

## 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	21/02/2022

### 1. Details of the initiative

	<b>Title of the Initiative: No. 2 Geoffrey Street, Neath – Proposed Individual Disabled Parking Place.</b>
<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> The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person
<b>1d</b>	<b>Is this a ‘strategic decision’? No</b>
<b>1e</b>	<b>Who will be directly affected by this initiative?</b> The member of the public that has qualified for an IDPP and their immediate neighbours.
<b>1f</b>	<b>When and how were people consulted? If allowed to proceed.</b> A statutory consultation exercise will be under taken for a period of 21 days. The traffic regulation orders will be formally advertised in the South Wales Evening Post, on the

	Council's website and Notices posted on site. The Council's legal section will place the advert on behalf of Engineering and Transport have a list of statutory consultees as part of the formal process.
<b>1g</b>	<b>What were the outcomes of the consultation?</b> N/A

## 2. Evidence

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

The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person. The dedicated bay will assist severe mobility restricted persons to access their vehicle using the shortest distance available from their front door.

The traffic regulation order is required to allow the successful applicant to park directly outside their property in order to maintain their independence and quality of life.

## 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 a positive impact to the severely disabled applicant who will now be able to park directly outside their own home.
Disability	√			There is a positive impact to the severely disabled applicant who will now be able to park directly outside their own home improving their quality of life and independence.
Gender reassignment			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home
Marriage & civil partnership			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home
Pregnancy and maternity			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home

Race			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home
Religion or belief			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home
Sex			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home
Sexual orientation			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home

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

The dedicated individual disabled parking bay will allow the resident the security of a parking space directly outside their property giving easy access to their front door, This will enhance their independence and quality of life without the fear that they will not be able to park on returning home.

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 provide a dedicated individual disabled parking place directly outside the applicant's property giving easy access to the front door.
To advance equality of opportunity between different groups	√			There is a positive impact to advance the equality between different groups. The severely disabled are at a disadvantage, thereby allowing a dedicated parking bay outside the resident's homes it will give them a better sense of equality and a better chance of independence.

To foster good relations between different groups		√	There is no negative impact as the scheme will provide a dedicated individual disabled parking place directly outside the applicant's property giving easy access to the front door.
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**What action will be taken to improve positive or mitigate negative impacts?**

There is no negative impact as the scheme will assist severely disabled persons that drive, thereby allowing a dedicated parking bay outside the resident's home which will give them a better sense of equality and a better chance of independence to access health care and local facilities.

**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 a positive impact. The scheme by allowing an individual disabled parking bay will help to encourage IDPP permit holders to be more active in their mode of transport to the local facilities which are available to all income streams. The scheme helps to improve community cohesion by allowing permit holders to integrate more freely safe in the knowledge that they can return home to their parking space without the stress and worry they would have if they didn't have a dedicated space.
Social Exclusion	√			There is a positive impact. The scheme by allowing an individual disabled parking place will help to encourage IDPP permit holders 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.
Poverty			√	An individual disabled parking place for a disabled resident will help towards poverty exclusion as there is no charge from the Local Authority to the resident. Residents on low incomes will therefore not be impacted by the proposal.

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

There is no negative impact as the scheme will provide an Individual Disabled Parking Place to the disabled resident which will help them to be more independent to connect to the facilities in the locality. This will encourage the resident to safely travel from their house to local facilities and in doing so meet different groups and they are more likely to socially interact helping to promote wellbeing, social interaction and community cohesion.

## 6. Welsh

	+	-	+/-	Why will it have this effect?
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<p>What effect does the initiative have on:</p> <ul style="list-style-type: none"> <li>- people's opportunities to use the Welsh language</li> </ul>	√			There will be a positive impact as we welcome all correspondence in Welsh and English when dealing with the wider community.
<ul style="list-style-type: none"> <li>- treating the Welsh and English languages equally</li> </ul>	√			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**?

<b>Biodiversity Duty</b>	<b>+</b>	<b>-</b>	<b>+/-</b>	<b>Why will it have this impact?</b>
To maintain and enhance biodiversity			√	There is no negative impact as the road markings 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.
To promote the resilience of ecosystems, i.e. supporting protection of the wider			√	There is no negative impact as the road markings 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.

environment, such as air quality, flood alleviation, etc.				
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What action will be taken to improve positive or mitigate negative impacts?
<p>There are no negative impacts associated with the proposal.</p> <p>Throughout the Contract, the Contractor will be required to endeavour to comply with WG targets for use of recycled materials in the works.</p> <p>A zero waste to landfill approach is taken on all of our schemes.</p> <p>The prevention of indiscriminate parking on the road and especially the footways should help to improve the overall street environment for the Community.</p>

## 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	<p>The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person.</p> <p>The traffic regulation order is required to allow the successful applicant to park directly outside their property in order to maintain their independence and quality of life. The dedicated bay will be maintained over the duration of the need for the resident. If circumstances change and the resident no longer needs the bay or does no longer qualify then the bay is removed.</p>
ii. <b>Prevention</b> – preventing problems occurring or getting worse	<p>The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person.</p> <p>The traffic regulation order is required to allow the successful applicant to park directly outside their property in order to maintain their independence and quality of life. This will allow the resident to access health care and the local facilities on a daily basis removing the fear of being unable to park when returning home.</p>

iii. <b>Collaboration</b> – working with other services internal or external	The various sections within the Council such as Highway Engineering, Customer Services and the Legal section have worked together on this initiative as well as the customer services department.
iv. <b>Involvement</b> – involving people, ensuring they reflect the diversity of the population	A statutory consultation exercise for the traffic regulation orders will be undertaken with letters and plans delivered to the adjacent properties detailing the proposals. The traffic regulation orders will be advertised in the South Wales Evening Post, on the Council’s web site and Notices posted on site.
v. <b>Integration</b> – making connections to maximise contribution to:	The scheme through the creation of an Individual Disabled Parking Place will help to improve the resident having greater integration within the local community and further afield. This also has a great impact on the resident’s mental health as they no longer need to worry about getting home and not being able to exit their specially adapted vehicle in some cases to disembark the vehicle.
<b>Council’s well-being objectives</b>	The proposal will create an Individual Disabled Parking Place making it easier for somebody with a severe disability to access their home and also to access with wider community ensuring a better quality of life.
<b>Other public bodies objectives</b>	The proposal will contribute to creating a safe, confident and resilient communities by improving highway safety for the Disabled permit holder at the registered address.

## 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 will be undertaken with letters and plans delivered to the adjacent properties detailing the proposals. An advert will be 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 will be considered and discussed with the local members.

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

## 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 is a positive impact to advance the equality between different groups. The severely disabled are at a disadvantage, thereby allowing a dedicated parking bay outside the resident's home it will give them a better sense of equality and a better chance of independence.
<b>Socio Economic Disadvantage</b>	There are no negative impacts associated with the proposal as there is no charge to the resident in implementing an Individual Disabled Parking Place.
<b>Community Cohesion/ Social Exclusion/Poverty</b>	There is a positive impact. The scheme by allowing an Individual Disabled Parking Place will help to encourage IDPP permit holders to be more active in their mode of transport to the local facilities which are available to all income streams. The scheme helps to improve community cohesion by allowing permit holders to integrate more freely safe in the knowledge that they can return home to their parking space without the stress and worry they would have if they didn't have a dedicated space.
<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>	<p>The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person.</p> <p>The traffic regulation order is required to allow the successful applicant to park directly outside their property in order to maintain their independence and quality of life.</p>

## 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 advertising the scheme as indicated in Appendix A.  
Any feedback received to the scheme will be considered by the local members. The local members are in support of the scheme being in the interest of the quality of life and independence of the resident.

## 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?
Public correspondence will be monitored during the statutory consultation.	Officers from Engineering and Transport through the mail monitoring system.	All correspondence will receive an acknowledgement and this will be recorded and tracked during the statutory consultation period of 21 days.	The monitoring and tracking of correspondence which will be from a variety of sources such as letters, Email, Facebook, social media etc will be logged and considered.
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 during the statutory consultation period of 21 days.	Feedback from the public via the local members will be recorded and considered.

## 12. Sign off

	Name	Position	Date
<b>Completed by</b>	Hasan Hasan	Engineering Manager	16/02/22
<b>Signed off by</b>	D. W. Griffiths	Head of Engineering & Transport	16/02/22