

Impact Assessment



Assessment of: Dinan Way Extension

Service: Climate Change, Environment and Transport

Head of Service: Jamie Hulland

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Assessment carried out by (job title): Chelsea Randall (Assistant Transport Planning Officer)

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

The scheme is currently progressing through detailed design and it is proposed to construct a 6.5m wide carriageway approximately 830m long from the junction of Dinan Way / Hulham Road to the A376 Exmouth Road. A roundabout will form the junction at each end of the road.

A new shared use pedestrian and cycle path along the southern side of the Dinan Way Extension will provide a facility for pedestrians and cyclists from the north east of Exmouth to access the A376, bus stops at the confluence of future routes and footpaths around the Wotton Valley area.

The Dinan Way Extension will provide the opportunity to close Summer Lane to through traffic. This will provide an alternative sustainable route for pedestrians and cyclists. Summer Lane would continue to provide access to adjacent properties including A La Ronde.

In addition, a walking and cycling route is being developed to connect northern Exmouth to the Exe Estuary Trail, the rail station and town centre.

2. Reason for change / review

Car use within Exmouth and along the A376 is high due to commuting trends and the need to access some facilities in the Exeter area. Dinan Way is the main distributor road around the northern and eastern edge of the town and new developments tend to emerge around this route. However, Dinan Way has only been partially completed and does not connect to the A376 as was envisaged through previous plans.

Due to the incomplete Dinan Way, the route to the A376 for a large proportion of the population is along inappropriate residential streets and single track county lanes such as Summer lane, Wotton Lane, Featherbed Lane and Rivermead Avenue. The access to and from the commercial area surrounding Liverton Industrial Estate is constrained by inappropriate route options. There are a number of routes which HGVs could use, the majority of which are unsuitable; however the predominant HGV route from the A376 to Salterton Road is via Gipsy Lane / Marlpool Hill / Claremont Grove on a route past the Exmouth Community College – one of the largest secondary schools in Europe.

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

Aims/Objectives

The Dinan Way extension is intended to:

- Remove traffic from Exmouth town centre
- Reduce congestion in residential areas and one-way tracks such as Summer Lane
- Improve sustainable travel options, including linking to the Exe Estuary Trail.

The principal objective of the improvement is to support Devon's Carbon Plan and Strategic Plan in relation to:

- Responding to the climate crisis
- Support sustainable economic recovery
- Help communities to be safe, connected and resilient
- Improving health and wellbeing

Limitations

A constraint on the delivery of the scheme is that it is reliant on land which is currently privately owned; a Compulsory Purchase Order has been issued and negotiations with the landowners are ongoing.

Options Going Forward

Alternative options were considered as part of previous public consultations but the route has been fixed since 2017 when planning permission was secured. The only alternative is to not deliver the scheme but this would result in the above traffic issues continuing and getting worse with additional development. It would also result in DCC having to give back the funding secured from Government to deliver the scheme.

4. People affected and their diversity profile

The people potentially affected by the proposals are principally people living or working in the Exeter area. Therefore, their diversity profile is presented below, with Devon and England overall used as comparators.

Age

Table 1 shows the percentage of the population broken down by age, in Exmouth compared to Devon and England.

Geography	Total	% Age 0-19	% Age 20-64	% Age 65+
Exmouth	35,515	19%	52%	29%
Devon	811,638	20%	54%	26%
England	56,490,045	23%	58%	18%

TABLE 1: AGE (CENSUS, 2021)

This shows that Exmouth is similar to Devon but does have a slightly higher proportion of the population is 65 years old or older. This older demographic must be considered in scheme design.

Ethnicity

Exmouth, as with Devon as a whole, is lower in ethnic diversity than the national average (Table 2).

Geography	Total	% White	% Mixed/multiple ethnic groups	% Asian/Asian British	% Black/African/Caribbean/Black British	% Other ethnic group
Exmouth	35,497	97.8%	0.9%	0.9%	0.2%	0.2%
Devon	811,642	96.4%	1.4%	1.5%	0.3%	0.5%
England	56,490,048	81%	3%	9.6%	4.2%	2.2%

TABLE 2: ETHNICITY (CENSUS, 2021)

Exmouth is lower in ethnic diversity than Devon as whole.

Health and disability

Table 3 shows that Devon and Exmouth have similar percentages to the England averages for the health of residents.

Geography	% Activities limited a little by disability	% Activities limited a lot by disability	% Not disabled under the Equality Act	% Very good and good health	% Fair health	% Very bad and bad health
Exmouth	12.7%	8.6%	78.6%	79.6%	14.7%	5.7%
Devon	11.1%	6.9%	82%	83.4%	12%	4.6%
England	10.2%	7.5%	82.3%	81.7%	13%	5.3%

TABLE 3: DISABILITY AND GENERAL HEALTH (CENSUS, 2021)

However, there is a slightly higher proportion of residents who are Disabled, in particular people who consider their activities to be limited a little by disability, in Exmouth compared to England as a whole.

Gender

As in England overall, there were slightly more females than males in the Exmouth at the 2021 Census, with females making up 52% of the population.

Socio-economic status

Levels of deprivation are roughly the same in Exmouth and Devon as across the whole of England, as shown below in Table 4.

Geography	% Household is not deprived in any dimension	% Household is deprived in one or two dimensions	% Household is deprived in three or four dimensions
Exmouth	47.5%	49.5%	3.0%
Devon	49.6%	37.6%	2.8%
England	48.4%	47.7%	3.9%

TABLE 4: HOUSEHOLD DEPRIVATION (CENSUS 2021)

Whilst Devon as a whole has less deprivation than England as a whole, Exmouth has slightly more of the population deprived in one or two dimensions compared to the England average.

5. Stakeholders, their interest and potential impacts

There are many stakeholders involved in the scheme and all have been consulted throughout the process. These include:

- East Devon District Council
- Exmouth Town Council
- Lympstone Parish Council
- Landowners
- National Trust
- Historic England
- Stagecoach
- Members of the public.

6. Research used to inform this assessment

Demographic data for the geographies affected by the proposal has been sourced from the 2021 Census, using the Nomis website¹.

7. Description of consultation process and outcomes

A public consultation was held in June 2015 and despite this being several years ago, the scheme has been paused while funding was secured.

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

¹ <https://www.nomisweb.co.uk/>

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	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>
All residents (include generic equality provisions)	<p>The scheme will have an adverse impact on residents living along this scheme as it relies on the purchase of private land. A Compulsory Purchase Order has been issued and negotiations with landowners are ongoing.</p> <p>Construction works may generate noise and cause wider traffic disruption for a short period of time.</p>	<p>Residents within Exmouth will benefit from reduced traffic flows through the densely populated residential areas, which will improve safety and noise levels. Furthermore, there will be better connectivity and provide alternative route options and improve the highway for all modes of transport, which will reduce motor vehicle journey times.</p> <p>The negotiations with landowners will include appropriate mitigation.</p> <p>Improvements of walking and cycling facilities will promote sustainable travel and healthy living.</p> <p>The scheme area is where new developments tend to emerge and so the scheme would improve access for future residents of the area.</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>	<p>It is not anticipated that there will be any negative impact or consequences on any specific groups.</p>	<p>Improvements to the road network will improve vehicle trips for anyone, of any age, who uses private cars, motorcycles and buses. This is especially important in an area like Exmouth, with an older population, where active travel may not be an option for many residents.</p> <p>Younger people (aged 20 and under) make a large proportion (36%) of trips by active travel, so younger people will likely particularly benefit from the cycling and walking elements of the scheme.</p> <p>Younger people will also benefit as the environment outside Exmouth Community College is improved, by reducing the traffic passing it – including HGVs.</p>

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Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people		<p>Improvements to the road network will improve vehicle trips for anyone, of any age, who uses private cars, motorcycles and buses.</p> <p>The scheme will improve the highway network for all modes of transport, and all users.</p>
Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief		<p>Improvements to the road network will improve vehicle trips for anyone, of any age, who uses private cars, motorcycles and buses.</p> <p>The scheme will improve the highway network for all modes of transport, and all users.</p> <p>Black and Asian people, people from mixed/multiple ethnic groups and people of other ethnicities make a greater proportion of trips by active travel than White people, so people of these ethnicities may particularly benefit from the active travel parts of the scheme, enabling them to better meet their needs and participate more fully in society, advancing equality.</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>
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)		<p>Improvements to the road network will improve vehicle trips for all people, of any age, who uses private cars, motorcycles and buses.</p> <p>The scheme will improve the highway network for all modes of transport, and all users.</p>
Sexual orientation and marriage/civil partnership		No impact on this protected characteristic is expected therefore not applicable

<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>		<p>Exmouth is more deprived than Devon as a whole, with 52.5% of the population deprived in some dimension (Nomis, 2021). The schemes will improve the highway network for all modes of transport, which will improve access to education and employment across all modes of transport to improve their life chance and opportunities.</p>

9. Human rights considerations:

It is not considered that there are any relevant human rights considerations.

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?

The upgrades will provide better access to Exmouth, both by better vehicular access and by new facilities for walking, wheeling and cycling. The cycling and walking facilities will also provide better links to Exeter via the Exe Estuary Trail. These facilities will provide better opportunities for people and communities to travel and access essential goods and services.

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

The active travel parts of the scheme will encourage a modal shift away from motor vehicles to walking, wheeling and cycling which will improve the health and wellbeing of the population. This will also be encouraged by the removal of congestion in residential areas, which will also improve air quality which can have a significant benefit on the health of residents.

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

The upgrades will provide better access to Exmouth, both by better vehicular access and by new facilities for walking and cycling. The cycling and walking facilities will also provide better links to Exeter via the Exe Estuary Trail. These facilities will provide better opportunities for people and communities to travel and access community activities.

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:		
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):		

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	<p>The environment of Exmouth Community College will be improved by reducing the traffic passing in, including HGVs.</p> <p>The improved highway network will also provide people with better access to education and training by all modes of transport.</p>
Impact on employment levels:	N/A	<p>Scheme construction will require additional workforce.</p> <p>Access to new and existing employment areas will be improved, including Liverton Industrial Estate.</p>
Impact on local business:	N/A	<p>The scheme will improve access to and from Liverton Industrial Estate, which is currently constrained by inappropriate route choice.</p>

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

The proposals should enable people to participate more fully in society, by improving the highway network for all modes of transport therefore removing transport-related barriers to opportunities. Consequently, the social wellbeing of the area should be improved, and the encouraged modal shift from car to walking and cycling should improve its health and wellbeing for residents.

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?

Economic, social and environmental wellbeing will be improved through better access to employment, education and recreational destinations.

The reduction of traffic and congestion in Exmouth town centre, residential roads and single lane tracks (such as Summer Lane) will improve the social and environmental well-being of residents and visitors to Exmouth.

15. How will impacts and actions be monitored?

The scheme is being funded by the Levelling Up Fund. As part of this, monitoring of the scheme post completion is required. This will include:

- Monitoring of traffic flows on residential roads and country lanes in close proximity to the scheme
- Monitoring of bus journey times between Exmouth and Exeter

These will be carried out one year and five years post completion and compared to pre-scheme data to assess the impact.