

## 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
e.g. Version 1	Justin W. Griffiths	Senior Development Management Engineer.	23-07-2020

### 1. Details of the initiative

	<b>Title of the Initiative:</b> Neath Port Talbot Highway Technical Design Guide for Residential, Commercial & Industrial Developments (Based Upon the All Wales Common Standards)
<b>1a</b>	<b>Service Area:</b> Highway Development Control
<b>1b</b>	<b>Directorate:</b> Environment and Regeneration
<b>1c</b>	<b>Summary of the initiative:</b> To implement a New Highway Design Guide for Neath Port Talbot which shall seek to supersede the existing design guide which was produced in 1994. The new Highway Design Guide is based upon the All Wales Common Standards.
<b>1d</b>	<b>Who will be directly affected by this initiative?</b> Consultants/Developers/Landowners/contractors/sub-contractors/public- all users/Builders/Suppliers/Planning and Street Care services (highway adoption).

<b>1e</b>	<b>When and how were people consulted?</b> We consulted Street Lighting on the use of software for lighting columns, and implemented changes as a result of NPTCBC policy for highways.
<b>1f</b>	<b>What were the outcomes of the consultation?</b> Minor a changes were made to the original All Wales Common Standards documents.

## 2. Evidence

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

The “All Wales Common Standards” was commissioned by Welsh Government whereby a taskforce made up of various local authorities, House builders Federation and Local Authorities collated together a non-prescriptive design guide for the purpose of development of new highways and adoption.

## 3. Equalities

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

Protected Characteristic	+	-	+/-	Why will it have this impact?
Age	✓			To provide good practices and safe environment along highways for all users
Disability	✓			To provide good practices and safe environment along highways for all users
Gender reassignment			✓	There will be no impacts on this protected characteristic
Marriage & civil partnership			✓	There will be no impacts on this protected characteristic
Pregnancy and maternity			✓	There will be no impacts on this protected characteristic

Race			✓	There will be no impacts on this protected characteristic
Religion or belief			✓	There will be no impacts on this protected characteristic
Sex			✓	There will be no impacts on this protected characteristic
Sexual orientation			✓	There will be no impacts on this protected characteristic

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

There are no negative impacts - NEATH PORT TALBOT HIGHWAY TECHNICAL DESIGN GUIDE FOR RESIDENTIAL, COMMERCIAL & INDUSTRIAL DEVELOPMENTS is based upon The All Wales Common Standards which is subject to a yearly review therefore changes 'if needed' can be made.

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	✓			Providing nonprescriptive opportunities that will allow for flexibility in design of highways
To advance equality of opportunity between different groups	✓			Providing nonprescriptive opportunities that will allow for flexibility in design of highways and access.

To foster good relations between different groups	✓			The proposed design guide is non-prescriptive and allows developers to be flexible in design of highways which in turn provides opportunities for Developers, Consultants and Contractors to work more efficiently with the Councils Highway Development Control Section and Adoption.
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**What action will be taken to improve positive or mitigate negative impacts?**

A yearly review is required by the taskforce team which will seek to continually improve and update the document.

**4. Community Cohesion/Social Exclusion/Poverty**

	+	-	+/-	Why will it have this impact?
Community Cohesion	✓			Constructing sustainable developments and improving health and wellbeing of community.
Social Exclusion	✓			Encouraging non-prescriptive and pragmatic design and construction of infrastructure to improve upon connectivity for all modes of transport and assist on reducing social exclusion.
Poverty	✓			Encouraging good design and construction of infrastructure whilst assisting the economy in terms of good highway network links to housing, commercial and

				industrial development creating sustainable environments. For example; jobs and housing.
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**What action will be taken to improve positive or mitigate negative impacts?**

A yearly review is required by the taskforce team which will seek to continually improve and update the document.

**5. Welsh**

	+	-	+/-	Why will it have this effect?
What effect does the initiative have on: - people's opportunities to use the Welsh language	✓			The document is currently being translated by the Welsh Government. Once completed we will add in our amendments in Welsh accordingly.
- treating the Welsh and English languages equally	✓			The document is currently being translated by the Welsh Government. Once completed we will add in our amendments in Welsh accordingly.

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

**A yearly review is required by the taskforce team which will seek to continually improve and update the document.**

## 6. 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	✓			The implementation of new highway design principles that allows SUDS components which will seek to enhance Biodiversity.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.	✓			The implementation of new highway design principles that allows SUDS components which will seek to enhance Biodiversity.

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

A yearly review is required by the taskforce team which will seek to continually improve and update the document.

**7. 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	The purpose of the new highways design guide is to allow flexibility in highway design principles that creates a sense of place and environment that will more sustainable.
ii. <b>Prevention</b> – preventing problems occurring or getting worse	The highway design guidance will prevent new methods of disposing surface water via SuDS components and reduce on ongoing maintenance and management costs for the Council.
iii. <b>Collaboration</b> – working with other services internal or external	Working with other divisions and departments within the Council is essential for good highway design practices and early intervention with developers and consultants is key objective.

iv. <b>Involvement</b> – involving people, ensuring they reflect the diversity of the population	Getting all stakeholders involved in the design principles at an early stage of development is a key objective.
v. <b>Integration</b> – making connections to maximise contribution to:	The design guide provides various integrated design principles that covers all modes of transport and its hierarches.
<b>Council’s well-being objectives</b>	The design seeks to meet with all of the Councils well-being objectives in respect of new development
<b>Other public bodies objectives</b>	Document shall be reviewed yearly by Welsh Government

### 8. 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 yearly review of the document will allow for a changes required, together with any legislative or design updates
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### 9. Assessment Conclusions



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

	<b>Conclusion</b>
<b>Equalities</b>	Meets the criteria
<b>Community Cohesion/ Social Exclusion/Poverty</b>	Meets the criteria
<b>Welsh</b>	Translation to be undertaken
<b>Biodiversity</b>	Meets the criteria
<b>Well-being of Future Generations</b>	Meets the criteria

### 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

To approve the design guide that will be used as part of the highways and transport assessments, as well as a document for development that can form part of the Local Development Plan (LDP).

### 10. 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?
Less prescriptive design guide/criteria for highways so that developers can be flexible in design	SAB & HDC officers and Applicants	When planning permission granted and adoption of highways	Having less delays during approval process for planning and adoption.
Takes a pragmatic view and more consistency of design requirements.	All local highway authorities	When planning permission granted and adoption of highways	Efficient highway design projects being submitted for technical approval and highway adoption.

**11. Sign off**

	<b>Name</b>	<b>Position</b>	<b>Date</b>
<b>Completed by</b>	<b>Justin W Griffiths</b>	<b>Snr Highway Development Control Engineer –Team Leader.</b>	<b>13/07/2022</b>
<b>Signed off by</b>	<b>David W Griffiths</b>	<b>Head of Engineering &amp; Transport</b>	<b>13/07/2022</b>