

Impact Assessment

Assessment of: A382 MRN Improvement Scheme

Service: Climate Change, Environment and Transport

Head of Service: Meg Booth

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Assessment carried out by (job title): James Meredith (Assistant Project Manager and Senior Transport Planner)

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

The scheme identified to improve the A382 between Drumbridges and Newton Abbot comprises of a combination of road widening, junction improvements and new provision for non-motorised users to support the large amount of housing and employment on the A382 corridor allocated in the Teignbridge Local Plan and proposed in the Teignbridge Local Plan Update.

2. Proposal, aims and objectives, and reason for change or review

The rationale for the scheme is outlined in the Outline Business Case, which can be found online at www.devon.gov.uk/roadsandtransport/traffic-information/transport-planning/a382-corridor/

Following receiving Programme Entry by the Department for Transport (DfT) in May 2021, Cabinet approved for the scheme to progress to the Full Business Case (FBC) stage. Subsequently, minor changes have been made in undertaking the detailed design and further knowledge has been gained in the delivery of biodiversity net-gain.

The scheme is now at the point where a FBC can be submitted to the DfT to enable the scheme to be delivered.

3. Risk assessment, limitations and options explored (summary)

The scheme will benefit all users of the road providing benefits to motorised and non-motorised users. The impact on the environment is being minimised with reductions in the carbon emissions compared to the OBC and benefits to biodiversity through net-gain.

A full Monitoring and Evaluation plan will be submitted as part of the FBC which outlines how the impacts of the scheme will be monitored.

At this stage, the options going forward are to submit the FBC or not to submit. To not submit would result in the loss of all DCC funding which has thus far been spent to produce the FBC and advanced works. There is limited scope for any changes to the scheme due to the stage of development and constraints by planning applications and land acquisition.

4. People affected, diversity profile and analysis of needs

The scheme will have a positive impact on both motorised and non-motorised users with the provision of a new shared pedestrian/cycle path and at grade crossing suitable for all. This will enable sustainable travel in the future to/from new employment and residential development on the A382 corridor. The upgrading of the highway will increase the capacity of the road and improve safety for those who use it.

In economic terms, the scheme will facilitate travel and development which will have a beneficial impact on the local economy by enabling employment and housing development to proceed.

5. Stakeholders, their interest and potential impacts

Stakeholders include statutory bodies, DCC, Teignbridge District Council, local parish councils and local businesses and schools. Stakeholders have been engaged throughout the process via planning applications and consultations. Stakeholders have also been engaged with on an individual basis where they are directly impacted by the scheme, this has been carried out during the detailed design process and continues in preparation for the construction of the scheme.

6. Additional relevant research used to inform this assessment

None

7. Description of consultation process and outcomes

The Drumbridges to Forches Cross stretch is part of the scheme, which was included in the Teignbridge Local Plan. The scheme itself was also subject to a full public consultation. Further consultation was carried out as part of the planning application, prior to it being granted planning permission in June 2017.

The revised Jetty Marsh II section was granted planning permission in September 2019.

Proposed improvements to Exeter Road were consulted on in November 2018 and presented to Devon County Council's Cabinet in February 2019.

Background information

8. Equality analysis

Under the Equality Act 2010, the local authority must consider how people will be affected by a 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 across protected characteristics of age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership (for work), sex, sexual orientation, race, and religion and belief. 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.

- a) Is this group negatively or potentially negatively impacted, and in what way?
- b) What could be done or has been done to remove the potential for direct or indirect discrimination, harassment or disadvantage and inequalities?
- c) In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?
- d) What can be done to advance equality further? This could include meeting specific needs, ensuring equality of opportunity and access, encouraging participation, empowering people, making adjustments for disabled people and action to reduce disparities and inequalities.
- e) Is there a need to foster good relations between groups (tackled prejudice and promote understanding) and help people to be safe and protected from harm? What can be done?

All residents by geographic area

Some traffic disruption will be experienced by all during the construction of the scheme, in particular due to an increase in construction vehicles, traffic management, including the need for road closures, and diversion routes.

The scheme will benefit all road users, including bus users, through improved journey time reliability and highway safety. Non-motorised users will also benefit through the new facilities delivered by the scheme.

Age

Improvements to the road will improve vehicle trips for anyone who uses private cars, motorcycles and buses. Walking and cycling improvements will also benefit those of any age.

Disability (includes sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people

The largest benefit will be to car users. The shared use path will be 3 metres wide which will provide a suitable width for disabled users and the use of an at grade crossing is considered suitable for all mobilities.

Race and culture: nationality/national origin, ethnic origin, skin colour, religion and belief, asylum seeker and refugee status, language needs

None identified.

Sex and gender identity and reassignment (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)

None identified.

Sexual orientation, and marriage/civil partnership if work related

None identified.

Other relevant socio-economic factors and intersectionality

This includes, where relevant: income, housing, education and skills, language and literacy skills, family background (size/single people/lone parents), sub-cultures, rural isolation, access to services and transport, access to ICT/Broadband, children in care and care experienced people, social connectivity and refugee status/no recourse to public funds. Also consider intersectionality with other characteristics.

The scheme benefits all income deprivation quintiles with benefits proportional to the population in each quintile. Access to transport services will be improved and people will have a greater choice in their mode of travel.

9. Human rights considerations:

We 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).

None identified.

10. 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 11, otherwise complete the environmental analysis information below):

Devon County Council's Environmental Review Process	
Planning Permission	X
Environmental Impact Assessment	X
Strategic Environmental Assessment	

- Description of any actual or potential negative consequences and consider how to mitigate against these.
- Description of any actual or potential neutral or positive outcomes and consider how to improve as far as possible.

Reduce, reuse, recycle and compost

Contractor will produce a Construction Management Plan. Where possible, the reuse and recycling of material through repurposing is being explored in line with the ambitious carbon negative target attached to the scheme.

Conserve and enhance wildlife

A plan to achieve net-gain in biodiversity has been put together with some advanced planting having already taken place.

Safeguard the distinctive characteristics, features and special qualities of Devon's landscape

DCC has identified that the scheme may impact a listed park and buildings. Work has been undertaken to minimise the impact on these and will continue to do so.

Conserve and enhance Devon's cultural and historic heritage

N/A

Minimise greenhouse gas emissions

Work has been undertaken to reduce Greenhouse Gas (GHG) emissions compared to the preliminary design through changes to the scheme design, materials used and construction methods. The ambitious LiveLabs project attached to the project will trial innovations to reduce carbon emissions in construction and maintenance.

Minimise pollution (including air, land, water, light and noise)

Contractor will produce a Construction Management Plan. Assessments for air quality, noise and light have been undertaken and mitigation measures identified.

Contribute to reducing water consumption

N/A

Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level)

LiveLabs projects to trial new innovations and methods to reduce carbon emissions during construction and maintenance which have potential for a legacy output and can be utilised on other schemes. Results from Live Labs trials will be shared nationally.

Other (please state below)

None

11. Economic analysis

- a) Description of any actual or potential negative consequences and consider how to mitigate against these.
- b) Description of any actual or potential neutral or positive outcomes and consider how to improve as far as possible.

Impact on knowledge and skills

None

Impact on employment levels

Scheme construction will require additional workforce and improve access to new and existing employment areas.

Impact on local business

Some traffic disruption will be experienced during construction. Work is being undertaken to minimise disruption through traffic management and phasing plans.

The use of local resources is being explored for the construction of the scheme. The scheme will improve access to new and existing employment areas.