

1. Details of the initiative

Initiative description and summary: Traffic Capital Programme 2023-2024: Proposed Traffic Regulation Orders, Active Travel Schemes 2023-2024: Proposed Traffic Regulation Orders, Individual Disabled Parking Places (IDPP) 2023-2024: Proposed Traffic Regulation Orders, Welsh Government 20 mph Default Speed Limit National Roll Out 2023-2024: Proposed Traffic Regulation Orders.– Approval to advertise.
Service Area: Engineering and Transport
Directorate: Environment and Regeneration

2. Does the initiative affect:

	Yes	No
Service users	Y	
Staff	Y	
Wider community	Y	
Internal administrative process only	Y	

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age	Y				M	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. 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
Disability	Y				H	
Gender Reassignment		N			L	
Marriage/Civil Partnership		N			L	
Pregnancy/Maternity		N			L	
Race		N			L	
Religion/Belief		N			L	
Sex		N			L	

Sexual orientation		N			L	of life without the fear that they will not be able to park on returning home. There are no negative impacts with regard to Active Travel and the 20 mph Default national roll out.
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4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language	Y				L	There will be a positive impact as we welcome all correspondence in Welsh and English when dealing with the wider community.
Treating the Welsh language no less favourably than English	Y				L	There will be a positive impact because all permanent highway approved signage and road markings used in the traffic regulation orders are Bilingual (Welsh / English) with Welsh placed above English.

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		N			L	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,		N			L	There is no negative impact as the road markings and signage are located away from the kerb allowing the carriageway and footway drainage to function as at present.

such as air quality, flood alleviation, etc.						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.
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6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	Y		<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> <p>The traffic regulation orders will help to promote Active travel and lower speed limits in residential areas improving the well being of future generations.</p>
Integration - how the initiative impacts upon our wellbeing objectives	Y		<p>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.</p> <p>The traffic regulation orders will help to promote Active travel and lower speed limits in residential areas improving the well being of future generations.</p>

<p>Involvement - how people have been involved in developing the initiative</p>	<p>Y</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>Collaboration - how we have worked with other services/organisations to find shared sustainable solutions</p>	<p>Y</p>		<p>The various sections within the Council such as Highway Engineering, Legal Section and the Welsh Government have worked together on this initiative as well as the customer services department.</p>
<p>Prevention - how the initiative will prevent problems occurring or getting worse</p>	<p>Y</p>		<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> <p>The traffic regulation orders will help to promote Active travel and lower speed limits in residential areas improving the well being of future generations.</p>

7. Declaration - based on above assessment (tick as appropriate):

<p>A full impact assessment (second stage) is not required</p>	<p>✓</p>
<p>Reasons for this conclusion</p>	
<p>After completing the assessment it has been determined that this proposal does not require a full Impact Assessment (second stage). The traffic regulation orders will have a positive impact on service users, have no adverse impact on people who share protected characteristics or on people's ability to use the Welsh language.</p> <p>The traffic regulation orders contribute to delivering the Council's Corporate Improvement Plan by improving the wellbeing of people within the community by providing safe passage for all highway users.</p>	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	Hasan Hasan	Engineering Manager	HIH	17 th March 2023
Signed off by	D.W.Griffiths	Head of Engineering & Transport	DWG	17 th March 2023