

Impact Assessment



Assessment of: **Blundell's Road Traffic Calming Phase 2a**

Service: **Climate Change, Environment and Transport**

Head of Service: **Jamie Hullah**

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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

Tiverton is planned to accommodate 2,000 dwellings to the east of the town, with the most direct access for walking and cycling between the development and the town being along Blundell's Road. Phase 1 of the traffic calming outside Blundell's School was approved in February 2016 (report PTE/16/10) and subsequently constructed. As development is built out along Blundell's Road and the junction off the A361 is now open, additional phases of traffic calming and footway widening are required. The scheme will see the road narrowed to reduce vehicle speeds and provide sufficient width for a 3m shared pedestrian / cycle route on the northern side. This will connect to the existing route along the western end of Blundell's Road and towards Tiverton Town Centre. It will include narrowing of existing side roads and raised table junctions to slow down vehicles and help support the reduced speed limit. These proposals will improve the walking and cycling infrastructure for existing and new residents, offering them an alternative method of travel and encourage modal shift to more sustainable modes for shorter trips.

2. Reason for change / review

The traffic calming scheme aims to reduce vehicle speeds and improve the overall safety for pedestrians, cyclists and residents within the area. In turn this will improve the attractiveness of walking and cycling in the area, encouraging a mode shift to active travel for shorter journeys. In particular, this will encourage active travel between the planned new development and Tiverton town centre.

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

Aims/Objectives

- The scheme aims to reduce vehicle speeds and improve the overall safety for pedestrians, cyclists and residents within the area. In turn this will increase the number of people walking and cycling within the area.

Limitations

The scheme will only cover the area between Gornhay Orchard and the new A361 junction. Further traffic calming and enhancements to walking and cycling infrastructure further east will be delivered as additional developer contributions are received.

Options going forward

- The alternative to this scheme would be to do nothing, which would allow the continuation of higher speed vehicles, and poor provision for making reasonably short distance journeys on foot or by cycle and continued reliance on car as their preferred mode of travel. This would potentially increase congestion and heighten risk of injury to vulnerable road users along Blundell's Road.

4. People affected and their diversity profile

The people potentially affected by the proposals are principally people living or working in the Tiverton area. Therefore, their diversity profile is presented below, with Devon and England overall used as comparators. These figures also include the rural area around Tiverton, due to the way in which census data is reported.

Age

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

Geography	Total	% Age 0-19	% Age 20-64	% Age 65+
Tiverton	22,292	23%	54%	23%
Devon	811,638	20%	54%	26%
England	56,490,045	23%	58%	18%

TABLE 1: AGE (CENSUS, 2021)

This shows that Tiverton is similar to Devon but does have a slightly lower proportion of the population that is 65 years old or older, although still more than the England average. Blundell's Primary and Secondary schools are located off Blundell's Road so providing these improvements will make the area safer for school pupils travelling to school and crossing the road.

Ethnicity

Tiverton, 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
Tiverton	22,294	98%	1%	1%	0%	0%
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)

Health and disability

Table 3 shows that Devon and Tiverton have relatively similar percentages to the England averages for the health of residents, although the general health of Tiverton residents is slightly worse than Devon and England.

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
Tiverton	12%	8%	80%	80%	14%	6%
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 with a disability in Tiverton compared to England as a whole, in particular people who consider their activities to be limited a little by disability. The wider footways will provide benefits to people using mobility aids.

Gender

As in England overall, there were slightly more females than males in Tiverton at the 2021 Census, with females making up 51% of the population.

Socio-economic status

Levels of deprivation in Tiverton are higher than in Devon and England as a whole, as shown below in Table 4.. The improved walking and cycling facilities will improve transport facilities for people without access to a car.

Geography	% Household is not deprived in any dimension	% Household is deprived in one or two dimensions	% Household is deprived in three or four dimensions
Tiverton	45%	51%	4%
Devon	49.6%	37.6%	2.8%
England	48.4%	47.7%	3.9%

TABLE 4: HOUSEHOLD DEPRIVATION (CENSUS 2021)

The proposals have no adverse impact on a specific audience, regardless of age, race, gender, sexual orientation, and religion/belief.

5. Stakeholders, their interest and potential impacts

Stakeholders include:

- Mid Devon District Council
- Local residents
- Blundell's Schools
- Tiverton EUE developers

6. Research used to inform this assessment

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

7. Description of consultation process and outcomes

Public Consultation on the traffic calming scheme took place in early 2015 which included 2 in person events. This mainly focussed on Phase 1

¹ [Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://www.nomisweb.co.uk/)

which has already been implemented but did include some designs for Phase 2a. A total of 285 responses were received to this consultation with 55% in support of the proposals.

More recent liaison with the Local Member and Mid Devon District Council has taken place on the updated plans for Phase 2a.

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>	<p>Construction works to deliver the scheme may generate noise and disruption, negatively impacting local residents.</p> <p>People who drive along Blundell's Road may be negatively impacted as the scheme may slightly increase journey times, but this is countered by safer speeds and improvements to walking and cycling environment.</p>	<p>All local residents will benefit from the improved active travel facilities and improved safety achieved by slower speeds including linking to employment, education and services. This should enable them to better meet their needs and participate more fully in society, advancing equality and improving their health and wellbeing.</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>
Age	Older people make a lower proportion of trips by walking and cycling than those below the age of 60, meaning older people may receive a smaller share of the proposals benefits than their proportion of the overall population. Although the reductions in speed may cause increased journey times for drivers, it should create a safer driving environment.	<p>Younger people (aged 20 and under) make a large proportion of trips by active travel, so younger people will likely particularly benefit from the proposals. This includes pupils accessing Blundell's School.</p> <p>Older and younger drivers are disproportionately involved in a higher number of collisions across the County and may benefit from a traffic calmed environment, with lower risk of being killed or seriously injured.</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	People with disabilities make a lower proportion of trips by cycle than non-disabled people, meaning disabled people may receive a smaller share of the proposals benefits than their proportion of the overall population although lower speeds may assist with crossing Blundell's Road. There might be a slight increase in motor vehicle journey times.	<p>The infrastructure will be suitable for walking, wheeling and cycling, including inclusive cycles, and therefore people with disabilities will also be able to benefit from the wider footways. Furthermore, aspects of the scheme – such as the raised table crossing provision – will particularly benefit people who use mobility aids, as well as people who are blind or deaf.</p> <p>A traffic-calmed, slower speed environment should have a positive impact on improved road safety, which will benefit disabled drivers who are at a higher risk of injury from collisions.</p>
Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief	It is not considered that there is the potential for any adverse impacts on the basis of culture and ethnicity.	Black and Asian people, people from mixed/multiple ethnic groups and people of other ethnicities make a greater proportion of trips by walking and cycling than white people and therefore may particularly benefit from this proposal.

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)	Women make a smaller proportion of trips by cycle than men, meaning women may receive a smaller share of the benefits of the scheme than their proportion of the overall population.	The scheme will improve the safety of cycling in the area which may help eliminate some of the barriers to cycling women currently experience, and thus enable them to cycle more frequently, redressing the current gender imbalance in cycling levels. Consequently, this should enable women to better meet their needs and participate more fully in society, advancing equality.
Sexual orientation and marriage/civil partnership	It is not considered that there is the potential for any adverse impacts on the basis of sexual orientation and marriage/civil partnership.	This scheme will create a safe and attractive environment to enable access for all and attract a more diverse range of people participating in active travel.

<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>It is not considered that there is the potential for any adverse impacts on the basis of other socio-economic factors.</p>	<p>People in lower income groups in general make a greater proportion of trips by walking and cycling than those in higher income groups, so people in lower groups may particularly benefit from the scheme. This should enable them to better meet their needs and participate more fully in society, advancing equality.</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?

This proposal supports a low cost means of sustainable transport that is easily accessible, which will likely improve the ease with which people can access employment opportunities, education, retail and leisure destinations enabling them to become more empowered. In particular, this will benefit people who live in the planned new development on the edge of Tiverton by providing a safe active travel link into Tiverton town centre.

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

This proposal will improve the safety of people cycling and walking in the area, improving public health and wellbeing by becoming more active.

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

The proposed scheme will likely improve the ease with which people can visit friends, family and access community activities, enabling them to become more connected with others. In particular, this benefit will affect the planned new development on the edge of Tiverton by providing an active travel link into Tiverton town centre.

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	
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:	The construction of the walking and cycling improvements may generate greenhouse gas emissions in the short term. However, this will be reduced as far as is practicable.	The improvements will likely encourage modal shift from car to cycling and walking, reducing greenhouse gas emissions from transport. Furthermore, traffic calming of any motor vehicles using Blundell's Road will reduce the congestion and greenhouse gas emissions from the vehicles themselves.
Minimise pollution (including air, land, water, light and noise):	The construction of the walking and cycling improvements may generate pollution in the short term. However, this will be reduced as far as is practicable during the appointment of contractors.	The improvements will likely encourage modal shift away from car to cycling (and walking), reducing pollution associated with transport such as emissions and noise. Furthermore, traffic calming of any motor vehicles using Blundell's Road will reduce the congestion and subsequent emissions and noise from the vehicles themselves.

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	This proposal should improve access to educational establishments and sites where training is provided, particularly Blundell's School, enabling residents to improve their knowledge and skills. In particular, this benefit will affect the planned new development on the edge of Tiverton by providing an active travel link into Tiverton town centre.
Impact on employment levels:	N/A	This proposal should improve opportunities for low cost travel to access to employment sites, increasing employment levels and enabling residents to access better-paying jobs. In particular, this benefit will affect the planned new development on the edge of Tiverton by providing an active travel link into Tiverton town centre.
Impact on local business:	N/A	This proposal should improve customers' access to local businesses, increasing revenues for said businesses. In particular, this benefit will affect the planned new development on the edge of Tiverton by providing an active travel link into Tiverton town centre.

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

The proposal will deliver social, environmental and economic benefits, by enabling people to more easily access education, employment and services using sustainable modes of transport. Therefore, they would be expected to reduce transport-related greenhouse gas emissions, improve employment levels and increase revenues for local businesses. The improved social impacts of improving the safety of active travel will have subsequent environmental benefits as it will encourage modal shift to active travel modes of transport.

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?

The proposals should enable people to participate more fully in society, by removing transport-related barriers. Consequently, the social wellbeing of the area should be improved, and the modal shift from car to cycling and walking should improve the environmental wellbeing of the area.

15. How will impacts and actions be monitored?

Impacts of the scheme will be monitored through discussion and consultation with the local member. Traffic flows along Blundell's Road will also be monitored.