

## 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	23/02/2022

### 1. Details of the initiative

	<b>Title of the Initiative: Ysgol Gynradd Abbey, Neath Abbey – Proposed Prohibition of Waiting, Loading and Unloading at Any Time traffic regulation order and No Stopping, Mon - Fri 8am – 5pm On Entrance Markings.</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> To prevent indiscriminate parking at the main entrance to Ysgol Gynradd Abbey, Neath Abbey in the interest of highway safety.
<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 school main entrance will become safer with the prevention of indiscriminate parking.

<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 planning application conditions for the new school ( Ysgol Gynradd Abbey, Neath Abbey ) require that traffic regulation orders are considered to prevent indiscriminate parking at the school main entrance in the interest of road safety. The traffic regulation orders will improve visibility and protect the footways and footway crossing points by keeping the area free from parked vehicles benefiting all users of the school.

## 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 prevent indiscriminate parking thereby making the location safer for all users of the school entering and exiting the school main entrance. This will encourage all users to walk and cycle to the school and in doing so will help to promote active travel.
Disability			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby encouraging pedestrians with mobility scooters to use the footways adjacent to the school main entrance. Visitors to the school will also be able to safely use the footways.

Gender reassignment			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the school entering and exiting the school main entrance. This will encourage all users to walk and cycle to the school and in doing so will help to promote active travel.
Marriage & civil partnership			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the school entering and exiting the school main entrance. This will encourage all users to walk and cycle to the school and in doing so will help to promote active travel.
Pregnancy and maternity			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the school entering and exiting the school main entrance. This will encourage all users to walk and cycle to the school and in doing so will help to promote active travel.
Race			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the school entering and exiting the school main entrance. This will encourage all users to walk and cycle to the school and in doing so will help to promote active travel..
Religion or belief			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the school entering and exiting the school main entrance. This will encourage all users to walk and cycle to the school and in doing so will help to promote active travel.
Sex			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the school entering and exiting the school main entrance. This will encourage all users to walk and cycle to the school and in doing so will help to promote active travel.
Sexual orientation			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the school entering and exiting the school main entrance. This will encourage all users to walk and cycle to the school and in doing so will help to promote active travel.

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

There are no negative impacts associated with the proposal as the scheme will prevent indiscriminate parking, thereby allowing the footways to be used to their full advantage by all the user groups above. The scheme will encourage safer access to the school. The street scene will be improved helping to create a positive image for school enhancing the locality. Encouraging all users to walk and cycle to and from school will help with a healthier life style and the consideration of a life style change such as the promotion of alternative transport modes to the private car as described in the Active Travel Act.

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 prevent indiscriminate parking thereby encouraging pedestrians to use the footways helping to promote both walking and cycling to school 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 prevent indiscriminate parking thereby encouraging pedestrians to use the footways helping to promote both walking and cycling to school 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 prevent indiscriminate parking thereby encouraging pedestrians to use the footways helping to promote both walking and cycling to school in doing so meet different groups and socially interact.

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

There is no negative impact as the scheme will prevent indiscriminate parking thereby encouraging pedestrians to use the footways to and from school. This will encourage the community to walk school and in doing so meet different groups and are more likely to socially interact.

#### 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 as by removing indiscriminate parking it will help to create a more pleasant street scene for all. Improving highway safety at the school main entrance, whilst facilitating a safe footway will help to improve community cohesion by allowing people to travel to and from school by active travel modes.

Social Exclusion			√	There is no negative impact. The scheme by preventing indiscriminate parking 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. Providing a safer environment especially the footway and protecting the school main entrance including the crossing points will encourage walking, mobility scooters, prams and buggy usage for short journeys to the school.

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

There is no negative impact as the scheme will prevent indiscriminate parking thereby encouraging pedestrians to use the footways to the school. This will encourage the community to walk and cycle to school and in doing so meet different groups and they are more likely to socially interact. The scheme will help to encourage walking to local facilities which is an alternative 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.
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**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 environment, such as air quality, flood alleviation, etc.			√	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.

**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 prevention of indiscriminate parking on the road and especially the footways should help to improve the overall street environment for the community and enhance the journey to and from school for all users thereby helping to promote active travel modes above the use of the private car.

**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. <b>Long term</b> – 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 walking and 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 and infrastructure 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, cycling and walking as the preferred transport modes.</p> <p>The scheme will help encourage Active Travel through helping to enhance the street scene environment (footpath access) thereby benefiting the community. 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, walking and cycling.</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 to 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>Preventing indiscriminate parking at the school main entrance 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, Highway Development Control 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 Routes within the Borough and providing advice and direction.</p>
<p>iv. <b>Involvement</b> – involving people, ensuring they reflect the diversity of the population</p>	<p>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.</p>
<p>v. <b>Integration</b> – making connections to maximise contribution to:</p>	<p>The scheme through the prevention of indiscriminate parking will help to improve the street scene improving the community health through reduced air pollution and people walking to the local facilities thereby contributing to other organisations goals on improving health for the population of Wales.</p>

<b>Council's well-being objectives</b>	The proposal will prevent indiscriminate 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 accessing the school.
<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.

<p>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.</p> <p>The written correspondence received to the proposed scheme will be considered and discussed with the local members.</p> <p>Any public correspondence will be saved and considered, accordingly tracked and referenced through the Engineering and Transport mail monitoring system and responded to accordingly.</p> <p>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.</p> <p>Personal Injury Collision data will be reviewed when available from the Welsh Government and compared between pre and post scheme.</p>
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## 10. Assessment Conclusions

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

	<b>Conclusion</b>
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<b>Equalities</b>	There are no negative impacts associated with the proposal to prevent indiscriminate parking which will have a positive benefit for all user groups by creating an enhanced street scene for the community and school pupils.
<b>Socio Economic Disadvantage</b>	There are no negative impacts associated with the proposal to prevent indiscriminate parking because the scheme 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 prevent indiscriminate parking thereby improving highway safety and making it safer and easier for users to walk and cycle to school 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 prevent indiscriminate parking. This will help to improve highway safety and make it easier for all users to access the school.  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 advertising the scheme as indicated in Appendix A.  
Any feedback received to the scheme will be considered by the local members.

## 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.
Traffic surveys- Under take surveys .	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.	Data should show a reduction in indiscriminate parking and more use of the footways in the locality.
Personal injury collisions	Officers from Engineering and Transport and the Road	When the data is available from the Welsh Government	The data should show a reduction or certainly not an

	Safety team through the Welsh Government data.	the personal injury collisions can be tracked for any emerging trends over a three year period for which data is available.	increase in personal injury collisions especially with vulnerable groups such as the elderly, children, pedestrians and cyclists.
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## 12. Sign off

	Name	Position	Date
<b>Completed by</b>	Hasan Hasan	Engineering Manager	23/02/22
<b>Signed off by</b>	D. W. Griffiths	Head of Engineering & Transport	23/02/22