

Integrated Impact Assessment (IIA)

This Integrated Impact Assessment considers the duties and requirements of the following legislation in order to inform and ensure effective decision making and compliance:

- Equality Act 2010
- Welsh Language Standards (No.1) Regulations 2015
- Well-being of Future Generations (Wales) Act 2015
- Environment (Wales) Act 2016

Version Control

Version	Author	Job title	Date
	Martin Brumby	Project Manager Highways	22/11/2021

1. Details of the initiative

	Title of the Initiative: Pen-Y-Cae and Gwar-Y-Caeau, Port Talbot –(Revocation) and (Prohibition of Waiting At Any Time) Traffic Regulation Order 2021
1a	Service Area: Engineering and Transport
1b	Directorate: Environment and Regeneration
1c	Summary of the initiative: To provide a traffic regulation order to prevent indiscriminate parking in the interest of road safety.
1d	Is this a ‘strategic decision’? No
1e	Who will be directly affected by this initiative? Members of the public that drive.
1f	When and how were people consulted? If allowed to proceed. A consultation exercise was undertaken in October/November 2021 with approximately 22 properties receiving hand delivered letters with a plan.

1g **What were the outcomes of the consultation?** Following a three-week consultation exercise, 1 statement of support and 17 objections were received.

2. Evidence

What evidence was used in assessing the initiative?

The traffic regulation order is required to prevent indiscriminate parking in the interest of road safety.

3. Equalities

a) How does the initiative impact on people who share a **protected characteristic**?

Protected Characteristic	+	-	+/-	Why will it have this impact?
Age			√	No negative impact
Disability			√	No negative impact
Gender reassignment			√	No negative impact
Marriage & civil partnership			√	No negative impact
Pregnancy and maternity			√	No negative impact
Race			√	No negative impact
Religion or belief			√	No negative impact
Sex			√	No negative impact

Sexual orientation			√	No negative impact
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What action will be taken to improve positive or mitigate negative impacts?

The written correspondence received to the proposed scheme was considered and discussed with the local members.

b) How will the initiative assist or inhibit the ability to meet the **Public Sector Equality Duty**?

Public Sector Equality Duty (PSED)	+	-	+/-	Why will it have this impact?
To eliminate discrimination, harassment and victimisation			√	No negative impact
To advance equality of opportunity between different groups			√	No negative impact
To foster good relations between different groups			√	No negative impact

What action will be taken to improve positive or mitigate negative impacts?

The written correspondence received to the proposed scheme was considered and discussed with the local members.

4. Socio Economic Duty

Impact	Details of the impact/advantage/disadvantage
Positive/Advantage	
Negative/Disadvantage	
Neutral	

What action will be taken to reduce inequality of outcome

5. Community Cohesion/Social Exclusion/Poverty

	+	-	+/-	Why will it have this impact?
Community Cohesion			√	No negative impact

Social Exclusion			√	No negative impact
Poverty			√	No negative impact

What action will be taken to improve positive or mitigate negative impacts?

The written correspondence received to the proposed scheme was considered and discussed with the local members.

6. Welsh

	+	-	+/-	Why will it have this effect?
What effect does the initiative have on: – people’s opportunities to use the Welsh language	√			We welcome all correspondence in Welsh and English when dealing with the wider community
– treating the Welsh and English languages equally	√			All permanent highway approved signage used in the traffic regulation order is Bilingual (Welsh / English).

What action will be taken to improve positive or mitigate negative impacts?

The written correspondence received to the proposed scheme was considered and discussed with the local members.

7. Biodiversity

How will the initiative assist or inhibit the ability to meet the **Biodiversity Duty**?

Biodiversity Duty	+	-	+/-	Why will it have this impact?
To maintain and enhance biodiversity			√	No negative impact
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.			√	No negative impact

What action will be taken to improve positive or mitigate negative impacts?

The written correspondence received to the proposed scheme was considered and discussed with the local members.

8. Well-being of Future Generations

How have the five ways of working been applied in the development of the initiative?

Ways of Working	Details
i. Long term – looking at least 10 years (and up to 25 years) ahead	The traffic regulation order is required to prevent indiscriminate parking in the interest of road safety.
ii. Prevention – preventing problems occurring or getting worse	The traffic regulation order is required to prevent indiscriminate parking in the interest of road safety.
iii. Collaboration – working with other services internal or external	The various sections such as Highway Engineering and the Legal section have worked together on this initiative.
iv. Involvement – involving people, ensuring they reflect the diversity of the population	The various sections such as Highway Engineering and the Legal section have worked together on this initiative.
v. Integration – making connections to maximise contribution to:	The traffic regulation order is required to prevent indiscriminate parking in the interest of road safety.
Council's well-being objectives	The traffic regulation order is required to prevent indiscriminate parking in the interest of road safety.
Other public bodies objectives	The traffic regulation order is required to prevent indiscriminate parking in the interest of road safety.

9. Monitoring Arrangements

Provide information on the monitoring arrangements to:

Monitor the impact of the initiative on Equalities, Community Cohesion, the Welsh Measure, Biodiversity Duty and the Wellbeing Objectives.

A consultation exercise was undertaken in October/November 2021 with approximately 22 properties receiving hand delivered letters with a plan. The written correspondence received to the proposed scheme was considered and discussed with the local members.

Future public correspondence will be saved and considered, accordingly tracked and referenced through the Engineering and Transport mail monitoring system.

10. Assessment Conclusions

Please provide details of the conclusions reached in relation to each element of the assessment:

	Conclusion
Equalities	The written correspondence received to the proposed scheme was considered and discussed with the local members.
Socio Economic Disadvantage	The written correspondence received to the proposed scheme was considered and discussed with the local members.
Community Cohesion/ Social Exclusion/Poverty	The written correspondence received to the proposed scheme was considered and discussed with the local members.
Welsh	The written correspondence received to the proposed scheme was considered and discussed with the local members.
Biodiversity	The written correspondence received to the proposed scheme was considered and discussed with the local members.

Well-being of Future Generations	The traffic regulation order is required to prevent indiscriminate parking in the interest of road safety.
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Overall Conclusion

Please indicate the conclusion reached:

- Continue** - as planned as no problems and all opportunities have been maximised
- **Make adjustments** - as potential problems/missed opportunities/negative impacts have been identified along with mitigating actions
- **Justification** - for continuing with the initiative even though there is a potential for negative impacts or missed opportunities
- **STOP** - redraft the initiative as actual or potential unlawful discrimination has been identified

Please provide details of the overall conclusion reached in relation to the initiative

The overall conclusion for the Integrated Impact Assessment (IIA) is to **STOP** the scheme as advertised. The feedback received objecting to the scheme was considered by the local members and an alternative suggested for *H bar* road markings that do not require a formal statutory consultation to be implemented.

The *H bar* road markings will help to prevent indiscriminate parking across the garage entrances.

The situation will be monitored going forward.

11. Actions

What actions are required in relation to obtaining further data/information, to reduce or remove negative impacts or improve positive impacts?

Action	Who will be responsible for seeing it is done?	When will it be done by?	How will we know we have achieved our objective?
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The outcome of the statutory consultation	Local members and officers from Engineering and Transport.	Post statutory consultation	Recommendations will be reported to the Streetscene and Engineering Cabinet Board for decision.

12. Sign off

	Name	Position	Date
Completed by	Hasan Hasan	Engineering Manager	22/11/21
Signed off by	D. W. Griffiths	Head of Engineering & Transport	22/11/21