

Impact Assessment



Assessment of: Lee Mill A38 Eastbound Off-Slip

Service: Planning, Transportation & Environment

Head of Service: Dave Black

Version / date of sign off by Head of Service: January 2021

Assessment carried out by (job title): Chris Burridge-Barney (Assistant Transport Planner)

1. Description of project / service / activity / policy under review

It is proposed to construct a formal eastbound (EB) off-slip at the A38 Lee Mill junction, and stop up the existing EB off-slip, which uses Plymouth Road, to through traffic. The new off-slip would join the local road network at the junction of Plymouth Road and Beech Road, which is proposed to be upgraded from a priority junction to a roundabout, with cycle facilities at the junction also being improved.

2. Reason for change / review

The existing EB off-slip is not fit for purpose, insofar as traffic exiting the A38 at this location must travel along the historic Plymouth Road through Lee Mill village to reach the industrial estate and wider destinations. This channels significant traffic volumes (25% HGVs) along a road with frontage development (including private residences) on both sides, traffic calming measures and narrow pavements, leading to concerns over

noise, air quality and safety. These issues are expected to be exacerbated as future developments come forward. Therefore, it is proposed to construct a new EB off-slip to the east of the village, enabling traffic from the west to bypass the village.

3. Aims / objectives, limitations and options going forwards (summary)

Aims/objectives

The aims of improving the eastbound off-slip include:

- Improving the environment within Lee Mill village, through measures such as improved air quality and reduced noise;
- Improving road safety, both for those living within Lee Mill village, due to the reduction in traffic volumes, and for those using the EB off-slip, as the new slip road will be of a higher standard than the existing arrangements;
- Reducing journey times for road users exiting the A38 EB at Lee Mill junction, by eliminating the need to travel along Plymouth Road, which has on-street parking and numerous traffic-calming measures, which can cause delays;
- Improving access to local businesses within the Lee Mill industrial estate, and reducing travel costs for local businesses and employers (by virtue of reducing journey times), thus improving the performance of the local economy; and
- Reducing the impact of future development on the local road network and residents of Lee Mill village, by enabling potential development sites to be accessed without the need to travel along Plymouth Road.
- Improving connectivity and safety for those using National Cycle Network Route 2, which crosses Beech Road near the junction;
- Encouraging the use of active modes of transport, thus improving public health, reducing air pollution and traffic noise, and helping tackle the Climate Emergency.

An additional aim of the overall scheme is to reduce any adverse environmental impacts, and maximise opportunities to deliver a betterment in environmental terms, e.g. through the use of mitigation and compensation.

Limitations

Whilst initial design has been undertaken on a preferred option, detailed designs are yet to be produced. Therefore, it will be necessary to undertake site surveys (e.g. environmental surveys) to better understand the existing conditions, which may identify factors which may make delivery of the scheme more difficult/costly.

Options going forwards

As well as the preferred option (described above), other options have been considered and rejected. These include:

- Retaining the existing EB off-slip, and providing a new link road between the turning head (at the western end of Plymouth Road) and Beech Road; and
- Doing nothing, i.e. retaining the existing arrangements.

The link road option was rejected due to the significant additional land take required, and the resultant environmental impact.

Doing nothing was rejected as this would mean the existing EB off-slip via Plymouth Road would continue to be a constraint on the highway network. Future local development would be expected to exacerbate existing issues such as air quality, noise and road safety, as Plymouth Road would continue to be used to access these developments.

4. People affected and their diversity profile

Those affected by the proposals are likely to include residents of Lee Mill, who are likely to benefit from the reduction in traffic along Plymouth Road, and those exiting the A38 EB at Lee Mill junction, who are likely to include both local residents making return journeys, and those living to the west (i.e. in Plymouth or Cornwall) making outbound journeys. Therefore, the populations of the civil parish of Sparkwell, which contains Lee Mill village, and the local authority areas of the South Hams, Plymouth and Cornwall, have been used as the basis of this diversity profile.

Demographic information has been sourced from the 2011 Census.

Age

Sparkwell, the South Hams and Cornwall all had an older population than the national average, with lower proportions of residents in younger (0-17 and 18-24) age groups, and higher proportions in older (65+) age groups. The age profile of Plymouth is more in line with the national average, albeit there was a greater proportion of residents in the 18-24 age group (12.9% versus a national average of 9.4%), likely partially due to Plymouth being home to two universities.

Health and disability

The proportions of people limited 'a little' or 'a lot' in their day-to-day activities and in 'bad' or 'very bad' health in Sparkwell and the South Hams were in line with the national averages (18% limited in day-to-day activities, 5% in (very) bad health). However, for Cornwall and Plymouth, these figures were slightly above average, at 20-21% and 6-7%.

Ethnicity

The populations of the geographies considered here were less ethnically diverse than England as a whole, with 96% of Plymouth residents and 98% of Sparkwell, Cornwall and South Hams residents identifying as 'White', compared to a national average of 85%. The non-white residents of the areas potentially impacted by the proposals were split fairly even between those identifying with 'Mixed/multiple ethnic groups' and those identifying as 'Asian/Asian British'.

Religion

The proportions of people identifying as religious in the geographies considered here were slightly lower than the national average, ranging from 60% (in Plymouth) to 64% (in Sparkwell), compared to a national average of 68%.

Gender

As with England as a whole, slightly more residents of the smaller geographies considered here were female (51-52%) than male (48-49%). The 2011 Census considered only two genders, male and female, so no data is available on those identifying with other genders or no gender.

Marital and civil partnership status

In Sparkwell, Cornwall and the South Hams, a higher proportion of the population was married than the national average (50-54% versus national average of 47%), and a lower proportion was single (25-28% versus 35%), whilst in Plymouth, the opposite was true, i.e. a lower proportion of the population was married (43%), and a higher proportion was single (37%). The proportions of people separated, divorced or widowed were more in line with the national averages, whilst a very small proportion of the populations were said to be in same-sex civil partnerships (0.0-0.2%).

Car/van availability

The proportion of households without access to a car or van was slightly higher than the national average in Plymouth (28% versus national average of 26%), but significantly lower in Cornwall (17%), the South Hams (13%) and Sparkwell (10%). Conversely, the proportion of households with multiple (i.e. 2 or more) cars or vans in the latter three areas was significantly above the national average, whereas the figure for Plymouth was below the national average.

Deprivation

According to the 2019 English Indices of Deprivation¹, Plymouth is in the most deprived quintile of local authorities in terms of employment- and health/disability-related deprivation, whilst the South Hams 001D Lower-layer Super Output Area (LSOA), which contains Lee Mill village, is in the top 10% most deprived LSOAs in terms of barriers to housing and services. Across the South Hams overall, deprivation is below the national average by most metrics, whereas in Cornwall, deprivation is generally above average, though not as severe as in Plymouth.

5. Stakeholders, their interest and potential impacts

Key stakeholders include:

- South Hams District Council;
- Sparkwell Parish Council;
- Highways England;
- Local bus operators;
- Lee Mill residents;
- Lee Mill Industrial Estate businesses; and
- Local Members of Devon County Council and Members of Parliament.

Residents of Lee Mill stand to be positively impacted by reductions in traffic volumes, noise and air pollution within the village, due to the removal of traffic from Plymouth Road. However, some journeys to residences in Lee Mill from the west may slightly increase in length, due to the A38 off-slip being shifted eastwards.

¹ <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019>

Owners of businesses based on the Lee Mill industrial estate could also be impacted by the proposals, as the scheme will provide a more suitable route to the estate from the Plymouth direction, thus reducing journey times and costs for customers, employees and suppliers. By making the estate a more attractive destination for consumers, the scheme may increase businesses' turnover, possibly facilitating business expansion.

Operators of local buses serving Lee Mill, namely Stagecoach South West and Plymouth Citybus, may be impacted by the proposals, due to the closure of the route into the village from the A38 EB. The next stage of design will consider how this can be managed and mitigated to ensure sustainable travel options within Lee Mill remain viable.

The charity Sustrans oversees the National Cycle Network (NCN), Route 2 of which crosses Beech Road near its junction with Plymouth Road. As this scheme will include improvements to facilities for users of the route, it is likely to accord with Sustrans' objectives, particularly their desire for the NCN to "be fully accessible to everyone" and "feel safe"².

Certain governmental and non-governmental organisations concerned with the environment and countryside, such as the Environment Agency, may have an interest in the scheme, insofar as the proposed construction works could impact nearby flora and fauna and the local landscape. To better understand the likely environmental impacts of the scheme, and identify potential mitigation opportunities, environmental surveys will be undertaken during the detailed design phase.

6. Research used to inform this assessment

As noted above, demographic data has been sourced from the 2011 Census, using the Nomis website³, along with the English indices of deprivation dataset¹. Details of the proposals have been obtained from the consultation website⁴ and private communications with the project team. Data from the National Travel Survey 2019⁵ has been used to evaluate the propensity of different social groups to use different modes of transport, and understand any implicit advantages or disadvantages to certain groups which may arise due to interventions advantaging or disadvantaging certain modes of transport, e.g. car, bus, cycle.

² See <https://www.sustrans.org.uk/national-cycle-network>

³ <https://www.nomisweb.co.uk/>

⁴ <https://www.devon.gov.uk/haveyoursay/consultations/lee-mill-slip-roads/>

⁵ <https://www.gov.uk/government/collections/national-travel-survey-statistics>

7. Description of consultation process and outcomes

Public consultation on an initial design was conducted between 17 November and 18 December 2020. Due to the COVID-19 pandemic, no physical consultation events were held, but an online webinar and 'drop-in' session was held, and members of the public and organisations were able to provide feedback by email, letter, telephone or via the questionnaire hosted on the consultation website⁴.

146 consultation responses were received, of which 93% supported the principle of a new EB off-slip. 90% supported adoption of the design consulted on, and 86% supported the construction of a roundabout at the Beech Road/Plymouth Road junction.

Those supporting the proposals commonly cited the heavy traffic in Lee Mill village arising from the existing arrangements, which leads to concerns about road safety. Those who disagreed predominantly felt that the resources and time required to deliver this scheme would be better utilised on other schemes elsewhere.

Several of the stakeholders referenced in Section 5 above provided feedback on the consultation proposals. For example, Sustrans supported the scheme, on the basis of its potential to improve the crossing of Beech Road on NCN Route 2, whilst Stagecoach South West highlighted the need to ensure their Falcon coach service (Plymouth-Exeter-Bristol) can continue to serve Lee Mill following the delivery of the scheme, so options to reduce impacts on this service will be explored during the next stage of design.

In summary, therefore, the consultation outcomes are considered to support the continuation of the development of this scheme, albeit with refinements to mitigate potential adverse impacts.

8. Equality analysis

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.

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
<p>All residents (include generic equality provisions)</p>	<ul style="list-style-type: none"> Due to the A38 EB off-slip being shifted eastwards under these proposals, those travelling to Lee Mill village from the west will experience slightly increased journey lengths. 	<ul style="list-style-type: none"> Residents of Lee Mill village are likely to benefit from reduced traffic noise and pollution and improved road safety due to the predicted reductions in traffic on Plymouth Road, reducing the likelihood of these residents suffering from pollution-related illnesses and the disadvantages associated with such illnesses; The improved access to the Lee Mill industrial estate may increase the viability of local businesses, enabling them to expand and creating employment opportunities for local residents; The improved cycle facilities proposed at the Beech Road/Plymouth Road junction will ensure the local road network better caters for non-motorised road users, reducing disadvantages they experience compared to motorised road users. <p>Therefore, it is considered that the benefits to Lee Mill residents will be significantly greater than the adverse impacts arising from the closure of the existing off-slip.</p>

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
<p>Age</p>	<ul style="list-style-type: none"> According to Table NTS0601a of the National Travel Survey⁵, younger (aged 0-20) and older (aged 70+) people make a greater proportion of trips by local bus than the general population, so these age groups may be particularly impacted by any changes to bus routes necessitated by the closure of the existing A38 EB off-slip. 	<ul style="list-style-type: none"> Younger people (aged 0-20) make a greater proportion of trips by active modes (walking and cycling) than the general population, so this age group could be expected to particularly benefit from the improved non-motorised user facilities to be provided at the Beech Road/Plymouth Road junction; During the next stage of design, options to reduce any adverse impacts on bus services will be explored, to ensure as far as possible that impacts on bus users (who are disproportionately in the 0-20 and 70+ age groups) are minimised. <p>Therefore, as those in all age groups are also expected to benefit from the reductions in traffic within Lee Mill village, it is expected that the net impact on all age groups will be positive.</p>

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	<p>In what way will you:</p> <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people	<ul style="list-style-type: none"> According to Table NTS0709 of the National Travel Survey⁵, people with mobility difficulties make a greater proportion of trips by local bus than the general population, so these individuals may be particularly impacted by any changes to bus routes necessitated by the closure of the existing A38 EB off-slip. 	<ul style="list-style-type: none"> Removing through traffic from Plymouth Road may particularly benefit those with certain sensory disabilities (e.g. blindness, deafness), who may be less able to sense the approach of motor vehicles, and so may be more vulnerable to the existing road safety issues; Lee Mill residents suffering from long-term ill health may be particularly susceptible to the adverse health impacts of air pollution, so may particularly benefit from the reduction of traffic on Plymouth Road; During the next stage of design, options to reduce any adverse impacts on bus services will be explored, to ensure as far as possible that bus users (who disproportionately have mobility difficulties) are not disadvantaged. <p>It is therefore expected that the net impact on people with various disabilities will be positive.</p>
Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief	N/A	N/A

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	<p>In what way will you:</p> <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)	N/A	<ul style="list-style-type: none"> According to Table NTS0601a of the National Travel Survey⁵, females typically make more total trips by car/van (including trips as a passenger) than males, so could particularly benefit from reduced travel costs and journey durations, which may improve access to opportunities for these individuals.
Sexual orientation and marriage/civil partnership	N/A	N/A

<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>In what way will you:</p> <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (to meet needs/ensure access, encourage participation, make adjustments for disabled people, 'close gaps'), if possible. foster good relations between groups (tackled prejudice and promoted understanding), if relevant? <p>In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?</p> <p>Are you complying with the DCC Equality Policy?</p>
<p>Other relevant socio-economic factors such as family size/single people/lone parents, income/deprivation, housing, education and skills, literacy, sub-cultures, 'digital exclusion', access to transport options, rural/urban</p>	<ul style="list-style-type: none"> According to Table NTS0705 of the National Travel Survey⁵, people in the lowest income quintile make a greater proportion of trips by local bus than the general population, so these individuals may be particularly impacted by any changes to bus routes necessitated by the closure of the existing A38 EB off-slip. 	<ul style="list-style-type: none"> According to Table NTS0705 of the National Travel Survey⁵, those in the lowest income quintile use active modes of transport for a greater proportion of trips than those in higher income quintiles, hence those in the most disadvantaged income group could be expected to particularly benefit from the improved non-motorised user facilities to be provided at the Beech Road/Plymouth Road junction; Those without access to a car are likely to rely on active modes of transport for a greater proportion of trips than those with access to a car, hence this group could also be expected to particularly benefit from the improved non-motorised user facilities; During the next stage of design, options to reduce any adverse impacts on bus services will be explored, to ensure as far as possible that bus users (who are disproportionately in lower income groups) are not disadvantaged. <p>Therefore, as those in all socio-economic groups are also expected to benefit from the reductions in traffic within Lee Mill village, it is expected that the net impact on all socio-economic groups will be positive.</p>

9. Human rights considerations:

The scheme may enable road users to more easily exercise certain human rights, such as the right to work (as outlined in Article 23 of the Universal Declaration of Human Rights, UDHR), as the scheme is expected to reduce travel costs and journey durations for journeys to the Lee Mill industrial estate, which is a significant employment site. Additionally, the contractor(s) delivering the scheme will be expected to comply with all relevant legislation with human rights implications, such as the Modern Slavery Act 2015

10. 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?

Opportunities for people to access jobs will be enhanced by the scheme, due to the reduction in travel costs and journey durations, thus enabling people to become more independent and empowered.

In what way can you help people to be safe, protected from harm, and with good health and wellbeing?

Removing through traffic from Plymouth Road is likely to protect Lee Mill residents from harm due to road traffic collisions and air pollution.

Providing improved cycle facilities at the Beech Road/Plymouth Road junction is likely to encourage more people to cycle, improving their health and wellbeing.

By reducing travel costs and journey durations, the scheme may grant local residents easier access to employment, and gaining employment is associated with better health and wellbeing.

In what way can you help people to be connected, and involved in community activities?

N/A

11. Environmental analysis

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 mark X in the relevant box below and proceed to the 4c, otherwise complete the environmental analysis table):

Devon County Council's Environmental Review Process	
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:	N/A	N/A
Conserve and enhance wildlife:	N/A	N/A
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	N/A	N/A
Conserve and enhance Devon's cultural and historic heritage:	N/A	N/A
Minimise greenhouse gas emissions:	N/A	N/A
Minimise pollution (including air, land, water, light and noise):	N/A	N/A
Contribute to reducing water consumption:	N/A	N/A
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	N/A	N/A
Other (please state below):	N/A	N/A

12. Economic analysis

	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:	N/A	N/A
Impact on employment levels:	The reduction in passing trade for businesses located on Plymouth Road may require them to make staff redundant.	The improved access to businesses on the Lee Mill industrial estate may improve business sufficiently to enable them to recruit additional staff.
Impact on local business:	Some businesses located on Plymouth Road may experience a reduction in passing trade, as traffic towards the Lee Mill industrial estate will now bypass Lee Mill village.	Access to the Lee Mill industrial estate will be improved, as traffic from Plymouth will no longer have to travel through Lee Mill village via Plymouth Road, which features frontage development (including private residences) on both sides, traffic calming measures and narrow pavements. By making the estate a more attractive destination for consumers, the scheme may increase businesses' turnover, possibly facilitating business expansion.

13. Describe and linkages or conflicts between social, environmental and economic impacts (Combined Impacts):

Whilst constructing the new EB off-slip and upgrading the Beech Road/Plymouth Road junction may have some adverse environmental impacts, the scheme will also address local environmental issues, such as traffic noise and pollution, by removing traffic from Lee Mill village. In addition,

continuing with the status quo would cause the social impacts of traffic on Plymouth Road, such as impacts on public health, to persist, and mean the access to Lee Mill industrial estate from the west continues to be unfit for purpose, making the estate a less attractive destination for shopping and business trips. Therefore, not proceeding due to the environmental impacts of the construction works required to deliver the scheme would hamper attempts to tackle the localised environmental issues within Lee Mill village, and prevent the realisation of the potential social and economic benefits of the scheme.

14. 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?

Those living in the area will gain easier access to jobs through reductions in journey times, thus benefitting local residents and improving the competitiveness of the local economy, as employers will conversely gain access to a larger labour market.

Removing traffic from Plymouth Road will reduce the social and environmental impacts of traffic within Lee Mill village, such as air pollution, noise and road safety issues.

It is likely that during procurement of the works, tenderers will be assessed according to the quality of their submission as well as their tender price, increasing the likelihood of the winning contractor being able to deliver works of acceptable quality and thus enhancing prospects of the potential scheme benefits being realised. The contractor will also be required to participate in the Considerate Contractors Scheme, thus reducing the likelihood of the construction works having negative impacts on local residents.

15. How will impacts and actions be monitored?

During construction, a regular dialogue will be maintained with the local Member, South Hams District Council and local residents, to ensure any adverse impacts are identified and remedied as quickly as practicable. Following construction, the transport impacts of the scheme will be monitored using traffic counts, journey time data and collision data, whilst noise monitoring could be conducted to quantify the extent of any noise impacts arising from the scheme.