

# Impact Assessment

Version 2017

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<b>Assessment of:</b>	<b>Park and Change facility, nr Exeter Science Park</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>	26 <sup>th</sup> November 2019
<b>Assessment carried out by (incl. job title):</b>	Jamie Hulland, Transportation Strategy & Road Safety Manager

## Section 1 - Background

<b>Description:</b>	<p>The Park and Change site is part of the Tithebarn Green development, which comprised approximately 930 dwellings with 350 dwellings at Monkerton on the eastern edge of Exeter and 580 dwellings in East Devon on the eastern edge of Exeter Science Park. The facility will enable drivers to park on the edge of the city and switch to cycle, bus or car share, helping relieve pressure on Moor Lane roundabout, the A30 Honiton Road and busy city radial routes, which experiences congestion at peak times.</p> <p>Queues on the A30 approach to Moor Lane Roundabout often extend back to the adjacent M5 J29 in the AM peak and with further housing development at Mosshayne (900dw), Cranbrook (up to 8,000dw) and new jobs at SkyPark, Science Park and Lidl/Hayes Farm (totalling approx. 10,000 jobs), there will be increased pressure on this corridor and a need to encourage mode shift to create additional capacity on this corridor.</p>
<b>Reason for change/review:</b>	The reasons for the Park and Change facility are to:

	<ul style="list-style-type: none"> <li>• Reduce car-borne journeys from Exeter travel-to-work catchment impacting on the worst parts of the network in terms of congestion and poor air quality.</li> <li>• Manage congestion on the M5 Jct 29 / A30 Honiton Road corridor and support continued housing and jobs delivery in Exeter and East Devon</li> <li>• Encourage healthier, more physically active lifestyles by improving travel choices.</li> <li>• Increase number of public transport journeys being made in order to support the viability of existing services</li> <li>• Increase the pool of potential employees working at SkyPark, Lidl/Hayes Farm and Exeter Airport through improving the range of travel choices to these locations</li> </ul>
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## Section 2 - Impacts, options and recommendations

See sections 3, 4 and 5 for background analysis

Options Appraisal and Recommendations:	<p>The County Council is implementing the Park and Change scheme which was included as part of the Eagle One Tithebarn Green development outline planning permission.</p> <p>The planning consent permits use of the site as a Park and Change, Park and Ride and / or a Public Car Park. The priority was to maximise the choice of sustainable alternatives for people travelling into Exeter and to jobs east of the city, which is why a decision was taken to promote the site as a Park and Change, including options to cycle or car share as well as make use of local bus services, rather than limiting the site to Park and Ride or simply delivering additional car park capacity to serve the local businesses in the area.</p>
Social/equality impacts (summary):	<p>The positive impacts outlined below will be achieved through this project:</p> <ul style="list-style-type: none"> <li>• Increasing participation in active travel for all ages</li> </ul>

	<ul style="list-style-type: none"> <li>• Provide a safe and secure environment, ensuring the facility is fully inclusive and attractive to be used by all.</li> <li>• Improved journey time reliability potentially encouraging use of public transport.</li> </ul> <p>The following negative impacts may be realised:</p> <ul style="list-style-type: none"> <li>• The facility is targeted at people using a car on the A30 and so may be considered exclusive of those people who do not own a car; however, with opportunities to link cycle and catch the bus from the facility, this has a broader interchange function enabling non-car users to also benefit.</li> </ul>
<p>Environmental impacts (summary):</p>	<p>The following impacts will be realised:</p> <p>The Park and Change is part of a consented mixed-use development and will be developed on a greenfield site; however, significant efforts have been taken to ensure that the scheme integrates well with the landscape setting and enhances the habitat for wildlife.</p> <p>Specifically, there will be extensive landscaping and planting (trees, hedges, grass and thicket) to the south of the car park with trees aimed at breaking up the rows of parking bays and ‘softening’ the general appearance of a car park. Surface water will be drained via a combination of Sustainable Urban Drainage Systems (SUDS) and will discharge into two, new infiltration basins within the southern part of the site.</p> <p>The lighting proposals seek to utilise LED lanterns which provide both safety and environmental advantages and aid in ensuring that the lighting is well controlled and does not contribute to sky glow or cause light pollution/obtrusive light.</p> <p>As part of the commitment to meet high environmental standards, materials used in the construction have been selected from sustainable sources, including:</p> <ul style="list-style-type: none"> <li>• 100% recycled aluminium in the lighting columns</li> <li>• Recycled material in the manufacture of the ‘grasscrete’ type surface</li> <li>• Recycled material in the manufacture of the kerb units</li> </ul> <p>The facility will also include electric vehicle charging points, which will help encourage increased uptake of ultra-low emission vehicles.</p>

	A Construction Environmental Management Plan has also been prepared, which places requirements on the contractor to positively manage the impacts on air quality; ecology; waste; landscape; site; noise; sustainability; traffic; water; and energy.
Economic impacts (summary):	<p>The impacts outlined below will be achieved through this project:</p> <ul style="list-style-type: none"> <li>• Improved access to retail, leisure and employment opportunities in Exeter and the developments east of Exeter.</li> <li>• Relieved pressure on the A30 corridor, improving journey time reliability at peak times</li> <li>• Supports strategic housing and jobs growth on the eastern edge of the city</li> </ul>
Other impacts (partner agencies, services, DCC policies, possible 'unintended consequences'):	None identified.
How will impacts and actions be monitored?	Assessment of housing / jobs delivered; monitoring of cycle locker take-up / electric bike hire usage / bus patronage levels of 4 and 56 bus services / car park occupancy / volumes of traffic on A30 Honiton Road approach to Exeter / monitoring of complaints relating to user experience of the facility.

# 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:	The Park and Change will primarily affect people working, visiting and shopping in Exeter and the East Devon area. Primarily, its catchment will be people living in the East Devon District. Locally, residents of Blackhorse may be affected by a minimal increase in traffic accessing the site on the old A30; however, most are expected to access the site from the A30.
Diversity profile and needs assessment of affected people:	<p>Based on ONS 2018 mid-year estimates, there are approximately 144,200 people living in East Devon District Council, with 49% male and 51% female. It has a high percentage of people over the age of 65 years old (30%) compared to Exeter where only 16% are over 65 years old. 15% of people are under the age of 15 years old, which is the same for Exeter.</p> <p>In terms of culture and ethnicity, East Devon District Council, 98% of the population is classified within the White category and 2% are from non-White ethnic groups.</p> <p>In terms of disability, based on 2011 Census data, 21% of East Devon residents are classified as having long term health problems or a disability (recorded as being limited 'a little' or 'a lot' in their ability to carry out day-to-day activities). This compares with 17% for Exeter residents. Compared with all 10 district councils in Devon (including Plymouth and Torbay), East Devon ranked 8<sup>th</sup> highest in terms of proportion of residents living with long term health problems or a disability (the average for all districts is 20%).</p>
Other stakeholders (agencies etc.):	<p>Key stakeholders involved in the project include:</p> <ul style="list-style-type: none"><li>• Exeter Science Park</li><li>• Highways England</li><li>• Eagle One (landowner and developer)</li></ul>

Consultation process and results:	The Park and Change was formally consulted upon at outline stage as part of the Tithebarn Green development and again as part of the Reserved Matters planning submission, which was approved in October 2018 with support from key stakeholders.
Research and information used:	Census and ONS data have been used to assess the above.

## 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>
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<p>All residents (include generic equality provisions):</p>	<p>The proposal responds positively to the need to reduce the number of private car journeys travelling into Exeter and impacting on the worst parts of the network in terms of congestion and poor air quality. It particularly targets people travelling from rural parts of the County, offering improved alternative access choices including cycle, bus or car share.</p>	<p>The scheme increases travel choices for a wide range of people, therefore enabling improved access to leisure, retail, employment and education opportunities for all.</p>
<p>Age:</p>	<p>Lighting, CCTV and extensive planting will improve the security / surveillance for people using the site and the high-quality environment is expected to increase its feeling of safety.</p>	<p>In addition to secure cycle lockers, an electric bike dock will be provided at the stop, which evidence suggests is an increasingly attractive option for encouraging greater participation in active travel for older age group people.</p> <p>The cycle lockers and facilities are located separately from the parking area and in proximity to the shared use path, which links into the high quality cycle network, maximising attractiveness to park and cycle or even to enable children dropped off to access school / college by bicycle.</p>
<p>Disability (incl. sensory, mobility, mental health, learning disability, ill health) and carers of disabled people:</p>	<p>5% of parking bays will be for disabled people with sufficient width to enable easy access to or from the vehicle.</p> <p>The layout of the car park is such that it follows a one-way system to minimise risk of confusion when circulating the car park and minimising risk of collisions or conflicts between pedestrians or people in wheelchairs and drivers.</p>	<p>There were several iterations of the car park design, including providing additional, ramped access points to the east of the site and revising the design of the western boundary shared-use path, adjusting the path into 'zig-zags' to create a more favourable gradient on the approach to the old A30, benefitting people in wheelchairs or cyclists.</p>



	Several points of access to the north, south, east and west have been created to maximise accessibility to external footways/cycleways for onward travel options.	
Culture and ethnicity: nationality/national origin, skin colour, religion and belief:	The proposals are not anticipated to impact significantly on this protected characteristic group; however, lighting and CCTV will improve the security / surveillance of people using the site and the extensive planting will help create a high quality environment, which is expected to increase its feeling of safety. This is expected to eliminate any risk of hate-related incidents.	
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed).	Lighting and CCTV will improve the security / surveillance of people using the site and the extensive planting will help create a high quality environment, which is expected to increase its feeling of safety. This is expected to reduce fear of crime.	
Sexual orientation and marriage/civil partnership:	The proposals are not anticipated to impact significantly on this protected characteristic group; however, lighting and CCTV will improve the security / surveillance of people using the site and the extensive planting will help create a high-quality environment, which is expected to increase its feeling of safety. This is expected to eliminate any risk of hate-related incidents.	

<p>Other socio-economic factors such as families, carers, single people/couples, low income, vulnerability, education, reading/writing skills, 'digital exclusion' and rural isolation.</p>	<p>The Park and Change is primarily targeted at car drivers and therefore potentially excludes people without access to a car; however, by including options to use the bus or bicycle, it increases the opportunity to travel by non-car modes, for instance making use of the cycle hire scheme / lockers to connect with bus services accessing the airport. This therefore broadens the use of the facility to a wider audience, including people in low income families or young people in education / apprenticeships who may not have access to a car.</p>	
<p>Human rights considerations:</p>	<p>Not relevant</p>	

### Supporting independence, wellbeing and resilience?

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

<p>In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?</p>	<p>The facility enables less confident drivers who may be uncomfortable with city driving to park on the edge of Exeter and make their ongoing travel by bus – this may prolong peoples' independence. The electric bike hire scheme at the site will encourage less confident or less active people to take up cycling as it removes a lot of the physical effort involved, which can be a barrier to participating. Such a scheme will help develop peoples' stamina and confidence, encouraging more independent and physically active lifestyles.</p>
<p>In what way can you help people to be safe, protected from harm, and with good health and wellbeing?</p>	<p>The design of the Park and Change has included lighting and use of CCTV to minimise fear of crime and it provides cycle storage and electric bike hire facility, which will promote more active travel to increase both physical and mental health and wellbeing.</p>

In what way can you help people to be connected, and involved in community activities?	The proposal will increase public transport patronage on existing bus services, thereby supporting the ongoing viability of such services to ensure communities remain connected to key services and facilities outside their locality. In particular, this is likely to benefit residents living in the new, major housing developments in East Devon, as well as existing villages of Blackhorse and Clyst Honiton.
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## 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

	<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, 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

## Section 4c - Economic impacts

	<p><b>Describe any actual or potential negative consequences.</b></p> <p><b>(Consider how to mitigate against these).</b></p>	<p><b>Describe any actual or potential neutral or positive outcomes.</b></p> <p><b>(Consider how to improve as far as possible).</b></p>
Impact on knowledge and skills:		Improved access to Exeter College Technology Centre and other schools in eastern Exeter (i.e. through parent drop off at the Park and Change and onward travel by cycle or bus).
Impact on employment levels:		Improved travel choices should increase the recruitment pool, particularly to Exeter and East Devon Enterprise Zone employment sites. Lack of travel choices was cited as an issue for recruitment at the new Lidl depot.
Impact on local business:		Local businesses at Exeter Business Park and Exeter Science Park should benefit from reduced congestion and the County Council will continue to engage with key businesses to maximise opportunities for boosting more employee sustainable travel as a result of this scheme through its behaviour change programmes.

## Section 4d -Combined Impacts

<p>Linkages or conflicts between social, environmental and economic impacts:</p>	<p>The facility creates strong linkages between the environmental, economic and social wellbeing of people making use of the Park and Change. The design of the site sensitively integrates the parking with the local landscape, with use of planting and habitat creation to deliver an attractive parking environment for all, promoting inclusive use. It will also increase travel choices for people, enabling a wider range of people to access employment opportunities in Exeter and the Exeter and East Devon Enterprise Zone area. By capturing car-borne journeys on the edge of the city, it will help in removing traffic from the most congested, polluted corridors in Exeter.</p>
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### Section 5 - 'Social Value' of planned commissioned/procured services:

<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 contract procurement documentation was based on NEC Option 3, Option B, with the tender award criteria based 100% on price. Throughout the design process, local suppliers have been used to undertake design and carry out surveys (e.g. geotechnical, topographical), thereby supporting local SME business engagement with this project. The planning permission includes several conditions relating to design, materials, environmental mitigation and management of impacts during construction to ensure the scheme delivers environmental, economic and social outcomes.</p>
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