

# Impact Assessment

Version 2017

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<b>Assessment of:</b>	<b>Long Lane widening and new link road on Silverdown Office Park, Near Exeter Airport</b>
<b>Service:</b>	<b>Planning, Transportation and Environment</b>

<b>Head of Service:</b>	Dave Black
<b>Date of sign off by Head Of Service/version:</b>	1 March 2019
<b>Assessment carried out by (incl. job title):</b>	Emma Hext, Project Manager

## Section 1 - Background

<b>Description:</b>	<p>Widening of Long Lane to a width of 6.5m between Car Park 1 and Harrier Court. A roundabout will be incorporated at the western end outside of Car Park 1 to facilitate bus movements into and out of the Airport forecourt area.</p> <p>The scheme also includes the delivery of a link section between Silverdown Office Park and the Training Academy access road. This will be 6m in width and will facilitate the delivery of the Long Lane works whilst also providing a bus link in the future.</p>
<b>Reason for change/review:</b>	<p>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.</p>

## Section 2 - Impacts, options and recommendations

See sections 3, 4 and 5 for background analysis

<p>Options Appraisal and Recommendations:</p>	<p>The scheme has been progressed through discussion with the Stakeholder Group. A key principle was to have 'one scheme once' to try and ensure that all elements were implemented in one go, rather than requiring repeat visits to the area for additional improvements.</p> <p><u>Silverdown link</u></p> <p>Proposals for both a single and two lane road were considered for this location. The benefits of a two lane link were clear from the outset, with minimal disruption during the Long Lane works expected as well as future proofing the link and creating a better bus service. The single lane would have required traffic management during the works period in the form of traffic lights to enable only one direction of travel at any one time. This would create delay, which was considered likely to be excessive at peak times. Whilst there are cost implications in a widened road, the benefits were considered to outweigh the costs.</p> <p><u>Long Lane Widening</u></p> <p>The Long Lane extents that form the scheme have been divided into three. The central section (Car Park 1 to the Training Academy and Hotel) relates to the scheme presented in 2014 and is the section where the greatest benefits are expected due to the narrow road widths. However, the remaining two sections do allow for a much more beneficial and future proofed scheme.</p> <p>The stretch of Lane from the Flybe Academy junction to Harrier Court has been designed to be widened to 6.5m to accommodate the two way flow of HGV traffic along its length. This is above and beyond what is needed to accommodate the traffic associated with the construction phase of the FAB project (a scheme of passing bays) alone. There is, therefore, a significant element of future proofing allowed for in the scheme. This will help to facilitate future development including expansion of the Airport and additional airside development going forward, therefore fitting with the 'one scheme once' principle.</p>
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Social/equality impacts (summary):	<p>The positive impacts outlined below will be achieved through this project:</p> <ul style="list-style-type: none"> <li>• Improved access to the Airport area through an improved bus service that can circulate the business park area.</li> <li>• Providing additional carriageway width to improve highway safety.</li> <li>• Providing improved crossing facilities of Long Lane in the vicinity of the Training Academy.</li> </ul>
Environmental impacts (summary):	<p>The widening of Long Lane and creation of the Silverdown Link will require the removal of some vegetation and trees. The area impacted has tried to be limited where possible. For Long Lane, proposals include planting of a new hedgerow to maintain the character along the route.</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. The introduction of a bus service that circulates across the business area may also lead to a decrease in the number of vehicles at the site, which may have a positive impact on air quality.</p>
Economic impacts (summary):	<p>The enhancement scheme is required in order to unlock the development of land in the Airpark Enterprise Zone. Therefore, the scheme provides significant benefit to the economy by proceeding.</p> <p>In addition, the scheme will support the delivery of the France-Alderney-Britain (FAB) Connector project which is also proposed.</p>
Other impacts (partner agencies, services, DCC policies, possible 'unintended consequences'):	N/A
How will impacts and actions be monitored?	The scheme will allow for better flow of traffic in this key development area. The success of the scheme will be monitored through the development of land at the Airport.

Bus patronage and collision records can also be monitored to record the wider benefits of the scheme.

# 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:	Local landowners, businesses and people travelling to the airport and surrounding business parks.
Diversity profile and needs assessment of affected people:	The proposals have no adverse impact on a specific audience, regardless of age, race, gender, sexual orientation and religion / belief. The scheme will widen an existing road, whilst also creating a link road to facilitate travel by bus providing benefits to those travelling to the area.
Other stakeholders (agencies etc.):	Key stakeholders consulted throughout the project include: <ul style="list-style-type: none"><li>• Enterprise Zone</li><li>• Landowners</li><li>• Businesses</li><li>• FAB Link Project</li></ul>
Consultation process and results:	<p>In order to ensure that the enhancement scheme has as wide support as possible a total of six meetings have been held with an extensive range of partners and stakeholders. As well as representatives of Airpark this has included the Airport, Flybe, Airport Hotel, FAB project, Highways England and the main landowners.</p> <p>The meetings have taken place to ensure that all parties are informed of the project and have been able to provide feedback throughout the design process. This was considered to be of high importance given the difficulty in progressing the widening scheme in 2014.</p>
Research and information used:	N/A

## 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>  <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>  <b>In what way can you foster good relations between groups (tackle prejudice and promote understanding), if relevant?</b>
All residents (include generic equality provisions):	The scheme will have the same impacts on all groups of people. The widening of an existing road and creation of the Silverdown Link will result in easier access around the site.	The scheme will have the same impacts on all groups of people. The widening of an existing road and creation of the Silverdown Link will result in easier access around the site.
Age:	Not relevant	Not relevant
Disability (incl. sensory, mobility, mental health, learning disability, ill health) and carers of disabled people:	Not relevant	Not relevant

Culture and ethnicity: nationality/national origin, skin colour, religion and belief:	Not relevant	Not relevant
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed).	Not relevant	Not relevant
Sexual orientation and marriage/civil partnership:	Not relevant	Not relevant
Other socio-economic factors such as families, carers, single people/couples, low income, vulnerability, education, reading/writing skills, 'digital exclusion' and rural isolation.	Not relevant	Not relevant
Human rights considerations:	Not relevant	Not relevant

### **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 scheme will facilitate an enhanced bus service which will improve access to the wider Airport site, particularly the business park, Training Academy and Hotel.
In what way can you help people to be safe, protected from harm, and with good health and wellbeing?	<p>The route will be widened which will reduce the likelihood of collisions as it becomes easier for vehicles to pass.</p> <p>The bus route will create a quiet lane if individuals would prefer to cycle along this route to reach the Hotel and Training Academy.</p>
In what way can you help people to be connected, and involved in community activities?	Access will be improved to help people better connect to the Airport area, reaching businesses and the Airport.

## 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):

X	Devon County Council's Environmental Review Process for permitted development highway schemes.
X	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. (Consider how to mitigate against these).</b>	<b>Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).</b>
Reduce waste, and send less waste to landfill:	Not applicable	Not applicable
Conserve and enhance biodiversity (the variety of living species):	Some vegetation clearance is required and there is a need for trees to be removed. Clearance will be discussed with ecologists.	Some vegetation clearance is required and there is a need for trees to be removed. Hedgerows will
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:	Not applicable	Not applicable
Conserve and enhance the quality and character of our built environment and public spaces:	Not applicable	Not applicable
Conserve and enhance Devon's cultural and historic heritage:	Not applicable	Not applicable
Minimise greenhouse gas emissions:	Not applicable	Enhanced bus services may mean the number of vehicles arriving at the airport are reduced, reducing harmful emissions

Minimise pollution (including air, land, water, light and noise):	Not applicable	Enhanced bus services may mean the number of vehicles arriving at the airport are reduced, reducing harmful emissions
Contribute to reducing water consumption:	Not applicable	Not applicable
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):	Not applicable	Not applicable
Other (please state below):	Not applicable	Not applicable

### Section 4c - Economic impacts

	<b>Describe any actual or potential negative consequences. (Consider how to mitigate against these).</b>	<b>Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).</b>
Impact on knowledge and skills:	Not applicable	Improved access to the airport and also the Training Academy will support training opportunities

Impact on employment levels:	Not applicable	The improved route provides a more desirable access to employment.
Impact on local business:	Not applicable	Local businesses will be more accessible to a wider range of people.

### Section 4d -Combined Impacts

Linkages or conflicts between social, environmental and economic impacts:	There will be some environmental impacts due to the widened road, however these will be mitigated where possible. The scheme will provide great economic benefit to the area, and provide jobs.	
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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>Environmental, economic and social wellbeing will be improved through better access to employment, education and leisure journeys, offsetting car journeys and improving public health.</p> <p>Widening the highway will reduce conflicts between vehicles resulting in an improvement to traffic flow, and therefore fuel efficiency of engines, reducing harmful emissions.</p> <p>The scheme means that employment land can be unlocked which will bring economic benefits to the area as well as increase the availability of jobs.</p>
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