



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

## Appendix D

### Impact Assessment - First Stage

#### 1. Details of the initiative

**Initiative description and summary:** Amendment to byelaw prohibiting cycling at Neath Memorial Gates and along the path between the bottom pond and Cimla crescent.

**Service Area:** Engineering & Transport

**Directorate:** Environment & Regeneration

#### 2. Does the initiative affect:

	Yes	No
Service users	x	
Staff		x
Wider community	x	

Internal administrative process only		<b>x</b>
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### 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	<b>x</b>				H	<p>Amendments to the byelaw prohibiting cycling will allow the development of an active travel route between Neath and Cimla.</p> <p>The existing cycle route between Neath and Cimla is on the main road, this is not suitable for many users due to the speed and volume of traffic.</p> <p>The proposal will allow residents to travel by more sustainable modes and connects the employment and retail areas in Neath town centre to the large residential area in Cimla, Crynallt Primary School and Cefn Saeson Comprehensive School.</p>
Disability	<b>x</b>				H	
Gender Reassignment		<b>x</b>				
Marriage/Civil Partnership		<b>x</b>				
Pregnancy/Maternity		<b>x</b>				
Race		<b>x</b>				
Religion/Belief		<b>x</b>				
Sex		<b>x</b>				
Sexual orientation		<b>x</b>				

**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		x				All consultations will be undertaken bilingually, all publications and press releases produced will be bilingual.
Treating the Welsh language no less favourably than English		x				All consultations will be undertaken bilingually, all publications and press releases produced will be bilingual.

**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	x				<p>There is no impact on biodiversity in the amendment to the byelaw. An ecological impact assessment and biodiversity mitigation plan will be prepared in the development of the proposal to create the active travel</p>
					<p>route. This will ensure that any loss of biodiversity will be mitigated against and that there will be enhancement to the existing biodiversity in the final scheme.</p> <p>SuDS approval will be required for the scheme discussions with the SAB will take place to determine what measures need to be implemented to discharge surface water.</p>

<p>To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.</p>	<p><b>x</b></p>				<p>There is no impact on biodiversity in the amendment to the byelaw.</p> <p>The amendments will allow the development of an active travel route between Cimla and Neath. This will allow the residents of Cimla to travel to Neath for their everyday needs by walking and cycling rather than using private motor vehicles. This will reduce emissions from vehicles and help to improve air quality.</p>
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**6. Does the initiative embrace the sustainable development principle (5 ways of working):**

	Yes	No	Details
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<p><b>Long term</b> - how the initiative supports the long term well-being of people</p>	<p>✓</p>	<p>The amendment to the byelaw will allow cycling through the memorial gates and between the memorial gates and Cimla Common, facilitating the construction of an active travel route between Neath and Cimla.</p> <p>Once completed the scheme will ensure accessibility for all, encourage active travel and commuting between the key destination of Neath and Cimla while also improving access to Crynallt Primary School, Cefn Saeson Comprehensive school and the local shops. The route also links with local bus stops enabling multi modal journeys with commuters able to use active travel for the first and last leg of their journeys.</p> <p>The proposal will enable low cost commuting to work and key destinations as an alternative to single use car.</p> <p>By enabling active travel the scheme will contribute to improved health benefits for users whilst reducing carbon emissions from vehicles.</p>
<p><b>Integration</b> - how the initiative impacts upon our wellbeing objectives</p>	<p>✓</p>	<p>The amendment to the byelaw will allow cycling through the memorial gates and between the memorial gates and Cimla Common, facilitating the construction of an active travel route between Neath</p>

and Cimla. Once complete the route will contribute to the following objectives:

**NPT LSB WELL-BEING PLAN 2023-28 AND NPR CORPORATE PLAN 2022-27 – ALL CHILDREN WILL HAVE THE BEST START IN LIFE.**

The route, when completed, will connect directly to Crynallt primary and Cefn Saeson Comprehensive schools.

Physical activity is a brilliant for all children. Undertaking daily exercise by walking is both fun and beneficial for the whole family and is an excellent way to stay health, active and happy.

According to campaigners Living Streets, ‘A generation ago, 70% of us walked to school – now it’s less than half’.

Physical activity is good for children and society as a whole. The benefits to children are:

Health - Regular exercise makes children healthier and reduces risk of obesity, which can lead to heart disease, type 2 diabetes and other health issues.

Road Sense - travelling by active travel modes children gain roadsense, they are able to learn about risk and therefore how to look after themselves and be safe.

Good mental health - research shows that walking helps children sleep well and be less stressed which makes them happier. Safety

- reducing the number of cars on our roads by enabling active travel makes the roads safer for everyone.

		<p>Social and Independent - Walking is sociable for children and helps them become more independent.</p> <p>Pollution - is reduced if more children walk. Air quality and particulate matter are especially relevant in our cities.</p> <p>Start young - regular walking from a young age means children grow up with this good healthy habit for life.</p> <p><b>NPT LSB WELL-BEING PLAN 2023-28 AND NPR CORPORATE PLAN 2022-27 – OUR LOCAL ENVIRONMENT, CULTURE AND HERITAGE CAN BE ENJOYED FOR FUTURE GENERATIONS.</b></p> <p>There have been numerous studies that show how both exercise and the natural environment can be conducive to good mental health. Our local environments, in particular our natural environments can have significant effects upon our wellbeing. The route will enable users to travel whilst enjoying their surroundings. An ecological assessment has been undertaken of the route, no major issues were identified. A green wall will be created directly adjacent to the path to encourage wildlife.</p> <p>The scheme will be designed to ensure that the risk for polluting watercourses is minimal. The scheme will require SuDS approval the design of the proposal will look to sustainably treat surface water.</p> <p><b>NPT LSB WELL-BEING PLAN 2023-28 AND NPR CORPORATE PLAN 2022-27 – ALL OUR COMMUNITIES WILL BE THRIVING AND SUSTAINABLE</b></p>
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		<p>In Wales, the ability to live healthy lives is central to overall wellbeing for Welsh people. Enabling active travel modes to key services will allow people to become more active and healthier and will contribute to creating a safer, confident and resilient community</p> <p>Sustainable development can help communities to thrive by meeting today's needs in a way that harmonises economic growth, social inclusion and environmental protection, ensuring that the needs of future generations are not compromised. There is no detriment to ecology as a result of the scheme and there will be enhancement to biodiversity in the form of a green wall. Encouraging more people to travel sustainably by constructing appropriate active travel routes will help to reduce air pollution. A 2017 report published by Public Health Wales estimated the equivalent of 1604 deaths of people aged 30+ years were attributable to PM2.5 and an estimated equivalent of 1108 deaths to NO2 each year.</p> <p>Access to the route will be available for all members of the community as there will be no barriers along the route that would prevent access for adapted bikes and wheelchairs.</p> <p>The scheme supports the following objectives of the LDP</p> <ul style="list-style-type: none"><li>□ Reducing the impacts of traffic growth, congestion and commuting levels whilst promoting the safe and efficient use of the transport network</li></ul>
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		<ul style="list-style-type: none"> <li>• Provide opportunities for integrated sustainable transport for increased walking, cycling, car-sharing and use of public and community transport</li> <li>• Encourage a modal shift to more sustainable modes of transport for people and freight.</li> </ul> <p>The scheme complies with the Regional Transport Plan objectives by improving access to services and facilities including employment and business, education and training, health care, tourism and leisure. Improving the sustainability of transport and improving integration between modes of transport.</p>
<b>Involvement</b> - how people have been involved in developing the initiative	✓	<p>The process to amend the Byelaw will involve undertaking a public consultation.</p> <p>Local Members will be involved in the schemes development.</p> <p>Consultation with the community, members, and local representatives is a vital part of a schemes development. If undertaken successfully and inclusively, consultation can ensure the success of a project and enables great certainty of delivery to both time and budget.</p>
<b>Collaboration</b> - how we have worked with other services/ organisations to find shared sustainable solutions	✓	<p>Discussions have been held internally with NPT's parks, neighbourhood, public rights of way and legal sections will all parties being supportive of the amendment to the byelaw.</p>

<p><b>Prevention</b> - how the initiative will prevent problems occurring or getting worse</p>	<p>✓</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 public transport and 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>
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**7. Declaration - based on above assessment (tick as appropriate):**

<p>A full impact assessment (second stage) <b>is not</b> required</p>	<p>✓</p>
<p>Reasons for this conclusion</p>	

This First Stage Impact Assessment has been undertaken to assist the Council in discharging its legislative duties (under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the Wellbeing of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016.

This First Stage Assessment has indicated that a more in-depth assessment is not required. A summary is below:-

The report is seeking approval to commence the process to amend the Byelaw prohibiting cycling at the memorial gates in Neath and between the memorial gates and Cimla Common and does not negatively impact any of the groups with protected characteristics.

Public and stakeholder consultation will be undertaken as part of the legal process to amend the byelaw. The development of the scheme will be subject to a separate IIA.

A full impact assessment (second stage) <b>is</b> required	
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Reasons for this conclusion
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N/A
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	<b>Name</b>	<b>Position</b>	<b>Signature</b>	<b>Date</b>
Completed by:-	Amanda J. Phillips	Programme & Commissioning Manager	AJP	22/8/23
Signed off by:-	David W. Griffiths	Head of Engineering & Transport	DWG	22/8/23