

## 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	03/01/22

### 1. Details of the initiative

	<b>Title of the Initiative:</b> B4434 Dulais Fach Road, Station Road, Brunel Close, Tai Bach and Riverside, Tonna – 20mph Speed Limits Order 2021 and Traffic Calming Measures at B4434 Dulais Fach Road
<b>1a</b>	<b>Service Area:</b> Engineering and Transport
<b>1b</b>	<b>Directorate:</b> Environment and Regeneration
<b>1c</b>	<b>Summary of the initiative:</b> To help reduce traffic speed in the locality in the interest of highway safety and to promote the use of the Active Travel route along side the Neath Canal especially at the crossing point on Dulais Fach Road.
<b>1d</b>	<b>Is this a 'strategic decision'?</b> No
<b>1e</b>	<b>Who will be directly affected by this initiative?</b> The public including all user groups will benefit as the legal speed limit in the location will be reduced from 30mph to 20mph, improving highway safety whilst making it easier for users of the active travel route alongside the canal to cross the carriageway.

1f	<b>When and how were people consulted? If allowed to proceed.</b> A statutory consultation exercise was undertaken in November/December 2021 with approximately 92 letters and plans delivered to the adjacent properties detailing the proposals. The traffic regulation orders were placed in the South Wales Evening Post, on the Council's website, Notices posted on site. The Council's legal section who placed the advert on behalf of Engineering and Transport have a list of statutory consultees as part of the formal process.
1g	<b>What were the outcomes of the consultation?</b> Following a three-week consultation exercise, 6 statements of support and 2 statements of objection were received.

## 2. Evidence

### What evidence was used in assessing the initiative?

A site visit has determined that the visibility from the Active Travel Route along the canal is poor at the crossing point on Dulais Fach Road. Concerns have been raised by both the public and the local members regarding traffic speed on this road. Traffic surveys have shown the average 85<sup>th</sup> percentile traffic speeds to be in the range of 28 mph to 34 mph. Negotiations to provide a footway on the south side of the road within private land have been unsuccessful and a compulsory purchase order would be required which can take over two years to be determined. A combination of both poor visibility and current traffic speed could lead to the take up / promotion of this Active Travel Route been reduced contrary to the Welsh Government's Active travel Act 2013. Reducing the speed limit to 20 mph from 30 mph will help provide a safer crossing experience for all non motorised users. The proposed 20 mph speed limit in advance of the Welsh Government's 20 mph default speed limit will deliver other benefits to the Community through reduce vehicle emissions and a perception of a safe street scene.

## 3. Equalities

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

Protected Characteristic	+	-	+/-	Why will it have this impact?
Age			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging pedestrians and cyclists to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality.

Disability			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging pedestrians using wheelchairs, mobility scooters and adapted cycles to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality.
Gender reassignment			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging all pedestrians and cycle groups to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality.
Marriage & civil partnership			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging pedestrians and cycle groups to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality.
Pregnancy and maternity			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging pedestrians with buggies and prams to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality.
Race			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging all pedestrian and cycle groups to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality.
Religion or belief			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging all pedestrian and cycle groups to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality.
Sex			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging all pedestrian and cycle groups to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality.
Sexual orientation			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging all pedestrian and cycle groups to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality.

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

There are no negative impacts associated with the proposal to reduce the speed limit from 30mph to 20mph and the installation of traffic calming measures. These measures should help to reduce negative perceptions and provide a positive impact to the locality through a reduction in traffic speed making both the crossing point and adjacent footways more attractive to all non motorised users.

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

<b>Public Sector Equality Duty (PSED)</b>	<b>+</b>	<b>-</b>	<b>+/-</b>	<b>Why will it have this impact?</b>
To eliminate discrimination, harassment and victimisation			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging all pedestrians and cycle groups to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality. This will encourage the community to walk to local facilities and in doing so meet different groups and socially interact.
To advance equality of opportunity between different groups			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging all pedestrians and cycle groups to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality. This will encourage the community to walk to local facilities and in doing so meet different groups and socially interact.
To foster good relations between different groups			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging all pedestrians and cycle groups to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality. This will encourage the community to walk to local facilities and in doing so meet different groups and socially interact.

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

There are no negative impacts associated with the scheme as the speed limit will be reduced from 30mph to 20mph in the interest of highway safety. This will encourage more residents to walk and cycle to local facilities and in doing so encourage more social inter action.

#### 4. Socio Economic Duty

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

#### What action will be taken to reduce inequality of outcome

N/A

#### 5. Community Cohesion/Social Exclusion/Poverty

	+	-	+/-	Why will it have this impact?
Community Cohesion			√	There is no negative impact. Neath Port Talbot CBC recently improved the active travel route between Neath and Tonna (along the canal). At one location of the

			<p>proposal it is necessary for pedestrians and cyclists to cross Dulais Fach Road to continue along the cycle route to Glynneath.</p> <p>Traffic surveys undertaken in May 2021 show 85<sup>th</sup> percentile speeds in the range of 28 to 34 mph, due to the speed of traffic it is difficult for users to cross Dulais Fach Road.</p> <p>Improving highway safety in this area, whilst facilitating a safe crossing point on the active travel route will help to improve community cohesion by allowing people to travel to work or education by active travel modes.</p>
Social Exclusion		√	<p>There is no negative impact. The scheme by reducing traffic speed will help to encourage all groups to be more active in their mode of transport to the local facilities which are available to all income streams and therefore the scheme helps to reduce social exclusion with non car house holds benefiting from a better more inclusive street environment.</p>
Poverty		√	<p>The 2011 census shows that within NPTCBC of the 60,393 households within the County 25.5%, 15,407 households do not have access to a car or van.</p> <p>To access employment, health, education and leisure these households rely on active travel and public transport.</p> <p>The active travel route between Neath and Tonna was improved last year the proposal will build upon these works by make it easier and safer for users of the active travel route to cross Dulais Fach Road when using the active travel route and walking or cycling for short journeys to the local facilities.</p>

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

There are no negative impacts. The proposal will reduce the speed limit in the locality from 30mph to 20mph improving highway safety and making it safer and easier for users of the active travel route to cross the road. The scheme will help to encourage walking and cycling to local facilities which is a mode of transport available to most user groups helping to promote well being, social interaction and community cohesion.

**6. Welsh**

	+	-	+/-	Why will it have this effect?
What effect does the initiative have on: – people’s opportunities to use the Welsh language	√			There will be a positive impact as we welcome all correspondence in Welsh and English when dealing with the wider community.
– treating the Welsh and English languages equally	√			There will be a positive impact because all permanent highway approved signage and road markings used in the traffic regulation order are Bilingual ( Welsh / English ) with Welsh placed above English.

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

We welcome all correspondence in Welsh and English when dealing with the wider community.  
 All publicity and consultation materials will be developed bilingually with Welsh above English.  
 All permanent highway approved signage and road markings used in the traffic regulation order is Bilingual (Welsh / English).

**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			√	There is no negative impact as the road markings and speed cushions are located on the carriageway, therefore the scheme does not impact the existing Flora, Fauna or Biodiversity. Any signage located in the verge will be on a pole which will have

			minimal impact. Lighting units are the same as those used throughout the borough and as such will not impact biodiversity.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		√	There is no negative impact as the speed cushions are located away from the kerb allowing the carriageway and footway drainage to function as at present. The scheme is located within the existing road surface and as such there is no opportunity to provide additional drainage systems such as swales, soakaways etc. The reduction in traffic speed should help to improve air quality for the residents and as the cushions are made from recycled soft rubber noise and vibration should not have an impact.

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

There are no negative impacts associated with the proposal.

Throughout the Contract, the Contractor will be required to endeavour to comply with WG targets for use of recycled materials in the works.

A zero waste to landfill approach is taken on all of our schemes.

The reduction in speed limit should help to improve air quality and the overall street environment for the Community.

## 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. <b>Long term</b> – looking at least 10 years (and up to 25 years) ahead	Within the Neath Port Talbot presently 59.6% of adults are obese or overweight (with 23.6% being obese) it is predicted that by 2025 the number will have risen to 66.5%. A quarter of children in Wales are overweight or obese (including 12.4% that are obese) Wales has a higher percentage of adolescents self-reporting to be overweight or obese compared to England, Scotland and Republic of Ireland, with rates being generally higher in boys than girls.

	<p>Only 48.4% of adults in Neath Port Talbot are meeting the physical activity guidelines compared to 53.1% in Wales. For most people, the easiest form of physical activity are those that can be built into everyday life such as commuting by active travel. By enabling active travel, the proposal will contribute to improved health benefits for users whilst reducing carbon emissions from vehicles.</p> <p>The Welsh Governments Llwybr Nweydd Wales transport strategy sets out the 20 year ambition and focuses on delivering an accessible, sustainable transport system that is good for people, communities, the environment the economy and Welsh language and culture.</p> <p>The 5 year priorities call for a transport system that plays its part in reducing greenhouse gas emissions whilst increasing active travel and public transport use by providing safe, accessible, sustainable transport systems that people will want to use.</p> <p>The sustainable transport hierarchy places active travel at the forefront of transport and sets out how the strategy will encourage people to change their travel behaviour to use low-carbon sustainable transport.</p> <p>The scheme will help encourage Active Travel through the lower speed limit helping to enhance the street scene environment and through lower vehicle emissions thereby benefiting the community health. Furthermore in May 2023 the Welsh Government national 20 mph speed limit default strategy may be implemented lowering the speed limit over a greater area with the locality increasing the enhancement of reduced emissions and the promotion of Active Travel.</p>
<p>ii. <b>Prevention</b> – preventing problems occurring or getting worse</p>	<p>In NPT 25.5% of homes do not have access to a car. Where car ownership levels are low, residents are more likely to be reliant on public transport and active travel for their day to day needs and to access key services and employment. Poor facilities can lead difficulty in using active travel which can cause to social exclusion and isolation, which subsequently can lead to a range of health and social problems.</p> <p>Facilitating more journeys by active travel will reduce our consumption of natural resources and act to tackle the causes and consequences of congestion, climate change, traffic pollution and noise.</p> <p>Encouraging people to be more active by providing active travel routes will help people to be healthy, to achieve their potential.</p> <p>Reducing the speed of traffic in the location will make the highway safer for all users.</p>
<p>iii. <b>Collaboration</b> – working with other services internal or external</p>	<p>The various sections within the Council such as Highway Engineering and the Legal section have worked together on this initiative. The Welsh Government, Transport for Wales and Sustrans have all been are working in collaboration with the Council on Active Travel Routes within the Borough and providing advice and direction.</p>

iv. <b>Involvement</b> – involving people, ensuring they reflect the diversity of the population	A statutory consultation exercise for the traffic regulation orders was undertaken in November/December 2021 with approximately 92 letters and plans delivered to the adjacent properties detailing the proposals. The orders were advertised in the South Wales Evening Post, on the Council's web site and Notices posted on site. A wider consultation was undertaken with regard to the Active Travel mapping exercise both at the inception and just recently under the mapping review.
v. <b>Integration</b> – making connections to maximise contribution to:	The scheme through a reduction in traffic speed will help to improve the Community health through reduced air pollution and people walking and cycling to the local facilities thereby contributing to other organisations goals on improving health for the population of Wales.
<b>Council's well-being objectives</b>	The proposal will reduce the speed of traffic on Dulais Fach Road making the area safer for vehicles using the carriageway, as well as making it easier and safer for children, young people and adults to cross the carriageway when using the active travel route.
<b>Other public bodies objectives</b>	The proposal will contribute to creating a safe, confident and resilient communities by improving highway safety and making it easier to access active travel. Additional benefits will be reduced vehicle emissions. A more pleasant street scene and promotion of Active travel.

## 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 November/December 2021 with approximately 92 letters and plans delivered to the adjacent properties detailing the proposals. An advert was placed in the South Wales Evening Post, Plans deposited on the Council's website and Notices posted on site.

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

Any future public correspondence will be saved and considered, accordingly tracked and referenced through the Engineering and Transport mail monitoring system and responded to accordingly.

Traffic surveys to capture both average traffic speed and volume will be undertaken on completion of the works to determine the impact of the proposal.

Personal Injury Collision data will be reviewed when available from the Welsh Government and compared between pre and post scheme.

## 10. Assessment Conclusions

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

	<b>Conclusion</b>
<b>Equalities</b>	There are no negative impacts associated with the proposal to reduce the speed limit from 30mph to 20mph and the installation of traffic calming measures as a reduction in traffic speed will have a positive benefit for all user groups.
<b>Socio Economic Disadvantage</b>	There are no negative impacts associated with the proposal to reduce the speed limit from 30mph to 20mph and the installation of traffic calming measures as a reduction in traffic speed will have a positive benefit for all user groups helping to promote Active Travel allowing more residents of lower incomes to access the Active Travel network and public transport.
<b>Community Cohesion/ Social Exclusion/Poverty</b>	There are no negative impacts. The proposal will reduce the speed limit in the locality from 30mph to 20mph improving highway safety and making it safer and easier for users of the active travel route to cross the road walking and cycling to the local facilities and hence meeting more members of the community in the process helping to build relationships with all user groups.
<b>Welsh</b>	There are no negative impacts of the proposals as any correspondence is welcome in Welsh and all highway signage and road markings are bi lingual with Welsh above English.
<b>Biodiversity</b>	The requirements of SUDs and biodiversity have been considered in the development of the proposal, however because the scope of the works is on a small scale and mainly located within the

	surfaced carriageway the opportunity for any enhancement of both SUDs and Biodiversity was very limited.
<b>Well-being of Future Generations</b>	The proposal will reduce the speed of traffic on Dulais Fach Road and adjacent streets from 30mph to 20mph together with the select location of traffic calming measures. This will help to improve highway safety and make it easier for users of the active travel route to cross the road at this location. Improving highway safety and encouraging travel by active modes will help to meet the targets set out in the Welsh Governments Llwybr Nweydd Wales transport strategy.

## 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 Continue with the scheme as advertised. The feedback received objecting to the scheme was considered by the local members. The local members are in support of the objections being overruled and the scheme being implemented as advertised in the interest of highway safety.

## 11. Actions

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

<b>Action</b>	<b>Who will be responsible for seeing it is done?</b>	<b>When will it be done by?</b>	<b>How will we know we have achieved our objective?</b>
Public correspondence post scheme will be monitored because the public are quick to provide feedback post implementation.	Officers from Engineering and Transport through the mail monitoring system.	All correspondence will receive a response and this will allow any developing trends to be recorded and tracked. This will take place over a number of years.	The monitoring and tracking of correspondence which will be from a variety of sources such as letters, Email, Facebook, social media etc will identify any emerging trends for further action.
Feedback from the local members. The members are a community link within their ward with all of the varied user groups.	Officers from Engineering and Transport through the mail monitoring system.	Feedback will be recorded allowing for any developing trends to be considered and tracked. This will take place over a number of years.	Feedback from the public via the local member should become positive if we have achieved the objectives set out above.
Traffic surveys- Under take surveys of both average traffic speed and volume.	Officers from Engineering and Transport and Network Management.	Surveys will be under taken over a number of years post scheme completion and after an initial settlement period to allow the public to adhere to the lower speed limit.	Data should show a reduction in both the average 85 <sup>th</sup> percentile and mean speed of traffic compared to pre scheme data.
Personal injury collisions	Officers from Engineering and Transport and the Road Safety team through the Welsh Government data.	When the data is available from the Welsh Government the personal injury collisions can be tracked for any emerging trends over a three year period for which data is available.	The data should show a reduction or certainly not an increase in personal injury collisions especially with vulnerable groups such as the elderly, children, pedestrians and cyclists.

**12. Sign off**

	<b>Name</b>	<b>Position</b>	<b>Date</b>
<b>Completed by</b>	Hasan Hasan	Engineering Manager	3/01/22
<b>Signed off by</b>	D.W.Griffiths	Head of Transport & Engineering	3/01/22