

Impact Assessment

Assessment of: Queen Street, Newton Abbot Pedestrian Enhancements

Service: Planning, Transportation and Environment

Head of Service: Meg Booth

Version / date of sign off by Head of Service: 29/4/22

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

A package of proposals for public consultation have been designed to make Queen Street, Newton Abbot a more attractive, safe and healthy place for visitors and businesses. Proposals aim to make everyone feel safe and welcome, with more space for pedestrians to enjoy and access shops and services, cleaner air and less noise pollution. The removal of general traffic from the corridor is central to achieving transformational uplift for pedestrians and the public realm; general traffic will be removed west of Albany Street and restricted on some roads, as well as a proposed reduced speed limit of 20mph. Alongside this, pedestrian enhancements will be facilitated by significant public realm interventions:

- Widened footways to give more space for pedestrians to move and access shops and services. This will also improve access for mobility scooters, buggies etc.
- Improved crossings at side roads will make junctions safer and easier to cross, with priority given to pedestrians instead of vehicles. Safer crossings opportunities across Queen Street will also be provided.
- Enhanced greening and seating will contribute towards making the corridor a more appealing shopping destination

- A new bus lay-by to improve the quality of an existing stop.
- Parking reduction (approximately 55% across the scheme area), a small increase in disabled parking, and changes to loading bays.

2. Reason for change / review

Queen Street, Newton Abbot connects Newton Abbot Rail Station to the Town Centre and is home to an extensive number of shops, independent businesses and services. However, the corridor is dominated by motorised vehicles with a significant amount of space allocated to through traffic and on-street parking. This arrangement means that footways are narrow in places and the street, and its side roads, can be difficult to cross. Overall, not enough space is allocated pedestrians who are the priority in a Town Centre shopping area.

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

Aims/Objectives

The pedestrian enhancement scheme on Queen Street, Newton Abbot, aims to:

- Make the area a more attractive, safe and healthy place for visitors and businesses
- Create more space for pedestrians to enjoy and access shops and services
- Make everyone feel safe and welcome, with cleaner air and less noise pollution

These aims will be achieved through:

- Widening footways, improved crossing provision at side and across Queen Street / Station Road.
- A significant reduction of on-street parking, alongside the removal of general traffic by changes to access.
- Where possible, enhanced greening and seating is also proposed.

The continuing development of these proposals will be informed by the results of the public consultation, running 29th April to 24th June 2022.

Limitations

Scheme delivery is dependent of the Newton Abbot Future High Street Fund (FHSF) Government grant allocation, which must be spent by the end of March 2024, this is considered an achievable but ambitious delivery timescale.

A stage 1 road safety audit will need to be carried out; this is planned to take place during the public consultation period.

For some proposals, funding is yet to be secured for delivery. These proposals are limited but clearly highlighted in the overview scheme plans.

Options

Alternative options to proceeding with the current proposal include:

Do Nothing – To keep the status quo would be to maintain motorised vehicle dominance within Newton Abbot Town Centre, to the detriment of creating an environment in which visitors can access Queen Street via sustainable transport more easily and comfortably spend more time enjoying the area's shops and services. This option would also risk the delivery of the wider FHSF package, which may result in Newton Abbot Town Centre not receiving substantial Government investment at this time and could also damage potential for securing funding for schemes in the future.

Scaled back scheme - An alternative scheme would involve the delivery of the collection of Active Travel Fund (ATF) proposals accompanied by other scaled back traffic management and parking measures to improve facilities for pedestrians on Queen Street. This scaled back scheme would have a lower overall impact on Queen Street but could risk the delivery of the wider FHSF package and the receipt of substantial Government investment.

Scaled up scheme – An alternative scheme would extend beyond the Avenue to the train station; this would include a new cycle path through Courtenay Park, additional side-road crossings, another crossing across Queen Street and further greening enhancement. However, these proposal would require greater funding than is currently available.

4. People affected and their diversity profile

The people potentially affected by the Queen Street Pedestrian Enhancement proposals are those principally living or working in Newton Abbot. Therefore, their diversity profile is presented below, with Devon and England overall used as comparators.

Age

As shown below in [Table 1](#), the population of Newton Abbot was somewhat older than the national average at the 2011 Census, with the proportions aged 0-19 and 20-64 below the national average, and the proportions age 65+ being above the national average. However, the town has a younger population than Devon as a whole.

Geography	Total	% Age 0-19	% Age 20-64	% Age 65+
Newton Abbot	24,029	23%	57%	20%
Devon	746,399	21%	56%	23%
England	53,012,456	24%	60%	16%

Table 1 Age (Census 2011)

Younger people (aged 0-10) tend to be more reliant on walking and cycling than those aged 21-59 and older people (aged 60+). Under 20s make 40% of their journeys by foot or by cycle, compared to 33% for those aged 21-59, and 31% for those 65+ (National Travel Survey, 2020).

Data from the National Travel Survey in 2020 highlighted that young children aged 5 to 10 years old have the highest rates of cycle access (88%), while only 25% of those aged 60+ owns or has access to a bicycle.

Ethnicity

[Table 2](#) shows that Newton Abbot, as with Devon as a whole, is significantly lower in ethnic diversity than England as a whole, with 98% of the population being White, compared with a national average of 85%. The non-White population was predominantly Asian/ Asian British and from mixed/multiple ethnic groups.

Geography	Total	% White	% Mixed/multiple ethnic groups	% Asian/Asian British	% Black/African/Caribbean/Black British	% Other Ethnic Group
Newton Abbot	24,029	98%	1%	1%	0%	0%
Devon	746,399	97.5%	0.9%	1.2%	0.2%	0.2%
England	53,012,456	85.4%	2.3%	7.8%	3.5%	1.0%

Table 2 Ethnicity (Census 2011)

The 2019 National Travel Survey indicated that White people tend to make 2% of trips by cycle and Asian or Black people cycle for 1% of trips. However, Asian and Black people and people from mixed/other ethnic groups make a greater proportion of trips on foot, a greater proportion of trips by 'active travel' (i.e. walking and cycling combined) than White people¹.

Health and disability

The proportions of people describing themselves as being in bad health or being limited in their day-to-day activities by disability within Newton Abbot were approximately in line with the Devon and England averages ([Table 3](#)).

Geography	Total	% Activities Limited	% Activities not limited	% (Very) good health	% Fair Health	% (Very) bad health
Newton Abbot	24,029	20%	80%	80%	15%	6%
Devon	746,399	19%	81%	81%	14%	5%
England	53,012,456	18%	82%	81%	13%	5%

Table 3 Health and Disability (Census 2011)

¹ [Travel by distance, trips, type of transport and purpose - GOV.UK Ethnicity facts and figures \(ethnicity-facts-figures.service.gov.uk\)](https://ethnicity-facts-figures.service.gov.uk/travel-by-distance-trips-type-of-transport-and-purpose)

Disabled people and people with long-term illnesses tend to make fewer trips by all modes than non-disabled people. The disparity is particularly stark amongst those whose condition(s)/illness(es) reduce their ability to carry out day-to-day activities 'a lot', these people make an average of just 594 trips annually, compared to 1,014 among non-disabled people. Additionally, whilst the proportion of trips made by walking is similar amongst both disabled people and non-disabled people, the proportion of trips by cycle is considerably lower for disabled people (1.1%) than non-disabled people (2.0%).

Gender

[Table 4](#) shows that, as in England overall, there were slightly more females than males recorded as resident in Newton Abbot at the 2011 Census. Information about other gender identities was not collected at the 2011 Census.

Geography	Total	Male	Female
Newton Abbot	24,029	48%	52%
Devon	746,399	48%	52%
England	53,012,456	49%	51%

Table 4 Gender (Census 2011)

According to the 2019 National Travel Survey, on average, females make slightly more trips in total than males, at 990 per person per year versus 915 per person per year. Females make a greater proportion of trips on foot, but a lower proportion by cycle – with males taking on average 24 trips by cycle per year compared to 8 trips for women².

Socio-economic status

The Index of Multiple Deprivation³ ranks LSOAs (Lower Super Output Areas) based on a range of aspects of an individual's living conditions including income, education, employment and health, to produce a relative measure of deprivation. Two LSOAs in the centre of Newton Abbot are ranked within the 30% most deprived LSOAs in the country, and one LSOA is amongst the 20% most deprived neighbourhoods in the country. As a district, Teignbridge is ranked 186 out of 317 local authorities in terms of deprivation, with 1 being the most deprived. The proportion of trips made on foot decline from an average of 37% among people in the lowest income quintile, to 34% among those in the highest income quintile.

Businesses and Residents

In the short term, during construction work for the Queen Street Pedestrian Enhancement scheme, it is anticipated that some negative impact on nearby businesses and resident may be experienced. This would be managed and monitored as far as possible, including through consultation with local businesses and stakeholders to minimise the impact of improvement works.

5. Stakeholders, their interest and potential impacts

- Teignbridge District Council – the Future High Street Fund bid owner. The delivery of this scheme of work is a key element of TDC's Future High Street Fund package of proposals. The Queen Street proposals will positively impact the pedestrian experience in the town centre and create a healthier town centre environment.

² [2018 National Travel Survey Factsheets \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

³ [Indices of Deprivation 2015 and 2019 \(communities.gov.uk\)](https://communities.gov.uk)

- Devon County Council – the local transport authority. The delivery of the proposal aligns with various objectives of the Council, including encouraging a reduction in motorised journeys and a modal shift to active modes of transport and tackling the Climate Emergency. The Queen Street pedestrian enhancements will also help improve the pedestrian environment in Newton Abbot, contributing to improved health and wellbeing for visitors, residents, and business owners.
- Newton Abbot Town Council – the residents and business owners in this council area are expected to benefit from the proposals.
- Queen Street Businesses – the businesses along Queen Street will be directly impacted due to changes in loading and the reduction in parking. However, it is expected that overall the businesses will benefit from the proposals, as a greater number of visitors are attracted to the area and dwell times of visitors is expected to increase.

6. Research used to inform this assessment

Demographic data for the geographies affected by the proposal has been sourced from the 2011 Census using the Nomis website⁴, whilst data on the demographics of users of individual modes of transport was sourced from the 2019 National Travel Survey⁵. Deprivation data was taken from the English Indices of Multiple Deprivation (2019)⁶.

7. Description of consultation process and outcomes

A significant amount of consultation has already been undertaken on the proposals to deliver pedestrian and public realm enhancements to Queen Street, Newton Abbot. Consultation to date and planned consultation is summarised below.

Public Consultation (2022)

Devon County Council, in partnership with Teignbridge District Council, are holding an 8 week public consultation from 29th April to 24th June 2022. This consultation aims to collect public feedback on the most recent plans and designs for Queen Street, and understand the views on specific improvements. This consultation will be advertised via local press, social media and through both DCC and TDC advertising channels. Additionally,

⁴ [Nomis - Official Labour Market Statistics \(nomisweb.co.uk\)](https://www.nomisweb.co.uk/)

⁵ [National Travel Survey: 2019 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/)

⁶ [English indices of deprivation 2019 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/)

over 150 businesses and 1000 resident addresses have been letter dropped and businesses have been offered meetings with the project team. Online webinar events will be held to engage the public, including a webinar, a business-specific webinar and a virtual drop-in event. There will also be permanent display in Newton Abbot library for the length of the consultation and posters have been distributed to be displayed in community hubs.

Feedback will be collected primarily via questionnaire responses. Following the consultation, a full consultation report will be drafted with the outcomes used to inform further development of the proposals.

Teignbridge District Council Public Consultation (June 2020)

TDC consulted the public in June 2020, in preparation for submitting a proposal to Government in July 2020. Designs contained many of the same scheme proposals, including widened footways and a significant reduction of on-street parking. Plans also included a proposal to deck the Cricketfield car park to the north of Queen Street, to offset the loss in on-street parking.

The outcome of this public consultation provided a platform to agree the principles of the scheme. Full details of public feedback may be found at <https://www.teignbridge.gov.uk/community-and-people/major-projects-and-regeneration/future-high-street-fund/queen-street-pedestrian-and-access-proposals-feedback/>.

In summary, the majority of the public supported the principles of the scheme, to enhance the pedestrian environment, and stated they would visit the town centre more often and/or stay longer if the proposals were realised. A smaller number of businesses responded and feedback was mixed; a majority supported pedestrian enhancements, however, there were concerns over the reallocation of on-street parking.

The feedback from this first-stage public consultation has been used to develop existing proposals. It should be noted that due to the FHSF being oversubscribed, proposals were scaled back to remove the additional parking at Cricketfield car park, which would not have been transformative and because there is adequate car parking provision across the town centre. There is now a need for a second public consultation focused on the details of the proposed designs on Queen Street.

Stakeholder Consultation (December 2021 / January 2022).

In partnership with TDC, and with the agreement of the Local Member, Devon County Council have undertaken additional stakeholder consultation

since becoming involved in the project. These included meetings and/or workshops with internal officers from a wide range of disciplines and services, TDC members, representatives from Newton Abbot Town Council and a local stakeholder group. There are also recurring meetings with Newton Abbot Town Council representatives to ensure they are up-to-date and to incorporate feedback.

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>
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<p>All residents (include generic equality provisions)</p>	<p>Proposals involve the reduction of on-street parking provision, which may impact visitors who previously parked directly outside the Queen Street shops and facilities.</p> <p>Proposals include the removal and/or reduction of motorised vehicle access to Queen Street from some side roads. Proposals also include the reduction in access for general motorised traffic through trips along Queen Street, diverting a proportion of traffic onto neighbouring roads.</p> <p>Construction works to deliver the proposals may generate noise and cause some traffic disruption, negatively impacting local residents and businesses.</p>	<p>A significant proportion of on-street parking (approximately 45%) will remain under the proposals. There are alternative parking facilities in the vicinity of Queen Street that are available for visitors and shoppers to use, including the Cricketfield Road car park, which is 160m away, a 2 minute walk. The average visit to Queen Street is more than 20 minutes, the convenience and proximity of the existing car parks to Queen Street is considered reasonable. It should also be noted that on-street disabled parking in the scheme area will overall increase.</p> <p>The proposals will improve access for alternative modes of travel for pedestrians with increased footway space and improved crossing, for cycles with increased parking provision and the removal of a proportion of general traffic and for buses with a new offline bus cage and the removal of a proportion of general traffic. Traffic modelling analysis has estimated that the proposed change in vehicle access will lead to an increased flow of traffic (approximately 30%) along Albany Street. There is anticipated to be a significant reduction in through traffic flow along Queen Street. Junction modelling analysis estimates that there will be no significant impact on the Cricket Field Road/Kingsteignton Road signalised junction. The timings of traffic lights will be automatically adjusted to account for an increase flow from Cricket Field Road.</p> <p>This would be managed and monitored as far as possible, including through consultation with local businesses and stakeholders to minimise the impact of improvement works.</p>
<p>Age</p>	<p>Older people (aged 60+) make a higher proportion of trips by car, and a lower proportion of trips by walking and cycling than those aged less than 60 meaning they may benefit less from pedestrian enhancements than younger</p>	<p>Approximately 45% of parking will remain across the scheme area, for visitors, with a small increase in disabled parking. Public transport provision will also be improved and proposed side-road crossings will be raised to improve accessibility.</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>visitors.</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>Disability (incl. sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people</p>	<p>Disabled people make a lower proportion of trips by foot and 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. Additionally, there will be a reduction in the overall availability of on-street parking in the scheme area, which may disproportionately affect those with mobility issues who cannot walk long distances to shops and services.</p>	<p>Overall, the environment will be improved for people with additional mobility needs. Proposed crossing improvements and widened footways will make the area safer and more accessible for all users, in particular those using wheelchairs or mobility scooters. Crossings will be raised at side roads to improve accessibility. Blue Badge holder parking provisions will increase overall in the area and approximately 45% of on-street parking in the area is proposed to remain. Additionally, bus provision will be retained and the area will continue to be served by the Newton Abbot shop mobility scheme, based near the multi-storey carpark</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>
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, so people of these ethnicities may particularly benefit from the proposals.
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)	It is not considered that there is the potential for any adverse impacts on the basis of sex, gender and gender identity.	<p>It is not considered that there is the potential for any beneficial impacts on the basis of sex, gender and gender identity. However, as women do make up more walking trips per year, they may benefit more.</p> <p>Sustrans data has shown that more men cycle than women cycle. The removal of traffic west of Albany Street will improve cycle provision and should make it feel safer which may therefore encourage more women to cycle.</p>
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.	It is not considered that there is the potential for any beneficial impacts on the basis of sexual orientation and marriage/civil partnership.

<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 income groups may particularly benefit from the proposals. This should enable them to better meet their needs and participate more fully in society, advancing equality.</p> <p>The improvement to the pedestrian realm on Queen Street will create an environment in which everyone is encouraged to feel safe, welcome and relaxed and thus increase social interaction between all visitors, residents and business owners.</p> <p>The area surrounding the scheme has several primary schools. Improving the safety of pedestrians, and reducing the speed limit in the scheme area, will make it safer for children to walk to school.</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 Queen Street pedestrian enhancement proposals will provide improved sustainable access for visitors on-foot, by cycle or by public transport, improving the ease with which people can access opportunities, education and leisure destinations enabling them to become more empowered while also supporting local businesses. The improvements to the pedestrian realm will increase dwelling time for visitors, creating more opportunities for visitors and communities.

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

These proposals will improve safety along Queen Street due to a reduction of through traffic, reduced speeds, wider footways and improved crossings. The increased provision for active travel should encourage greater levels of activity for visitors, improving public health and increasing accessibility to community facilities and shops. The overall reduction in motorised traffic along Queen Street will reduce noise and air pollution, creating a healthier pedestrian environment for all. The local area has several primary schools in it; reducing the speed limit in the scheme area and improving the safety of pedestrians will encourage walking to school which will benefit the health and wellbeing and children and parents alike.

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

The improvement to the pedestrian realm along Queen Street, including the widening of footways, the provision of seating and additional greening, where possible, will create a welcoming, relaxed and safe setting for visitors to spend time together and within their communities.

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	During the detailed design phase, the use of recycled materials and reducing the volume of earthworks will be considered with the aim of reducing carbon emissions.
Conserve and enhance wildlife:	N/A	The scheme includes enhancing greening along the corridor, which will encourage biodiversity within the urban environment.
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:	It is recognised that some local traffic may have to divert creating longer journeys, however, it also expected that some users will switch modes rather than simply changing driving route.	Overall, it is expected that the reallocation of road space from vehicles to active travel users is expected to encourage people to switch travel modes which would have a positive environmental impact, reducing carbon emissions. Equally, the removal of general traffic and the reduction of the speed limit within the scheme area will improve congestion and therefore reduce greenhouse gas emissions.

Minimise pollution (including air, land, water, light and noise):	The construction of the Queen Street Pedestrian Enhancement scheme may generate pollution in the short term. However, this will be reduced as far as practicable during the detailed design phases of the proposal.	Proposals aim to deliver air quality benefits, towards the Newton Abbot and Kingsteignton Air Quality Management Area (AQMA), which is included in the scheme extent.
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):		

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	Due to the proximity of schools to the scheme, the safer pedestrian environment will improve access to the schools and encourage more walking to school, having a positive impact on students and parents alike.
Impact on employment levels:	N/A	Proposals should improve sustainable, low-cost access to the Town Centre employment area.
Impact on local business:	<p>The reduction of on-street parking along Queen Street will impact the convenience of on-street parking opportunities outside businesses.</p> <p>A significant proportion of on-street parking (approximately 45%) will remain under the proposals. There are alternative parking facilities in the vicinity of Queen Street that are available for visitors and shoppers to use, including the Cricketfield Road car park, which is 160m away, a 2 minute walk. The average visit to Queen Street is more than 20 minutes, the convenience and proximity of the existing car parks to Queen Street is considered reasonable. It should also be noted that on-street disabled parking in the scheme area will overall increase.</p>	<p>Improving access for alternative modes and enhancing the pedestrian realm on Queen Street aims to increase the number of visitors on-foot, as well as encourage longer dwelling times for shoppers. Queen Street is likely to become a more popular destination for shopping and recreation which will increase trade for local businesses.</p> <p>Overall, there will be an increase in space dedicated to loading for businesses.</p>

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

The reduction in motorised traffic, through the removal of a proportion of on-street parking and changes to access will reduce general on-street parking capacity Street but will transform the street into a healthier, safer and more welcoming environment for people accessing the area on foot, by cycle, by public transport- and by car at nearby off-street car parks. This will bring social and environmental benefits for visitors and economic benefits to local businesses.

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?

As mentioned above, these proposals will bring economic benefits for local businesses on Queen Street by encouraging increased dwell time in the area, and by making Queen Street a more pedestrian-friendly environment. The social wellbeing of the area will be improved through the transformation of Queen Street into a safer, more welcoming, and healthier street and the environmental wellbeing will be improved through the reduction of motorised traffic and the modal shift towards active travel.

15. How will impacts and actions be monitored?

The Queen Street pedestrian enhancement scheme will be monitored through consultation with the local member and local stakeholders.