

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	2/03/2022

1. Details of the initiative

	Title of the Initiative: (GOYTRE ROAD, GOYTRE CRESCENT, EMROCH STREET, LANE REAR OF EMROCH STREET AND EAST STREET, GOYTRE)(PROHIBITION OF WAITING, LOADING AND UNLOADING AT ANY TIME) ORDER 2022
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 at the above junctions situated off Goytre Road, Goytre. Visibility when exiting the junction is also an issue due to parking directly on the junction especially large vans. Pedestrians crossing these junctions are also at risk due to the reduced visibility.
1d	Is this a 'strategic decision'? No
1e	Who will be directly affected by this initiative? The public including all user groups will benefit as the traffic regulation order will address indiscriminate parking and improve visibility at the aforementioned junctions, therefore improving highway safety for all users.

1f	When and how were people consulted? If allowed to proceed. A statutory consultation exercise was undertaken in January / February 2022 with approximately 185 letters and plans delivered within the village of Goytre 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	What were the outcomes of the consultation? Following a three-week consultation exercise, 10 objections were received and no statements of support.

2. Evidence

What evidence was used in assessing the initiative?

The local ward members have highlighted concerns raised by residents that indiscriminate parking on the above mentioned junctions with Goytre and Dyffryn Roads are restricting visibility causing road safety concerns. The traffic regulation order was proposed to allow improved visibility for vehicles negotiating the junction and thus improve road safety. Visibility for pedestrians crossing these junctions on the main walking route in and out of the village will be improved making the walking experience much safer and thereby promoting / encouraging active travel.

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 improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians, wheelchairs users, mobility scooters and adapted cycles to use the existing infrastructure in order to access public transport and use active travel.

Disability		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use active travel and adjacent footways helping to connect the facilities in the locality. The proposed parking restrictions have been limited to protect the junctions for the minimum distance, thereby reducing the impact on any disabled residents of side streets.
Gender reassignment		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the active travel and the adjacent footways helping to connect the facilities in the locality.
Marriage & civil partnership		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the active travel and the adjacent footways helping to connect the facilities in the locality.
Pregnancy and maternity		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the active travel and the adjacent footways helping to connect the facilities in the locality.
Race		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the active travel and the adjacent footways helping to connect the facilities in the locality.
Religion or belief		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the active travel and the adjacent footways helping to connect the facilities in the locality.
Sex		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of

				motorised and non-motorised users. The scheme will encourage all user groups to use the active travel and the adjacent footways helping to connect the facilities in the locality.
Sexual orientation			√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the active travel and the 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 introduce a traffic regulation orders to prevent indiscriminate parking and improve visibility on the junctions with Goytre and Dyffryn Road. These measures should help to reduce negative perceptions and provide a positive impact to the locality through allowing for free-flowing movement of motorised and non-motorised users.

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			√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use active travel and the 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 improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use active travel and the 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 improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use active travel and the 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 with their neighbours.

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

There are no negative impacts associated with the scheme as the traffic regulation order will improve visibility and manoeuvrability 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 between all groups.

4. Socio Economic Duty

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

Neutral	N/A
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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. Improving highway safety in this area, whilst encouraging all users within the locality to walk and cycle will help to improve community cohesion by allowing people to travel to work or education by active travel modes.
Social Exclusion			√	There is no negative impact. The scheme 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.
Poverty			√	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. To access employment, health, education and leisure these households rely on active travel and public transport. The active travel availability in the locality will make it easier and safer for users of the active travel to cross the junctions when walking for short journeys to the local facilities.

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

There are no negative impacts. The proposal will improve the junctions making it safer and easier for users of the active travel in the locality. 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 are located on the carriageway, therefore the scheme does not impact the existing Flora, Fauna or 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 road markings are level with the existing carriageway surface allowing 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 road markings are composed of thermoplastic a hard wearing material and 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 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.

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
<p>i. Long term – looking at least 10 years (and up to 25 years) ahead</p>	<p>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. 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. 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 a safer 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. Prevention – 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>
iii. Collaboration – working with other services internal or external	The various sections within the Council such as Highway Engineering, Road Safety section 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 within the Borough and providing advice and direction.
iv. Involvement – involving people, ensuring they reflect the diversity of the population	A statutory consultation exercise for the traffic regulation orders was consulted upon for a period of 21-days in January / February 2022. The traffic regulation orders were advertised in the South Wales Evening Post, on the Council’s web site and Notices posted on site. A wider consultation was under taken with regard to the Active Travel mapping exercise both at the inception and just recently under the mapping review.
v. Integration – making connections to maximise contribution to:	The scheme 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.
Council’s well-being objectives	The proposal will make 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 active travel.
Other public bodies objectives	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 period of 21-days in January / February 2022 was undertaken with 185 properties receiving hand delivered letters with a plan. 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.

10. Assessment Conclusions

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

	Conclusion
Equalities	There are no negative impacts associated with the proposal to introduce a traffic regulation order to prevent indiscriminate parking and improve visibility on the junctions with Dyffyrn and Goytre Road. These measures should help to reduce negative perceptions and provide a positive impact to the locality through allowing for free-flowing movement of motorised and non-motorised users.
Socio Economic Disadvantage	There are no negative impacts associated with the proposal which 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.
Community Cohesion/ Social Exclusion/Poverty	There are no negative impacts associated with the scheme as the traffic regulation order will improve visibility and manoeuvrability 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.
Welsh	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.
Biodiversity	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.

Well-being of Future Generations	<p>The proposal will help to improve highway safety and make it easier for users of the active travel route to cross the road at this location.</p> <p>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.</p>
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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 **Make adjustments** to the scheme as advertised. The feedback received objecting to the scheme was considered by the local members especially in regard to the properties located directly on the junctions being the most impacted by the restrictions and the possibility of displacement of on street parking. The local members are in support of up holding the objections in part, however the members would like to see a further reduction of parking restrictions on the corner of No. 1 East Street / Goytre Road.

Officers consider that reducing the parking restrictions on this corner would not prevent indiscriminate parking and put pedestrians at risk.

Officers recommended that the revised scheme as indicated in Appendix B to the Board report is implemented on site in the interest of road safety.

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 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 member. The member is 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 record actual speed.	Data should show the actual average 85th percentile and mean speed of traffic.
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 the personal injury collisions especially with vulnerable groups such as the elderly, children, pedestrians and cyclists.

12. Sign off

	Name	Position	Date
Completed by	Hasan Hasan	Engineering Manager	2/03/2022
Signed off by	D. W. Griffiths	Head of Engineering & Transport	2/03/2022