexual orientation and marriage/civil partnership:	None identified	None identified
Other socio-economic factors such as families, carers, single people/couples, low income, vulnerability, education, reading/writing	None identified	None identified

skills, 'digital exclusion' and rural isolation.		
Human rights considerations:	None identified	

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?	The improvements will improve accessibility to and from Newton Abbot for new and existing residents.
In what way can you help people to be safe, protected from harm, and with good health and wellbeing?	<p>Many scheme elements, including increased road width, better alignment, new junction layouts and segregation of non-motorised users will have a demonstrable improvement on the poor road safety record of the existing road.</p> <p>The provision of a shared pedestrian/cycle path will also encourage travel by sustainable, active modes in the future between new developments, employment sites and Newton Abbot.</p>
In what way can you help people to be connected, and involved in community activities?	The improvements will improve accessibility to and from Newton Abbot for new and existing residents.

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
X	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:		
Conserve and enhance wildlife:		
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:		
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:	None identified	Positive impact on access to knowledge and skills.
Impact on employment levels:	None identified	Scheme construction will require additional workforce and improve access to new and existing employment areas.

Impact on local business:	Some traffic disruption will be experienced during construction.	Scheme construction will require additional workforce and improve access to new and existing employment areas.
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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>Economic, social and environmental wellbeing will be improved through better access to employment, education and recreational destinations.</p> <p>Procurement and tendering for construction is prescribed through separate DCC procedures and frameworks.</p>
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