

Impact Assessment

Assessment of: Heavitree and Whipton Active Streets Trial

Service: Climate Change, Environment and Transport

Head of Service: Meg Booth

Version / date of sign off by Head of Service: 9 June 2023

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

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

The project involves the implementation of a trial modal filter package on residential streets within Heavitree and Whipton, Exeter, to remove through traffic and encourage walking, wheeling and cycling in the area.

2. Reason for change / review

Two previous phases of public consultation (in [2020](#) and [2021](#)) highlighted community concerns regarding the impacts of traffic and lack of priority for people walking and cycling within Heavitree and Whipton. Modal filters implemented elsewhere (both within Exeter and in other parts of the country) have been shown to be a means of significantly reducing vehicular traffic volumes on residential streets and thus creating safer and more

attractive conditions for walking, wheeling and cycling. Therefore, it is considered that package of modal filters in the Heavitree and Whipton area may help address the aforementioned community concerns, at a significantly reduced cost compared to other types of intervention (e.g. dedicated cycle lanes).

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

Aims/Objectives

The aims of this project are to:

- Create a better environment for walking, wheeling and cycling;
- Create an environment more conducive to community interaction;
- Reduce the perceived negative effects of traffic on the area;
- Improve public health and wellbeing; and
- Contribute to the [Exeter Transport Strategy](#) target for 50% of journeys within Exeter to be made by foot or cycle by 2030.

Limitations

A limitation of the project is that the achievement of the above aims will be dependent on public behavioural responses to the trial, in particular the propensity of people to switch from the car to walking, cycling or public transport for certain journeys. Though many schemes elsewhere have resulted in significant reductions in traffic on residential streets, the magnitude of the change can vary significantly from location to location, for example due to varying levels of car ownership in the scheme area. In light of this, a comprehensive monitoring programme will be undertaken to quantify changes in walking, cycling and traffic levels, and measure the success of the trial.

Options going forward

One option would be to implement point closures in different locations. However, alternative options leaving certain routes open to through traffic were less well-received during the Phase 2 Consultation, and would also likely reduce the extent of changes in walking, cycling and traffic levels.

Alternatively, different types of infrastructure could be used to reduce traffic and/or support people walking and cycling, including:

- Installing 'No motor vehicles (Except for access)' signage at the boundaries of the scheme area
- Installing additional traffic calming measures, e.g. speed humps and/or chicanes
- Providing dedicated facilities for people cycling, e.g. on-road cycle lanes

However, the former two options are considered unlikely to reduce traffic volumes as significantly as the proposed package of modal filters, and thus would likely do less to enable people to walk, wheel or cycle. The latter option would also be unlikely to reduce traffic volumes as significantly, and would be significantly more expensive to construct on an area-wide basis, and would likely require the removal of significant on-street parking.

4. People affected, diversity profile and analysis of needs¹

The people likely to be most significantly impacted by the changes are those living in the Heavitree and Whipton area. For the purposes of this analysis, 2021 Census data for Output Areas (areas with approximately 300 residents) fully or partially within the scheme area have been compared with the Exeter, Devon and England averages. Colour-coded maps are used to represent demographic differences within the scheme area.

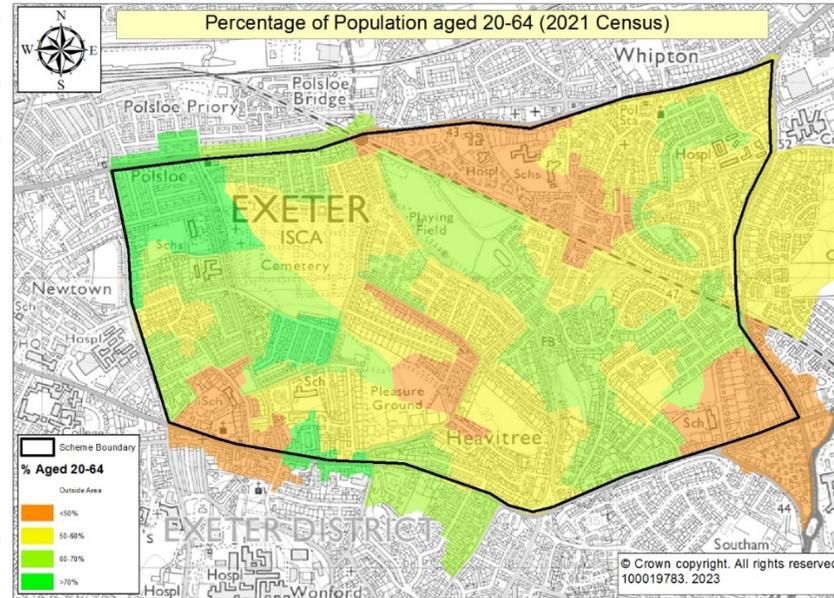
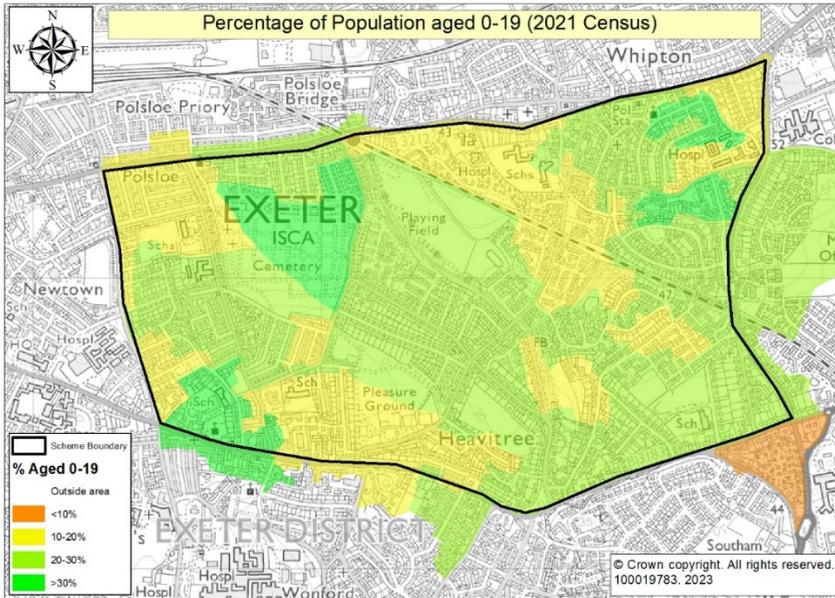
Age

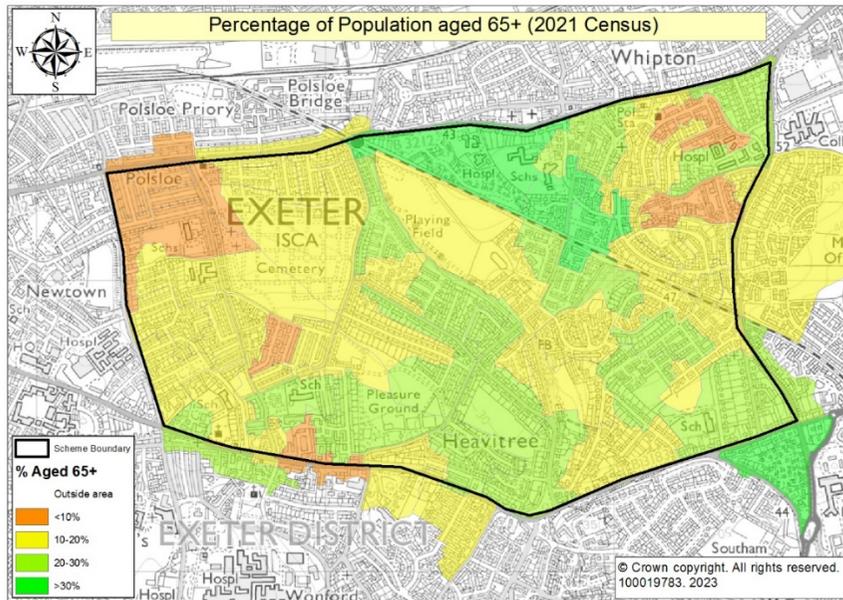
As shown below, the age profile of the scheme area was approximately in line with the Exeter and national averages and somewhat younger than the Devon average at the 2021 Census, with 22% in the child/teenage (0-19) age range, 60% in the 20-64 age range and 17% in the older (65+) age range.

	Scheme Area	Exeter	Devon	England
Total population	16,552	130,709	811,638	56,490,048
% 0-19	22%	23%	20%	23%
% 20-64	60%	60%	54%	58%
% 65+	17%	17%	26%	18%

¹ Please note that, due to rounding errors, some of the percentages in the tables below may not sum to 100%. Additionally, total population figures may vary slightly between datasets, as, according to Nomis, 'In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.'

Within the scheme area, there are particularly high proportions of older people in the Honeylands Drive (near Whipton Barton Schools), Sweetbrier Lane, Whipton Lane and Ringswell Avenue/Birchy Barton Hill areas. Proportions of children/teenagers are particularly high on Hamlin Lane (near Higher Cemetery) and Whipton Barton areas and the area immediately northeast of Livery Dole, the latter likely influenced by the University of Exeter's Rowancroft accommodation being located there.





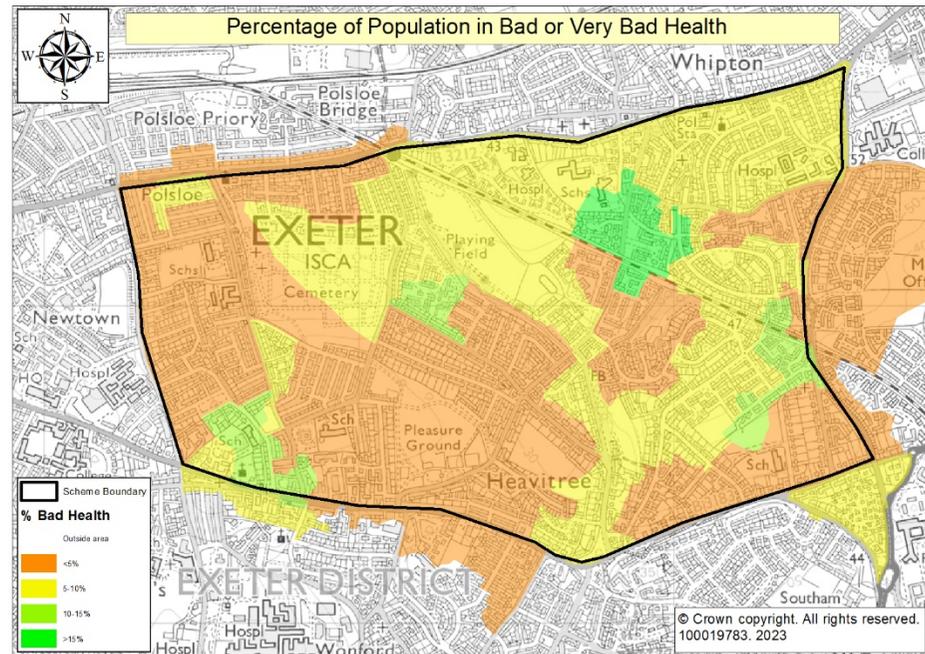
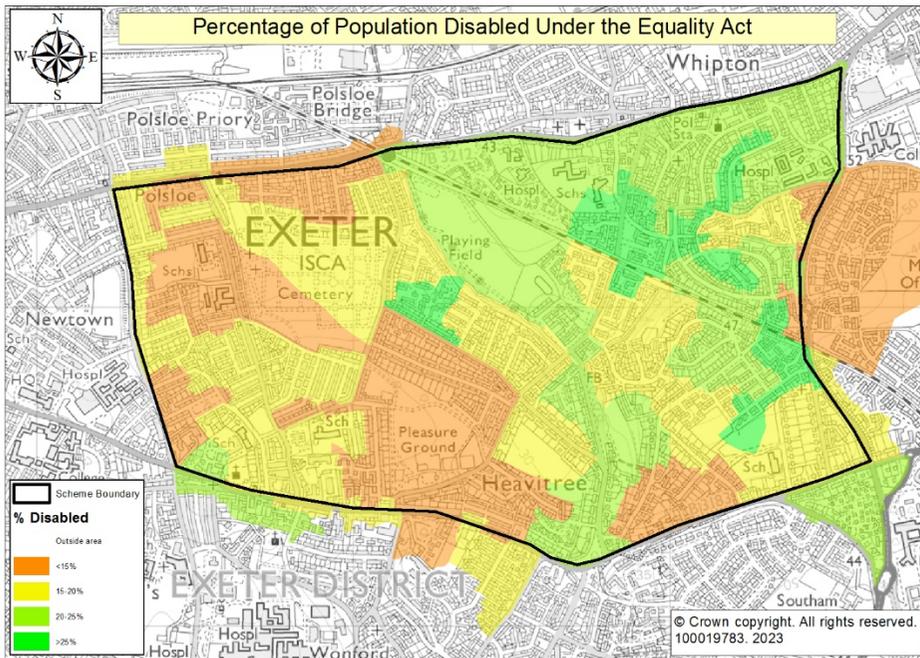
According to 2019 [National Travel Survey](#) data, younger people (aged 0-20) tend to be more reliant on walking and cycling than those aged 21-59 and older people (aged 60+), making 36% of trips by cycle or foot, compared with 26% and 23%, respectively. Conversely, older people tend to make a higher proportion by private vehicles (e.g. cars, vans and motorcycles) than those aged 21-59 and (to a greater extent) younger people.

Health and disability

As shown below, the proportion of people in the scheme area (18%) who are classed as disabled under the Equality Act was in line with the Exeter and England averages, and slightly lower than the Devon average. The proportion of people in the scheme area who identified as being in bad or very bad health was 5%, and the proportion in fair health was 12%, with the remaining 83% being in good or very good health. These latter figures were largely in line with the Exeter, Devon and England averages.

	Scheme Area	Exeter	Devon	England
Total population	16,534	130,709	811,640	56,490,048
% Disabled under the Equality Act	18%	18%	20%	17%
% Not disabled under the Equality Act	82%	82%	80%	83%
% (Very) bad health	5%	5%	5%	5%
% Fair health	12%	12%	13%	13%
% (Very) good health	83%	84%	81%	82%

The distribution of people who were disabled or in (very) bad health to some extent mirrored the distribution of older people within the scheme area, reflecting the increasing rates of disability and poor health in older age groups. Proportions of disabled people and people in bad health were in general higher in Whipton (the area northeast of the Avocet railway line) than Heavitree, and were particularly high in the Vaughan Road/Bonville Close and Hillyfield Road areas.



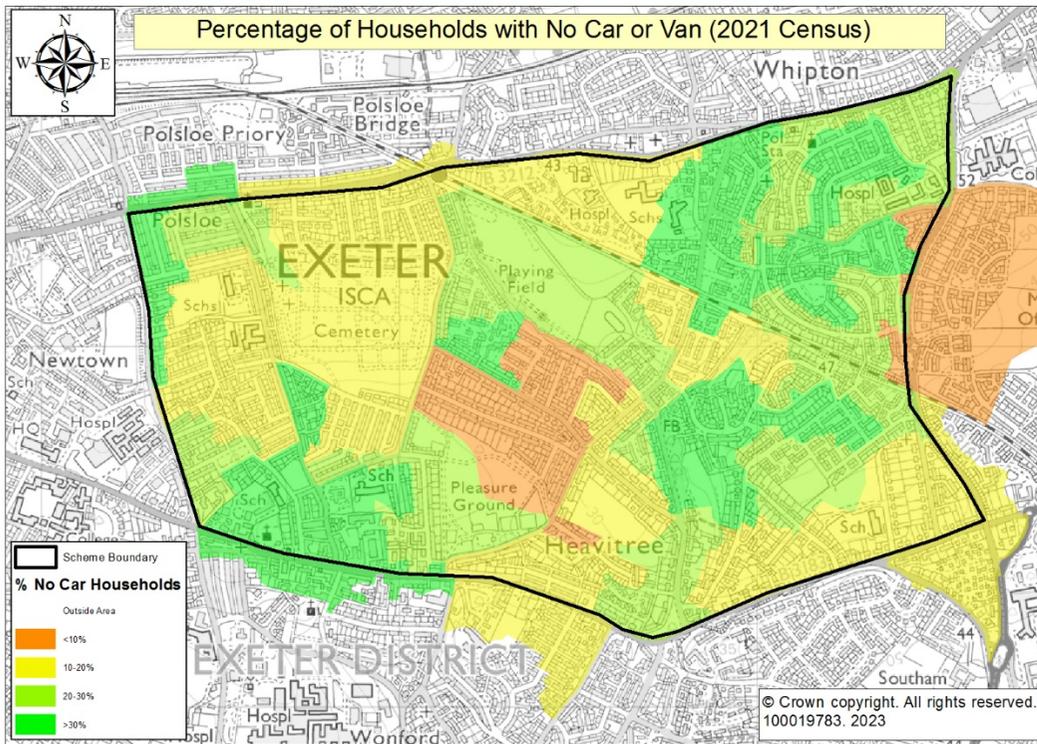
According to National Travel Survey data, on average, disabled people make considerably fewer trips by all modes (840 per annum) than non-disabled people (1,014 per annum). The proportion of trips by each mode is broadly similar for disabled and non-disabled people, except for cycle (non-disabled people make a greater proportion of trips) and local bus (disabled people make a greater proportion of trips).

Car/van availability

As shown below, at the 2021 Census, 1 in 4 (25%) households in the scheme area did not have a car or van, whilst a further 47% only had one car or van. Car ownership in the scheme area was therefore lower than both the Devon and national averages, particularly in the Whipton & Barton ward.

	Scheme Area	Exeter	Devon	England
Total households	6,827	52,554	352,620	23,436,085
% No car/van	25%	25%	16%	24%
% 1 car/van	47%	45%	42%	41%
% 2+ cars/vans	28%	30%	43%	35%

The proportion of households with no car or van was in general higher in Whipton, particularly in the Whipton Barton area, than in Heavitree. There were also significant concentrations of no-car households in the Carlyon Close, Thornpark Rise, Homefield Road/North Street and St John's Road/Park Road (near Henry's Bar) areas, with more than 50% of households having no car or van in some Output Areas.

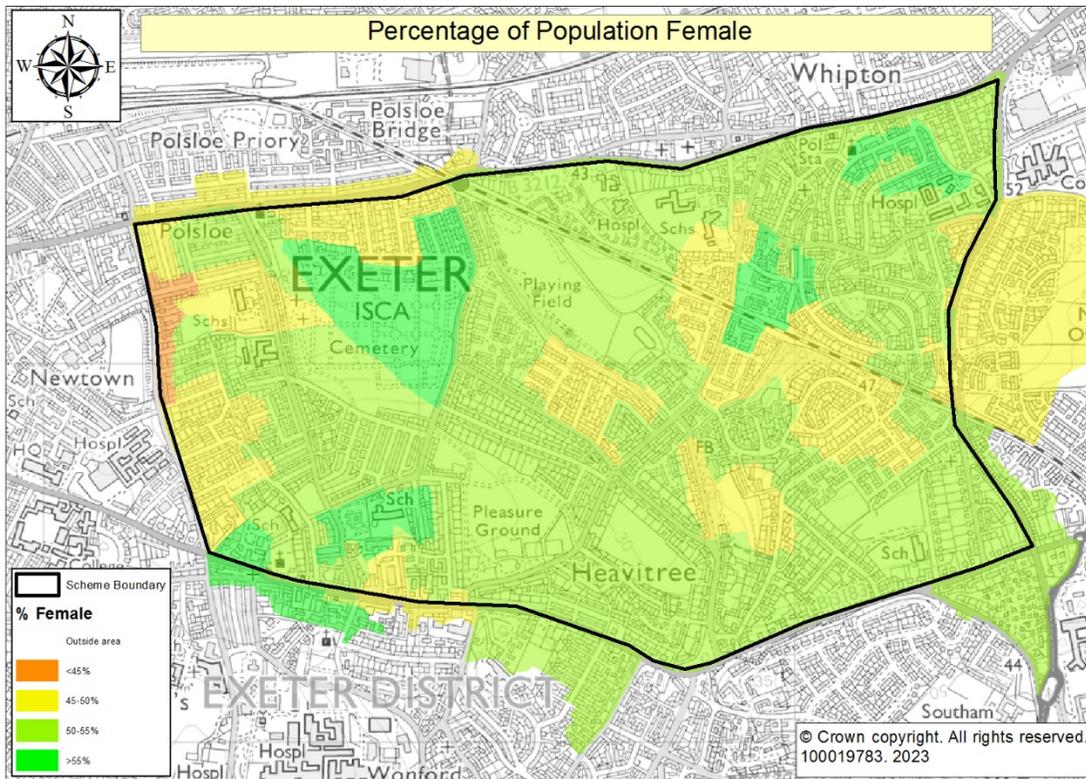


Sex

As in Devon and England overall, there were slightly more females than males in the study area at the 2021 Census.

	Scheme Area	Exeter	Devon	England
Total population	16,532	130,709	811,640	56,490,048
% Female	52%	51%	51%	51%
% Male	48%	49%	49%	49%

The proportion of females was particularly high in the Hamlin Lane (near Higher Cemetery), Livery Dole, South Lawn Terrace, Hill Lane and Lloyd's Crescent (near St Boniface's Church) areas.



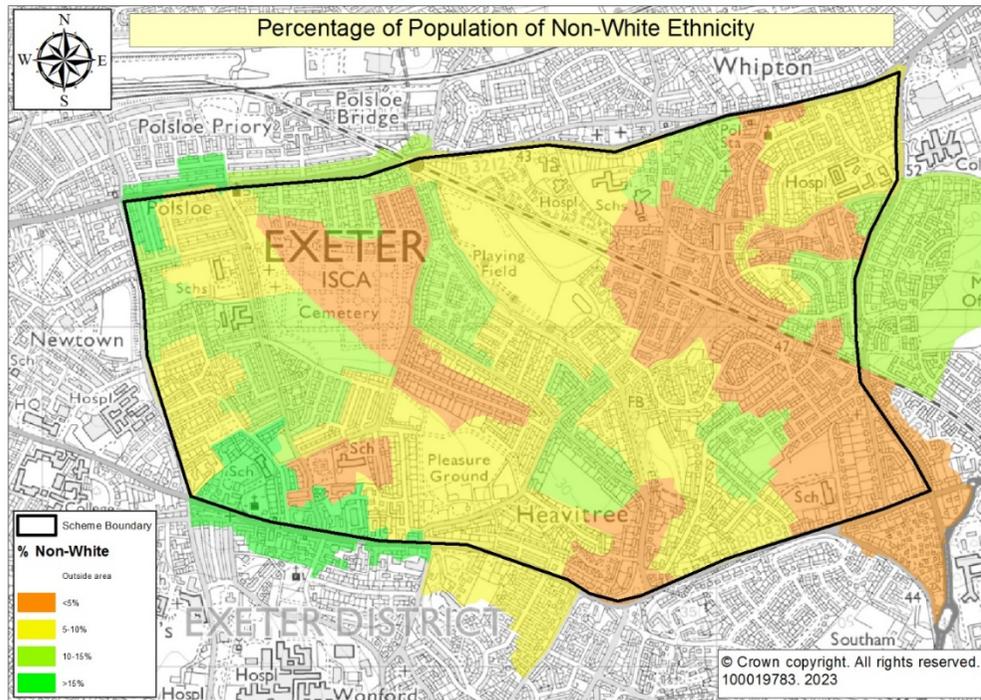
On average, females make fewer trips in total than males, at 734 per person per year versus 878 per person per year. The modal splits for these trips are mostly similar between the genders, except for local buses (outside London), which are used for 7% of females' trips, compared to just 4% for males.

Ethnicity

The significant proportion of residents in the scheme area identified as White at the 2021 Census, however over 700 individuals in the area identified as Asian, Asian British or Asian Welsh, and a further 400 identified as belonging to mixed or multiple ethnic groups.

	Scheme Area	Exeter	Devon	England
Total population	16,546	130,707	811,642	56,490,048
% Asian, Asian British or Asian Welsh	4.3%	4.9%	1.5%	9.6%
% Black, Black British, Black Welsh, Caribbean or African	0.8%	0.9%	0.3%	4.2%
% Mixed or Multiple ethnic groups	2.5%	2.5%	1.4%	3.0%
% White	91.2%	90.3%	96.4%	81.0%
% Other ethnic group	1.2%	1.4%	0.5%	2.2%

There were particularly high proportions of non-White people in the Livery Dole and Henry's Bar areas, and significant proportions in the vicinity of Polsloe Bridge Station, Ladysmith Schools and Whipton Barton Schools.



5. Stakeholders, their interest and potential impacts

Political stakeholders include:

- The local members of Devon County Council, who are supportive of the trial measures, in view of their potential to encourage greater levels of walking and cycling within the area;
- Devon County Council as an organisation, the local highway authority responsible for delivering the trial. The trial measures support the Council's objectives of tackling the Climate Emergency and encouraging walking and cycling within Exeter (as set out in the Exeter Transport Strategy); and
- Exeter City Council, the lower-tier authority within whose boundaries the trial will be delivered.

Stakeholders within the transport industry include:

- Local bus operators, in particular Stagecoach South West and Greenslades, whose buses will be permitted through the bus gates, which prohibit the passage of other vehicular traffic. Stagecoach expressed their support for the proposals during a previous consultation;
- Sustrans, a walking and cycling charity that has assisted Devon County Council in numerous engagement activities within Heavitree and Whipton, and supports schemes to reduce traffic within residential areas; and
- Shared cycle operators, such as Co Bikes, who could stand to benefit if the trial increases cycling levels within Exeter.

Schools, businesses and community organisations based within Heavitree and Whipton are also key stakeholders, insofar as the trial may impact vehicular access routes to their premises. Devon County Council will work with them throughout the trial period to maximise the potential benefits and reduce the potential adverse impacts for these organisations.

6. Additional research used to inform this assessment

Demographic data for the scheme area has been sourced from the 2021 Census, whilst data on the demographics of users of particular modes of transport was sourced from the National Travel Survey. Additionally, impact assessments of other similar schemes, and Transport for All's [Pave The Way](#) report on the impacts of low-traffic neighbourhoods on disabled people, have been used to inform the below equality analysis. Engagement has also been undertaken with Living Options and the RNIB (Royal National Institute of Blind People).

7. Description of consultation process and outcomes

The development of this trial scheme has been informed by the outcomes of two phases of consultation:

- The [Phase 1 Consultation](#) invited respondents to identify the key issues affecting their local streets. Responses indicated that the impacts of traffic and the lack of priority for pedestrians and cyclists were primary concerns, particularly on Ladysmith Road, Hamlin Lane, Sweetbrier Lane and Thornpark Rise.
- The [Phase 2 Consultation](#) invited feedback on a range of measures designed to address the issues highlighted in Phase 1. Of the options involving point closures of roads to vehicular traffic, Option 4, which sought to close all routes within Heavitree and Whipton to through traffic, was supported by the most respondents. However, several location-specific concerns were raised, in response to which arrangement of the closures has been revised, e.g. by removing the proposed Sweetbrier Lane traffic filters to improve vehicular access to Heavitree Road.

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.

[insert any cross-cutting or general responses to equality and diversity here, and delete this note...]

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	How will the project / service / policy / activity: <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). 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>Some residents may find that the length and duration of certain vehicular journeys are increased, due to the closures of certain roads to vehicular traffic. In the case of journeys made by taxi, this may increase the costs of travel.</p> <p>The trial scheme may also lead to an increase in traffic on the boundary roads (Pinhoe Road, Hill Barton Road, Heavitree Road and Polsloe Road), by preventing non-local journeys from using residential streets as a cut-through. This may increase traffic noise and pollution on the boundary roads.</p>	<p>The scheme is likely to reduce traffic volumes within Heavitree and Whipton, reducing levels of air pollution and traffic noise and associated illnesses.</p> <p>Motor vehicles can pose a danger to pedestrians and cyclists, increasing levels of stress and fear among pedestrians and cyclists, and deterring people from making some journeys on foot or by cycle. This may prevent people from taking advantage of certain opportunities, e.g. it may prevent people from travelling to social events or from visiting certain shops. Therefore, by reducing traffic volumes within Heavitree and Whipton, the trial scheme may increase the extent to which people relying on walking and cycling can participate in their community.</p> <p>By encouraging greater levels of walking and cycling, the trial scheme may improve public health and wellbeing, and reduce the social impacts of conditions such as obesity.</p> <p>The trial scheme will be implemented through Experimental Traffic Regulation Orders, which enable highway authorities to modify temporary schemes during the first 6 months of operation. Therefore, Devon County Council will</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>How will the project / service / policy / activity:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). • 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><u>Are you complying with the DCC Equality Policy?</u></p>
		<p>be able to revise the number and location of traffic filters to mitigate unforeseen issues and maximise the benefits of the trial.</p>

<p>Age</p>	<p>As noted above, older people (aged 60+) tend to make a higher proportion of trips by private vehicle than children/teenagers (aged 0-19) and people aged 20-59. Therefore, older people may be particularly impacted by the increases in vehicular journey lengths arising from this scheme.</p> <p>The increased vehicular journey lengths may lead to some individuals deciding not to make certain journeys. This may lead to increased social isolation, which older people are particularly vulnerable to, in some individuals.</p>	<p>Children may particularly benefit from this scheme, as children are particularly vulnerable to road safety issues associated with vehicular traffic. Therefore, by reducing traffic in Heavitree and Whipton, the trial may give parents greater confidence in allowing their children to walk or cycle independently, aiding their development and wellbeing.</p> <p>Older people have higher rates of disabilities such as deafness and blindness, which may make them particularly vulnerable to traffic. Therefore, by reducing traffic in Heavitree and Whipton, the trial may reduce the risk of harm to this subset of older people.</p> <p>The consultation proposals have been revised to facilitate easier vehicular access to the South Lawn Medical Practice, a facility which older people may be particularly reliant on, particularly those with long-term ill health. Therefore, this revision has reduced the potential for disadvantage to older people.</p> <p>The trial scheme will be implemented through Experimental Traffic Regulation Orders, which enable highway authorities to modify temporary schemes during the first 6 months of operation. Therefore, Devon County Council will be able to revise the number and location of traffic filters to mitigate any unforeseen issues particularly impacting people due to their age.</p>
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<p>Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people</p>	<p>Some disabled people may be less able to walk or cycle, and so may be particularly reliant on cars and/or taxis. Therefore, some disabled people may be particularly impacted by the increases in vehicular journey lengths arising from this scheme.</p> <p>The changes to street layouts during the trial may cause anxiety or stress for some disabled people, such as people with learning disabilities.</p> <p>The increased vehicular journey lengths may lead to some individuals deciding not to make certain journeys. Disabled people may be particularly vulnerable to isolation arising from not travelling.</p>	<p>Some disabled people, including those with sensory and mobility impairments, are particularly vulnerable to traffic, due to difficulties perceiving or avoiding traffic. Therefore, by reducing traffic in Heavitree and Whipton, the trial may reduce the risk of harm to this subset of disabled people. This was highlighted by the RNIB in a previous stakeholder engagement session, during which an RNIB representative expressed strong support for the proposals.</p> <p>By making the residential streets quieter, the trial may enable wheelchair users to wheel along the main carriageway, rather than having to negotiate footways, which may be obstructed and/or uneven. This may enable some wheelchair users to more easily travel to certain events or premises.</p> <p>The consultation proposals have been revised to facilitate easier vehicular access to the South Lawn Medical Practice, a facility which disabled people may be particularly reliant on, particularly those with long-term ill health. Therefore, this revision has reduced the potential for disadvantage to disabled people.</p> <p>Devon County Council will contact disability groups should the planned measures be approved, enabling them to inform their members of the changes, and reducing the risks of disabled people experiencing difficulty and/or anxiety. The Council will be developing bespoke publicity materials for the scheme, to ensure the information can be understood by as many residents as practicable, including disabled people.</p> <p>The point closures will be designed to allow the passage of non-standard cycles, such as tricycles, which some disabled people may be reliant on. This will therefore reduce the potential for disadvantage for users of non-standard cycles compared to users of bicycles.</p>
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<p>Characteristics</p>	<p>Potential or actual issues for this group.</p> <p>[Please refer to the Diversity Guide and See RED]</p>	<p>How will the project / service / policy / activity:</p> <ul style="list-style-type: none"> • eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. • advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). • 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>The trial scheme will be implemented through Experimental Traffic Regulation Orders, which enable highway authorities to modify temporary schemes during the first 6 months of operation. Therefore, Devon County Council will be able to revise the number and location of traffic filters to mitigate any unforeseen issues particularly impacting people due to their disability.</p>

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	How will the project / service / policy / activity: <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). 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>
Culture and ethnicity: nationality/national origin, ethnic origin/race, skin colour, religion and belief	N/A	N/A
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)	N/A	By reducing traffic on streets within Heavitree and Whipton, the trial is likely to make the area more conducive to cycling, which may help address the disparity in cycling levels between men and women, as road safety issues are a significant barrier to women cycling . This may enable women to access more opportunities by cycle, thus helping reduce wider gender imbalances, e.g. in employment.
Sexual orientation and marriage/civil partnership	N/A	N/A

Characteristics	Potential or actual issues for this group. [Please refer to the Diversity Guide and See RED]	How will the project / service / policy / activity: <ul style="list-style-type: none"> eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage, where necessary. advance equality (meet needs / ensure access, encourage participation, make adjustments for disabled people, 'close gaps'). 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>
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	Some people who are digitally excluded may be particularly adversely impacted by the trial, as they may be unable to conduct activities (e.g. banking, shopping) online and thus reliant on travelling to shops, banks etc. If this travel is by car, some journeys to these amenities may be extended.	<p>By making walking and cycling relatively more attractive compared to the car for short journeys, the trial is likely to reduce disadvantages in relation to access to opportunities or services for those without access to a car. As car ownership is lower in lower income groups, this is also likely to reduce disadvantages for those in lower income groups.</p> <p>For digitally excluded people who are reliant on walking, cycling or bus services, journeys to amenities (shops, banks etc.) may become shorter, safer or more pleasant, due to the reduction in vehicular traffic within Heavitree and Whipton. This may reduce the disadvantages they experience compared to those able to conduct activities online.</p>

9. Human rights considerations:

N/A

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?

By reducing traffic levels within Heavitree and Whipton, the trial may give people greater confidence to travel independently, and/or give guardians greater confidence to allow their children to travel independently. For example, it may give children greater confidence to walk to school independently, or give women greater confidence to cycle independently (as noted above, road safety issues are a particularly significant deterrent to cycling among women). Therefore, the trial may enable people to more easily and safely access opportunities, helping empower them.

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

By reducing traffic levels within Heavitree and Whipton, the trial will likely reduce the risk of harm from road traffic collisions, particularly for pedestrians and cyclists. It will also encourage higher levels of walking and cycling, thus improving the health and wellbeing of local residents.

Many residents living close to temporary road closures implemented during the COVID-19 pandemic have reported that the changes have improved their quality of life, by reducing the impact of traffic noise and pollution on their streets, and improving community cohesion. It is intended that this trial will deliver similar benefits across the Heavitree and Whipton area.

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

By reducing traffic levels within Heavitree and Whipton, the trial may enable the function of local streets to be expanded beyond simply facilitating the movement of traffic. For example, it may make it safer for children to play in their local streets, or facilitate pop-up community events. The trial may therefore improve connections between community members.

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	The point closures will incorporate planters, which will support pollinators and by extension the wider local ecosystem. The reductions in traffic on residential streets may reduce the risks to wildlife, such as squirrels and hedgehogs.
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:	By making certain vehicular journeys longer, the greenhouse gas emissions associated with certain journeys may increase.	By making walking, wheeling and cycling relatively more attractive compared to car, the scheme is expected to encourage modal shift towards modes of transport which generate less greenhouse gas emissions.

<p>Minimise pollution (including air, land, water, light and noise):</p>	<p>By making certain vehicular journeys longer, the pollutant emissions associated with certain journeys may increase.</p> <p>The trial scheme may displace some traffic onto the boundary roads, contributing to air pollution on these roads. To monitor the extent of any traffic displacement, a series of traffic counts will be conducted across the Heavitree and Whipton area and on the boundary roads.</p>	<p>By making walking, wheeling and cycling relatively more attractive compared to car, the scheme is expected to encourage modal shift towards modes of transport which generate less pollution (particularly air and noise pollution).</p>
<p>Contribute to reducing water consumption:</p>	<p>N/A</p>	<p>N/A</p>
<p>Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):</p>	<p>N/A</p>	<p>The installation of planters at the proposed modal filter locations may marginally reduce local surface temperatures, as vegetation has a cooling effect. This may marginally reduce the extent of long-term temperature increases due to climate change.</p>
<p>Other (please state below):</p>		

12. Economic analysis

	<p>Describe any actual or potential negative consequences. (Consider how to mitigate against these).</p>	<p>Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).</p>
<p>Impact on knowledge and skills:</p>	<p>The trial scheme may increase the length and duration of some vehicular routes to institutions offering education or training.</p>	<p>The trial scheme may make it easier and safer for potential employees to reach institutions offering education or training on foot or by cycle. This may mean that some people reliant on walking and cycling are able to access education or training they would have otherwise been unable or unwilling to travel to access.</p> <p>Research by the University of Birmingham and Phil Jones Associates found that children who walk or cycle to school tend to be more attentive and achieve better results. Therefore, by enabling walking or cycling to school, the proposed scheme may improve attainment among local pupils.</p>

	<p>Describe any actual or potential negative consequences. (Consider how to mitigate against these).</p>	<p>Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).</p>
<p>Impact on employment levels:</p>	<p>The trial scheme may increase the length and duration of some vehicular routes to employment sites.</p>	<p>The trial scheme may make it easier and safer for potential employees to reach employment sites on foot or by cycle. This may mean that some people reliant on walking and cycling are able to access jobs they would have otherwise been unable or unwilling to travel to.</p> <p>Research by the University of Birmingham and Phil Jones Associates found that:</p> <ul style="list-style-type: none"> • Facilitation of cycling to work leads to lower staff turnover • Cycling facilities can overcome difficulties in accessing employment opportunities • Cycling reduces absenteeism, boosting productivity: regular cyclists take one less sick day per year <p>Therefore, by enabling walking or cycling to work, the proposed scheme may improve productivity of local employers.</p>

	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 local business:	The trial scheme may increase the length and duration of some vehicular routes to local business premises. It may thus increase travel-related costs for some customers and employees of local businesses.	The trial scheme may make it easier and safer for potential customers to reach local business premises on foot or by cycle. This may mean that some people reliant on walking and cycling are able to access businesses they would have otherwise been unable or unwilling to travel to. Research by the University of Birmingham and Phil Jones Associates found that cyclists visit local shops more regularly, spending more than users of most other modes of transport. Therefore, by enabling cycling to shops, the proposed scheme may increase turnover for local businesses.

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

Schemes such as these typically significantly reduce traffic on residential streets, delivering environmental and social benefits to the local area, e.g. by reducing traffic noise and pollution. The trial scheme may also deliver some economic benefits, by increasing the ease with which local businesses and employers can be accessed by those reliant on walking or cycling. However, by design, the scheme will make certain vehicular journeys longer, by closing vehicular through routes, which may increase the generalised cost of travel (considering both journey times and direct financial costs) for local residents and businesses. The scheme may also displace some traffic onto the boundary roads (Pinhoe Road, Hill Barton Road, Heavitree Road and Polsloe Road), increasing congestion and air pollution on these roads.

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 trial scheme is expected to reduce traffic on the residential streets within Heavitree and Whipton, thus improving the social and environmental wellbeing of the area by reducing the adverse impact of vehicular traffic (e.g. in terms of pollution and noise). It may also improve the economic wellbeing of the area by increasing the ease with which local businesses and employers can be accessed by those reliant on walking or cycling.

15. How will impacts and actions be monitored?

The impacts of the trial on walking, cycling and traffic levels is proposed to be monitored using a series of traffic counts, both on residential streets and on the boundary roads (Pinhoe Road/Hill Barton Road/Fore Street/Polsloe Road). We may also consider collision records, bus journey times and air quality data in quantifying the extent to which the trial scheme has achieved its objectives.

If the proposed scheme is approved and implemented, a statutory consultation will be undertaken regarding the Experimental Traffic Regulation Orders necessary to deliver the scheme. This will enable the County Council to better understand the qualitative impacts of the scheme on local residents and organisations, and may enable the Council to modify the scheme to reduce adverse impacts and increase benefits.

The County Council is also planning to undertake a series of engagement events during the trial period, to capture further feedback regarding the scheme's impacts. If members of the public provide personal details, such as age/gender, this may also be recorded, to enable the Council to evaluate any differential impacts of the scheme on particular demographic groups (all personal data will be processed in accordance with the General Data Protection Regulation).