

Caerphilly County Borough Council - Integrated Impact Assessment

This integrated impact assessment (IIA) has been designed to help support the Council in making informed and effective decisions whilst ensuring compliance with a range of relevant legislation, including:

- Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011
- Welsh Language (Wales) Measure 2011
- Socio-economic Duty – Sections 1 to 3 of the Equality Act 2010
- Well-being of Future Generations (Wales) Act 2015
- Statutory Consultation v Doctrine of Legitimate Expectation and Gunning Principles

PLEASE NOTE: Section 3 *Socio-economic Duty* only needs to be completed if proposals are of a strategic nature or when reviewing previous strategic decisions. See page 6 of the Preparing for the Commencement of the Socio-economic Duty Welsh Government Guidance.

1. Proposal Details			
Lead Officer	Head of Service	Service Area & Department	Date
Chris Adams	Marcus Lloyd	Infrastructure	April 2021

Is this proposal a... (please tick relevant box)					
Policy <input type="checkbox"/>	Strategy / Plan <input type="checkbox"/>	Practice <input type="checkbox"/>	Procedure <input type="checkbox"/>	Restructure <input type="checkbox"/>	Project <input type="checkbox"/>

What is the proposal to be assessed? Provide brief details of the proposal and provide a link to any relevant report or documents.
<p>Following the temporary closure of the A469 in 2014 option analysis for alternative routes suggested a funding requirement of some £80m was required. A feasibility report was presented to Welsh Government and it was requested that an extensive review of the existing carriageway condition was undertaken before any commitment to road diversions would be considered. An initial study undertaken in 2016 indicated the likelihood that the failure mechanism appeared deep seated. A resilient roads grant secured in 2020 and a more extensive site investigation has shown that the depth and extent of the disturbed area within the landslip is not as great as that initially indicated, although the road cannot be fully opened without any remediation works. Progress in 2020/21 identified potential solutions and further funding of £300k is required to progress the next phase of development. Given the ongoing stability issues, it is suggested that securing funding to allow the development of the outline design of the preferred solution is a priority for 2021/22.</p>

2. Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011

(The Public Sector Equality Duty requires the Council to have “due regard” to the need to eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity between different groups; and foster good relations between different groups). Please note that an individual may have more than one protected characteristic.

<u>Protected Characteristics</u>	Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?	If there are negative impacts how will these be mitigated?	What evidence has been used to support this view?
Age (<i>people of all ages</i>)	The scheme equally benefits all users and does not negatively impact on any particular or protected groups. The works will contribute to a more equal Wales allowing the free flow and access of people, traffic and business in and out of Caerphilly CBC.		
Disability (<i>people with disabilities/ long term conditions</i>)	The scheme equally benefits all users and does not negatively impact on any particular or protected groups. The works will contribute to a more equal Wales allowing the free flow and access of people, traffic and business in and out of Caerphilly CBC.		
Gender Reassignment (<i>anybody who’s gender identity or gender expression is different to the sex they were assigned at birth</i>)	The scheme equally benefits all users and does not negatively impact on any particular or protected groups. The works will contribute to a more equal Wales allowing the free flow and access of people, traffic and business in and out of Caerphilly CBC.		
Marriage or Civil Partnership (<i>people who are married or in a civil partnership</i>)	The scheme equally benefits all users and does not negatively impact on any particular or protected groups. The works will contribute to a more equal Wales allowing the free flow		

	and access of people, traffic and business in and out of Caerphilly CBC.		
Pregnancy and Maternity <i>(women who are pregnant and/or on maternity leave)</i>	The scheme equally benefits all users and does not negatively impact on any particular or protected groups. The works will contribute to a more equal Wales allowing the free flow and access of people, traffic and business in and out of Caerphilly CBC.		
Race <i>(people from black, Asian and minority ethnic communities and different racial backgrounds)</i>	The scheme equally benefits all users and does not negatively impact on any particular or protected groups. The works will contribute to a more equal Wales allowing the free flow and access of people, traffic and business in and out of Caerphilly CBC.		
<u>Protected Characteristics</u>	Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?	If there are negative impacts how will these be mitigated?	What evidence has been used to support this view?
Religion or Belief <i>(people with different religions and beliefs including people with no beliefs)</i>	The scheme equally benefits all users and does not negatively impact on any particular or protected groups. The works will contribute to a more equal Wales allowing the free flow and access of people, traffic and business in and out of Caerphilly CBC.		
Sex <i>(women and men, girls and boys and those who self-identify their gender)</i>	The scheme equally benefits all users and does not negatively impact on any particular or protected groups. The works will contribute to a more equal Wales allowing the free flow and access of people, traffic and business in and out of Caerphilly CBC.		

Sexual Orientation <i>(lesbian, gay, bisexual, heterosexual)</i>	The scheme equally benefits all users and does not negatively impact on any particular or protected groups. The works will contribute to a more equal Wales allowing the free flow and access of people, traffic and business in and out of Caerphilly CBC.		
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3. Socio-economic Duty (Strategic Decisions Only)

(The Socio-economic Duty gives us an opportunity to do things differently and put tackling inequality genuinely at the heart of key decision making. Socio-economic disadvantage means living on a low income compared to others in Wales, with little or no accumulated wealth, leading to greater material deprivation, restricting the ability to access basic goods and services)

Please consider these additional vulnerable groups and the impact your proposal may or may not have on them:

- Single parents and vulnerable families
- People with low literacy/numeracy
- Pensioners
- Looked after children
- Homeless people
- Carers
- Armed Forces Community
- Students
- Single adult households
- People misusing substances
- People who have experienced the asylum system
- People of all ages leaving a care setting
- People living in the most deprived areas in Wales (WIMD)
- People involved in the criminal justice system

<u>Socio-economic Disadvantage</u>	Does the proposal have any positive, negative or neutral impacts on the following and how?	If there are negative impacts how will these be mitigated?	What evidence has been used to support this view?
Low Income / Income Poverty <i>(cannot afford to maintain regular payments such as bills, food, clothing, transport etc.)</i>	Positive impact to all road users if funding is granted and road is reopened to two way traffic. The implications of road closures can be significant on local businesses so addressing the causes enables our businesses and communities to be more resilient and reduces the impact of having to follow lengthy diversions thus incurring additional travel costs.		

<u>Socio-economic Disadvantage</u>	Does the proposal have any positive, negative or neutral impacts on the following and how?	If there are negative impacts how will these be mitigated?	What evidence has been used to support this view?
Low and/or No Wealth (<i>enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provisions for the future</i>)	Positive impact to all road users if funding is granted and road is reopened to two way traffic		
Material Deprivation (<i>unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, hobbies etc.</i>)	Positive impact to all road users if funding is granted and road is reopened to two way traffic		
Area Deprivation (<i>where you live (rural areas), where you work (accessibility of public transport)</i>)	Positive impact to all road users if funding is granted and road is reopened to two way traffic. The ongoing road closure could have a detrimental effect on communities if not resolved leaving a feeling of isolation and lack of cohesion which could also effect the local economy.		
Socio-economic Background (<i>social class i.e. parents education, employment and income</i>)	Positive impact to all road users if funding is granted and road is reopened to two way traffic as the project will remove disruption, enabling the businesses and communities to be more resilient and will provide unrestricted access to employment, education and leisure facilities.		
Socio-economic Disadvantage (<i>What cumulative impact will the proposal have on people or groups</i>)	Positive impact to all road users if funding is granted and road is reopened to two way traffic as a		

<p><i>because of their protected characteristic(s) or vulnerability or because they are already disadvantaged)</i></p>	<p>fully opened road will allow direct shorter journey times to visit family and friends as well as gaining access to sports, leisure, education and employment which will increase community cohesion and have an overall positive impact on people's health and wellbeing.</p>		
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4. Corporate Plan – Council's Well-being Objectives

(How does your proposal deliver against any/all of the Council's Well-being Objectives? Which in turn support the national well-being goals for Wales as outlined in the Well-being of Future Generations (Wales) Act 2015. Are there any impacts (positive, negative or neutral? If there are negative impacts how have these been mitigated?) [Well-being Objectives](#)

<p>Objective 1 - Improve education opportunities for all</p>	<p>The A469 road between new Tredegar and Pontlottyn is a major link to the A465 Heads of the valley Trunk Road and a vital link for communities to the A4049 strategic highway to the south. Keeping this road open and safe allows access to schools, colleges and universities and further education and training.</p>
<p>Objective 2 - Enabling employment</p>	<p>The A469 is a strategic route within the borough that provides access to employment and promotes free movement of goods and services. This in turn maintains or increases business viability and secures employment opportunities.</p> <p>Maintaining this road open will also support local business and economy as removing the need to use lengthy diversionary routes will remove disruption, enabling the businesses and communities to be more resilient.</p>
<p>Objective 3 - Address the availability, condition and sustainability of homes throughout the county borough and provide advice, assistance or support to help improve people's well-being</p>	<p>Having uninterrupted access across the borough allows free movement of people to seek support, advice and visit locations that can improve people's wellbeing, opportunities and prosperity.</p>
<p>Objective 4 - Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impact on the environment</p>	<p>Maintaining and stabilising the A469 delivers an integrated and sustainable transport system that increases opportunity and prosperity, by improving</p>

	<p>accessibility and managing the transport network thus enabling individuals to move freely around Caerphilly in an efficient manner.</p> <p>A well-maintained highway forms part of an overall strategy providing efficient integration of local roads to regional transport systems.</p>
<p>Objective 5 - Creating a county borough that supports healthy lifestyle in accordance with the Sustainable Development principle with in the Well-being of Future Generations (Wales) Act 2015</p>	<p>The A469 is a strategic route that that offers all users access to partake in more social, sports and leisure activities and to utilise active travel options which will improve health and well-being.</p>
<p>Objective 6 - Support citizens to remain independent and improve their well-being</p>	<p>The A469 remaining open will assist residents and all users to access services at the time and location that suits them. A good transport network helps communities to remain cohesive and resilient thus enabling them to remain independent.</p>


4a. Links to any other relevant Council Policy





(How does your proposal deliver against any other relevant Council Policy?)

- Local Transport Plan
- Corporate Plan (including well-being objectives)
- Carbon Reduction Strategy
- Highway Asset Management Plan

5. Well-being of Future Generations (Wales) Act 2015 – The Five Ways of Working (ICLIP)

(Also known as the sustainable development principles. The Act requires the Council to consider how any proposal improves the economic, social, environmental and cultural well-being of Wales using the five ways of working as a baseline)

<p>Ways of Working</p>	<p>How have you used the Sustainable Development Principles in forming the proposal?</p>
<p>Long Term</p> 	<p>Consider the long-term impact of the proposal on the ability of communities to secure their well-being.</p> <p>The strategy proposed will provide a long term asset management solution and will allow for more effective and predictable resource/financial/carbon reduction commitments going forward.</p>

<p>Prevention</p> 	<p>Consider how the proposal is preventing problems from occurring or getting worse</p> <p>The prevention of the closure of this road will maintain community cohesiveness and prevent their isolation. Future maintenance and monitoring may need to be developed to detect deterioration of the network and promote timely proactive responses allowing a more efficient use of finite budgets.</p>
<p>Integration</p> 	<p>Consider how your proposal will impact on other services provided in our communities (these might be Council services or services delivered by other organisations or groups)</p> <p>A well maintained highway forms part of an overall strategy providing efficient integration of local roads to regional transport systems and allows all road users to maintain services and support to customers, schools and communities.</p>
<p>Collaboration</p> 	<p>Consider how you are working with Council services or services delivered by other organisations or groups in our communities.</p> <p>The feasibility and optioneering of designs is based upon a collaborative approach between Welsh Government, Caerphilly Council and specialist Geotechnical Engineers. It brings internal departments together to deliver effective solutions over the short and long term and also recognises importance of accessibility to neighbouring authorities and the wider national road network.</p>
<p>Involvement</p> 	<p>Consider how you involve people who have an interest in this proposal and ensure that they represent the diversity of our communities.</p> <p>Internal departments have worked together to develop the proposal. Going forward there needs to be an effective communication plan to ensure the strategy behind the proposal, along with the suitability of application, is transparent to all parties. This will require the involvement of staff and engagement with all relevant stakeholders.</p>

6. Well-being of Future Generations (Wales) Act 2015

<u>Well-being Goals</u>	Does the proposal maximise our contribution to the Well-being Goal and how?
<p>A Prosperous Wales <i>An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth</i></p>	<p>The work set out will contribute to a Prosperous Wales and a Prosperous Caerphilly. The work involved to reopen the highway will contribute to the local economy allowing road users to access local businesses and support local services. The scheme will prevent and reduce incidences of instability which reduces the potential injury, loss of life, loss and damage to property, the local economy (road closures, insufficient diversionary alternatives etc.) while</p>

<i>and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work</i>	providing wider multiple benefits. The implications of road closures can be significant on local businesses, so remediation enables our businesses and communities to be more resilient.
A Resilient Wales <i>A nation which maintains and enhances a biodiverse natural environment healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for climate change)</i>	The very nature of this proposal means that it has a focus on environmental issues and contribution to a resilient Wales. The implications of landslides can be significant to road users but will also affect the wildlife and ecosystems. Prevention of the landslide enables our local businesses and communities to be more resilient. Undisrupted access of residents and businesses is vital to the success of sustainable development.
A Healthier Wales <i>A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood</i>	A clean, green environment with access to open space, clean air and water are key elements of health and well-being. Maintaining unrestricted access to road users allows them to freely pass maximising the opportunities and choices for road users.
A More Equal Wales <i>A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio-economic background and circumstances)</i>	Ensuring that everyone across the county borough has equal access to a clean, green and attractive environment is a core element of our work. The works will contribute to a more equal Wales allowing the free flow and access of people, traffic and business in and out of Caerphilly CBC. Some of the poorest environmental quality is associated with our most deprived areas. By completing the scheme, it will ensure a free-flowing reliable access to everyone across the county borough for access to schools, work, shops and communities locally and wider. The scheme contributes to great equality, cohesiveness and responsibility both locally and globally and reduces delays and the associated costs in being late for work or missed appointments by maintaining a free-flowing, emission friendly travel route.

<u>Well-being Goals</u>	Does the proposal maximise our contribution to the Well-being Goal and how?
A Wales of Cohesive Communities <i>Attractive, viable, safe and well-connected communities</i>	CCBC will explore creative solutions that enable the road to maintain open during construction works. This demonstrates that we promote communities to be caring and environmentally conscious. This in turn helps to create a tidier, more attractive well-connected place for residents and visitors.
A Wales of Vibrant Culture and Thriving Welsh Language	Keeping this road open and safe allows access to schools, colleges and universities and further education and training. Additionally we will ensure correspondence, communications and details on the website, via social media channels and to residents is bilingual.

<p><i>A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation</i></p>	<p>Ensuring road works signs are bilingual will promote the Welsh language and we need to ensure the rights of Welsh speakers to use Welsh when dealing with the council are maintained.</p>
<p>A Globally Responsible Wales <i>A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being</i></p>	<p>One of Caerphilly's corporate objective is to reduce carbon emissions and to reduce our contribution to global warming. Multiple benefits including biodiversity and reduction in carbon emissions will be achieved by promoting sustainable solutions and keeping the highway functioning.</p>

7. Welsh Language (Wales) Measure 2011 and Welsh Language Standards

(The Welsh Language Measure 2011 and the Welsh Language Standards require the Council to have 'due regard' for the positive or negative impact a proposal may have on opportunities to use the Welsh language and ensuring the Welsh language is treated no less favourably than the English language) [insert link to WL Commissioners Policy Making Standards Guidance](#)



Requirement	Does the proposal have any positive, negative or neutral impacts on the following and how?	If there are negative impacts how will these be mitigated?	What evidence has been used to support this view? e.g the WESP, TAN20, LDP, Pupil Level Annual School Census
<p>Links with Welsh Government's Cymraeg 2050 Strategy and CCBC's Five Year Welsh Language Strategy 2017-2022 and the Language Profile</p>	<p>No direct impact on the Welsh language. Keeping this road open and safe allows access to schools, colleges and universities and further education and training. Additionally we will ensure correspondence, communications and details on the website, via social media channels and to residents is bilingual. Ensuring road works signs are bilingual will promote the Welsh language and we need to ensure</p>		

	the rights of Welsh speakers to use Welsh when dealing with the council are maintained.		
Compliance with the Welsh Language Standards. <i>Specifically Standards 88 - 93</i>	See Above		
Opportunities to promote the Welsh language <i>e.g. status, use of Welsh language services, use of Welsh in everyday life in work / community</i>	See above		
Opportunities for persons to use the Welsh language <i>e.g. staff, residents and visitors</i>	See above		
Treating the Welsh language no less favourably than the English language	See above		

7a. Having considered the impacts above, how has the proposal been developed so that there are positive effects, or increased positive effects on (a) opportunities for persons to use the Welsh language, and b) treating the Welsh language no less favourably than the English language.

Ensure correspondence, communications and details on the website, via social media channels and with residents is bilingual. Also ensure road works signs are bilingual. We need to ensure the rights of Welsh speakers to use Welsh when dealing with the council are maintained.

8. Data and Information

(What data or other evidence has been used to inform the development of the proposal? Evidence may include the outcome of previous consultations, existing databases, pilot projects, review of customer complaints and compliments and or other service user feedback, national and regional data, academic publications and consultants' reports etc.)

Data/evidence <i>(Please provide link to report if appropriate)</i>	Key relevant findings	How has the data/evidence informed this proposal?
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<p>In February 2014 accelerated movement resulted in the A469 between being closed for three months causing significant disruption to utility services, businesses and residents in the area.</p> <p>As a strategic route the disruption to local communities and the wider use by road users was significant. The diversionary routes also imposed additional pressures on other communities which increased public concerns and complaints. Due to the nature of the works remediation proposals take considerable time which adds to the inconvenience of road users that travel this route daily.</p> <p>Past funding from the Welsh Government to undertake an options appraisal study was completed in July 2016 which concluded that the geotechnical risk for the site was likely to remain high and that it would be difficult, due to the size and scale of the stabilisation works required, to protect the highway from future movement. The study also looked at alternative route options to divert the A469 away from the slip area with overall costs estimates ranging from £60 million to £80 million. The study recommended further investigations to fully understand the nature and magnitude of the geotechnical risk posed by the landslip and that further investigations would be required.</p>	<p>The recent site investigation and study has demonstrated that there are economic solutions for stabilising the existing highway corridor, as opposed to the 2016 study which suggests otherwise. Options have been developed that could negate the need for a bypass road and ensure the ongoing stability of this section of highway. Capital funding will allow progression and development of the outline design and detailed budget estimates. This in turn will allow further funding to be sought for the detailed design and construction phase, which would be expected between 2022/24.</p>	<p>The geotechnical ground investigations have established that the slope instability is shallow seated, hence, there are viable stabilisation techniques that can be explored further.</p>
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Were there any gaps identified in the evidence and data used to develop this proposal and how will these gaps be filled?
Details of further consultation can be included in Section 9.

The data collated evidences that the instable area is shallow enough that geotechnical solutions can provide a long term solution. The funding is required to explore these solutions and develop a design that can then be taken forward.

9. Consultation

(In some instances, there is a legal requirement to consult. In others, even where there is no legal obligation, there may be a legitimate expectation from people that a consultation will take place. Where it has been determined that consultation is required, [The Gunning Principles](#) must be adhered to. Consider the [Consultation and Engagement Framework](#). Please note that this may need to be updated as the proposal develops and to strengthen the assessment.

Briefly describe any recent or planned consultations paying particular attention to evidencing the Gunning Principles.

Any proposals will be determined by the ground conditions and survey results obtained.

When the proposed works are developed correspondence and further consultation and engagement will be arranged via the local councillors informing them of any proposed scheme to alleviate the subsidence issues.

Social media sites and council websites are again very useful in keeping the communities engaged and will be utilised to inform the local residents of the proposed scheme works.

10. Monitoring and Review

How will the implementation and the impact of the proposal be monitored, including implementation of any amendments?

The stability of the area will be monitored via bore holes that have been installed.

What are the practical arrangements for monitoring?

The stability of the area will be monitored via bore holes that have been installed.

How will the results of the monitoring be used to develop future proposals?

The bore holes are monitoring will be used to ensure the proposals have been effective and movements have been stabilised.

When is the proposal due to be reviewed?

Any reviews will be determined once the scheme proposal is identified and confirmed.

Who is responsible for ensuring this happens?	Head of Infrastructure / Designers
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11. Recommendation and Reasoning

- Implement proposal with no amendments
- Implement proposal taking account of the mitigating actions outlined
- Reject the proposal due to disproportionate impact on equality, poverty and socio-economic disadvantage

Have you contacted relevant officers for advice and guidance? Yes No

12. Reason(s) for Recommendation
(Provide below a summary of the Integrated Impact Assessment. This summary should be included in the "Summary of Integrated Impact Assessment" section of the Corporate Report Template. The Integrated Impact Assessment should be published alongside the Report proposal).

Include here a conclusion to your IIA. What is it telling you? How has the data / evidence used helped you to make the decision for Section 11 above? Mention any significant impacts (positive, negative or neutral) if any negative ones identified, how have they been mitigated to lessen the impact? The summary you provide here will be copied into your report going forward for a decision through the committee process, therefore this section must be concise but informative.

The IIA indicates that the reopening of the road will have a wide ranging positive impact for all road users, the local communities and economy in doing so. Not progressing with the proposal could have the reverse negative impact as the road could eventually fail and could close off or isolate communities resulting in lengthy diversions which would increase travel costs and make journeys to friends, families, education, employment or leisure more difficult.

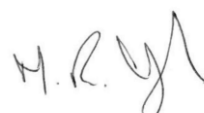
13. Version Control
(The IIA should be used in the early stages of the proposal development process. The IIA can be strengthened as time progresses to help shape the proposal. The Version Control section will act as an audit trail to evidence how the IIA has been developed over time)

Version No.	Author	Brief description of the amendments/update	Revision Date
1	Chris Adams	Original	Apr 21

Integrated Impact Assessment Author

Name:	Chris Adams
Job Title:	Highway Engineering Group Manager
Date:	April 21

Head of Service Approval

Name:	Marcus Lloyd		
Job Title:	Head of Infrastructure		
Signature:		Date:	28 April 2021