



Report of the Cabinet Member for Environment Enhancement & Infrastructure Management

Cabinet – 18 November 2021

Financial Procedure Rule 7 – Road Safety Grant 2021/22

Purpose:	To confirm the Road Safety grant allocation from Welsh Government and include the expenditure in the capital programme for 2021/22.
Policy Framework:	The Local Transport Plan.
Consultation:	Access to Services, Finance, Legal.
Recommendation(s):	It is recommended that: 1) The Road Safety grant of £219,100 is confirmed and this expenditure be included in the capital programme for 2021/22.
Report Author:	Alan Ferris
Finance Officer:	Ben Smith
Legal Officer:	Jonathan Wills
Access to Services Officer:	Rhian Millar

1. Introduction

1.1 The following report has been prepared to advise on the success of the Council in bidding for grant funding from Welsh Government to implement road safety improvements. The bids are aimed at:

- a) Introducing a 40mph speed limit on the A4067 linking Ynystawe Roundabout through to Pontardawe. This limit to be supported by the introduction of an average speed road safety camera system.
- b) Undertaking a study of the speeding traffic issues in the villages of Knelston and Scurlage in the Gower. This study to be used to inform future capital bids to address the issues identified.

- 1.2 The report details the works proposed using the grant allocation from Welsh Government and invites members to confirm their acceptance of the grant and its inclusion in the 2021/22 capital programme.

2. Road Safety (Capital) bid details

- 2.1 In January 2021 Welsh Government invited Councils across Wales to submit bids for funding to support the reduction in road casualties in Council areas. The information below provides details of each of these bids, the issues identified at each site, the solutions proposed and the level of grant funding awarded.

2.2 A4067, Ynystawe through to Pontardawe

- 2.2.1 On analysing the collision statistics throughout the County area, it was evident that there were a significant number of collisions on the A4067, between Pontardawe and junction 45 of the M4. In particular the section of this road, around 4 km long, between Ynystawe roundabout and Pontardawe showed a pattern of collisions where speed was consistently considered to be a primary factor. In the most recent three-year period collisions on this section of road resulted in one fatality and two serious injuries in separate incidents as well as 11 collisions where injuries were considered slight. There was a further collision resulting in a fatality which was recorded in the month prior to the three years reported. This too was considered to be speed related.
- 2.2.2 This pattern of collisions has led to widespread local concern over the speed of traffic on the road. The road itself is a key arterial distributor route linking traffic from the valleys to the city centre. Generally, the road operates at 40mph, however the section from the Swansea/ Neath Port Talbot boundary to Ynystawe roundabout operates as an unrestricted single carriageway with a 60mph limit.
- 2.2.3 To address the collisions on this section of road it is proposed to introduce a 40mph speed limit to replace this unrestricted section. To manage this reduction it is proposed to introduce average speed safety cameras operating over two sections. The first, from Ynystawe to Glais with the second operating from Glais to Pontardawe. This latter section will operate over the county border. Swansea will act as lead Authority in developing this solution.
- 2.2.4 The network of speed cameras has been, and remains an intrinsic element of the City and County of Swansea's armoury in reducing road casualties. The primary advantage of continuing to promote the use of safety cameras is the perceived and actual improvements in road safety which are engendered. This was confirmed in a study undertaken by the London School of Economics and Political Science published in 2017. The report's findings showed that speed cameras reduce accidents by between 17 and 39 percent and fatalities between 58 and 68 percent within 500 metres of the camera site. By utilising an average speed

camera system it is envisaged that this benefit can be extended to cover the route from Pontardawe through to Ynystawe.

2.2.5 The total estimated cost of introducing the 40mph speed limit and introducing and new camera infrastructure has been calculated as £207,100 including design, procurement and project management. Welsh Government confirmed that the works will be funded in full through the grant.

2.3 **Gower Village Study**

2.3.1 In 2018/19 Swansea Council, supported by Welsh Government through the Safe Routes in Communities Initiative, introduced widespread changes to speed limits throughout the Gower area. These were aimed at both reducing the numbers of collisions on the road and creating an environment that is more conducive to walking and cycling.

2.3.2 The majority of measures introduced, particularly on the major routes, appear to have been broadly welcomed with positive feedback from local members and community stakeholder groups. However, a number of communities continue to report speed concerns through villages. This is a particular problem in the Gower area, where there are limited sections of footway with the highway boundary often being limited to the carriageway itself.

2.3.3 Although speed limits are in many cases now 20mph, local residents continue to report excessive speeds and concern over their ability to walk safely within their communities. Speed enforcement opportunities are limited due to the nature of the roads.

2.3.4 To address this, Swansea Council are seeking funding to create a rolling programme to examine speed related issues in each of the communities. To analyse the nature and extent of the problem, identify limiting features and develop solutions which will address traffic issues. It is then proposed to undertake extensive local consultations with all key stakeholders to look at what can be delivered and ensure that it best serves all interests. The Gowers status as an Area of Outstanding Natural Beauty may require a different way of thinking to make communities more liveable without unnecessarily impacting on the local environment.

2.3.5 In the first year it is proposed to look at two sites, Scurlage and Knelston. Both villages report very high speeds through the village, particularly off peak. Both have limited land available with limited sections of footway. Both villages also have bus services, but with limited or poor points of embarkation and departure. It is proposed to use this analysis to inform future decision making and look at developing solutions more broadly going forward.

2.3.6 The cost of the study is calculated at £12,000. This allows for all associated survey work, design and consultations. From this it is proposed to bring forward detailed plans which will help in addressing the requirements of often remote communities, with limited potential to link to Active Travel routes. Welsh Government confirmed that the study will be funded in full through the grant.

3. General Issues

3.1 Staffing Implications

The grant awarded has an allowance for fee built into the award. This will be used in supporting the operation of the Highways section in delivering these projects.

4. Integrated Assessment Implications

4.1 The Council is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.
- Deliver better outcomes for those people who experience socio-economic disadvantage
- Consider opportunities for people to use the Welsh language
- Treat the Welsh language no less favourably than English.
- Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

4.1.1 The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.

4.1.2 Our Integrated Impact Assessment (IIA) process ensures we have paid due regard to the above. It also takes into account other key issues and priorities, such as poverty and social exclusion, community cohesion, carers, the United Nations Convention on the Rights of the Child (UNCRC) and Welsh language.

- 4.2 In meeting this requirement both aspects of the proposals have the broad ambition to improve road safety by reducing road traffic collisions and casualties, whilst safeguarding vulnerable people particularly pedestrians and cyclists. Full consultation will take place on the developed proposals involving all user groups, including those with disability to enable the wider community to input to the final design prior to the works being introduced.
- 4.3 An Integrated Impact Assessment (IIA) screening form has been completed for both elements of the proposals. In relation to the A4067 this concluded that the measures proposed have a broadly positive impact on all users of the highway, helping to manage speeds and reduce the numbers and severity of collisions on this section of road. The reduced speed limit and traffic camera system are being introduced with the full support of South Wales Police. The developed measures will address current issues but remain prevalent to support road safety going forward. The risks involved in lowering the speed limit and enforcing this lowered limit are assessed as being low and there is a broadly positive impact benefitting road users along this highway corridor into the city. The assessment for Gower Villages concluded that going forward the study will consider mechanisms to support the needs of all road users in being able to travel more safely and sustainably. The developed study will address current issues but remain prevalent to support future generations in accessing local services linking safe infrastructure between villages and into the city. The risks in carrying out the study are low, and risk will be considered in developing any solutions for future implementation. Overall there is the potential to broadly benefit the wider community if a solution, or a series of solutions, can be identified to support road safety in the Gower villages.
- 4.4 This led to the agreed outcome that a full IIA report was not required. A copy of the screening forms have been appended to the report as Appendix A.

5. Financial Implications

- 5.1 Details of the proposed expenditure are shown in the Financial summary which is included as Appendix B to this report.
- 5.2 All works must be completed within financial year 2021/22. It will not be possible to draw down grant funding to complete unfinished work after 31 March 2022.

6. Legal Implications

- 6.1 The Highways Act 1980 Section 41(1) places a statutory duty of care on the Highway Authority towards road users of all kinds. The Active Travel (Wales) Act 2013 legislates for the provision of routes designed for walking and cycling. The success in implementing the works identified above will help the Council in meeting its obligations in this regard.

6.2 It will be necessary to ensure that all terms and conditions attached to external grant funding are complied with and that the Council's Financial Procedure Rules Regarding Grant Applications and Acceptances are followed.

Background Papers: None

Appendices:

Appendix A Equality Impact Assessment Screening Forms
Appendix B Financial Summary

Appendix A

Integrated Impact Assessment Screening Form - A4067, Ynystawe through to Pontardawe

Which service area and directorate are you from?

Service Area: Traffic Management and Road Safety

Directorate:Place

Q1 (a) What are you screening for relevance?

- New and revised policies, practices or procedures
- Service review, re-organisation or service changes/reductions, which affect the wider community, service users and/or staff
- Efficiency or saving proposals
- Setting budget allocations for new financial year and strategic financial planning
- New project proposals affecting staff, communities or accessibility to the built environment, e.g., new construction work or adaptations to existing buildings, moving to on-line services, changing location
- Large Scale Public Events
- Local implementation of National Strategy/Plans/Legislation
- Strategic directive and intent, including those developed at Regional Partnership Boards and Public Services Board, which impact on a public bodies functions
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans)
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy)
- Major procurement and commissioning decisions
- Decisions that affect the ability (including external partners) to offer Welsh language opportunities and services

(b) Please name and fully describe initiative here:

40mph speed limit on the A4067 linking Ynystawe Roundabout through to Pontardawe.

To address the collisions along this corridor, including two fatalities on this section of road it is proposed to introduce a 40mph speed limit to replace this unrestricted, 60mph limit, section. To manage this reduction it is intended to introduce average speed safety cameras operating over two sections. The first, from Ynystawe to Glais with the second operating from Glais to Pontardawe. This latter section will operate over the county border. Swansea will act as lead Authority in developing this section.

Q2 What is the potential impact on the following: the impacts below could be positive (+) or negative (-)

	High Impact		Medium Impact		Low Impact		Needs further investigation
	+	-	+	-	+	-	
Children/young people (0-18)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Older people (50+)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Any other age group	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Future Generations (yet to be born)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Race (including refugees)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Asylum seekers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gypsies & travellers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Religion or (non-)belief	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Welsh Language	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Poverty/social exclusion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carers (inc. young carers)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q3 What involvement has taken place/will you undertake e.g. engagement/consultation/co-productive approaches?
Please provide details below – either of your activities or your reasons for not undertaking involvement**

The measures are being introduced following consultation with South Wales Police to address the pattern of road collisions along this corridor. Local Ward members are supportive of the proposed measures.

Q4 Have you considered the Well-being of Future Generations Act (Wales) 2015 in the development of this initiative:

- a) Overall does the initiative support our Corporate Plan's Well-being Objectives when considered together?
Yes No
- b) Does the initiative consider maximising contribution to each of the seven national well-being goals?
Yes No
- c) Does the initiative apply each of the five ways of working?
Yes No
- d) Does the initiative meet the needs of the present without compromising the ability of future generations to meet their own needs?
Yes No

Q5 What is the potential risk of the initiative? (Consider the following impacts – equality, socio-economic, environmental, cultural, legal, financial, political, media, public perception etc...)

High risk

Medium risk

Low risk

Q6 Will this initiative have an impact (however minor) on any other Council service?

Yes

No

If yes, please provide details below

Q7 What is the cumulative impact of this proposal on people and/or communities when considering all the impacts identified within the screening and any other key decisions affecting similar groups/ service users made by the organisation?

(You may need to discuss this with your Service Head or Cabinet Member to consider more widely if this proposal will affect certain groups/ communities more adversely because of other decisions the organisation is making. For example, financial impact/poverty, withdrawal of multiple services and whether this is disadvantaging the same groups, e.g., disabled people, older people, single parents (who are mainly women), etc.)

The use of preventive measures to reduce or eliminate road traffic collisions will assist in reducing the burden on Emergency Services and the Health Service. It will also reduce the reliance on Council Services/Social Services where road deaths or serious injuries necessitate the need for continual after care for families following incidents of this nature.

Outcome of Screening

Q8 Please describe the outcome of your screening below:

- **Summary of impacts identified and mitigation needed (Q2)**
- **Summary of involvement (Q3)**
- **WFG considerations (Q4)**
- **Any risks identified (Q5)**
- **Cumulative impact (Q7)**

The measures proposed have a broadly positive impact on all users of the highway, helping to manage speeds and reduce the numbers and severity of collisions on this section of road. The reduced speed limit and traffic camera system are being introduced with the full support of South Wales Police. The developed measures will address current issues but remain prevalent to support road safety going forward. The risks involved in lowering the speed limit and enforcing this lowered limit are assessed as being low and there is a broadly positive impact benefitting road users along this highway corridor into the city.

Full IIA to be completed

Do not complete IIA – please ensure you have provided the relevant information above to support this outcome

Integrated Impact Assessment Screening Form - Gower Village Study

Q1 (a) What are you screening for relevance?

- New and revised policies, practices or procedures
- Service review, re-organisation or service changes/reductions, which affect the wider community, service users and/or staff
- Efficiency or saving proposals
- Setting budget allocations for new financial year and strategic financial planning
- New project proposals affecting staff, communities or accessibility to the built environment, e.g., new construction work or adaptations to existing buildings, moving to on-line services, changing location
- Large Scale Public Events
- Local implementation of National Strategy/Plans/Legislation
- Strategic directive and intent, including those developed at Regional Partnership Boards and Public Services Board, which impact on a public bodies functions
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans)
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy)
- Major procurement and commissioning decisions
- Decisions that affect the ability (including external partners) to offer Welsh language opportunities and services

**(b) Please name and fully describe initiative here:
Gower Village Study.**

A number of communities continue to report speed concerns through villages in the Gower area, where there are limited sections of footway with the highway boundary often being limited to the carriageway itself.

Although speed limits are in many cases now 20mph, local residents continue to report excessive speeds and concern over their ability to walk safely within their communities. Speed enforcement opportunities are limited due to the nature of the roads, and in current guidelines, non-permissible in 20 limits with no school in the vicinity.

To address this, Swansea Council are seeking funding to create a rolling programme to examine speed related issues in each of the communities. To analyse the nature and extent of the problem, identify limiting features and develop solutions which will address traffic issues. It is then proposed to undertake extensive local consultations with all key stakeholders to look at what can be delivered and ensure that it best serves all interests. The Gowers status as an Area of Outstanding Natural Beauty may require a different way of thinking to make communities more liveable without unnecessarily impacting on the local environment.

In the first year it is proposed to look at two sites, Scurlage and Knelston.

Q2 What is the potential impact on the following: the impacts below could be positive (+) or negative (-)

High Impact	Medium Impact	Low Impact	Needs further investigation
+ -	+ -	+ -	

Children/young people (0-18)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Older people (50+)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Any other age group	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Future Generations (yet to be born)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Race (including refugees)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Asylum seekers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gypsies & travellers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Religion or (non-)belief	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Welsh Language	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Poverty/social exclusion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carers (inc. young carers)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community cohesion	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pregnancy and maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q3 What involvement has taken place/will you undertake e.g. engagement/consultation/co-productive approaches?

Please provide details below – either of your activities or your reasons for not undertaking involvement

In developing solutions to the issues in these villages it is proposed to work with a broad range of stakeholders in the Gower. As well as involving local representatives it is proposed to seek the views of landowners, residents, The Gower Society as well as other council departments.

Q4 Have you considered the Well-being of Future Generations Act (Wales) 2015 in the development of this initiative:

e) Overall does the initiative support our Corporate Plan's Well-being Objectives when considered together?

Yes No

f) Does the initiative consider maximising contribution to each of the seven national well-being goals?

Yes No

g) Does the initiative apply each of the five ways of working?

Yes No

h) Does the initiative meet the needs of the present without compromising the ability of future generations to meet their own needs?

Yes No

Q5 What is the potential risk of the initiative? (Consider the following impacts – equality, socio-economic, environmental, cultural, legal, financial, political, media, public perception etc...)

High risk

Medium risk

Low risk

Q6 Will this initiative have an impact (however minor) on any other Council service?

Yes

No

If yes, please provide details below

Q7 What is the cumulative impact of this proposal on people and/or communities when considering all the impacts identified within the screening and any other key decisions affecting similar groups/ service users made by the organisation?

(You may need to discuss this with your Service Head or Cabinet Member to consider more widely if this proposal will affect certain groups/ communities more adversely because of other decisions the organisation is making. For example, financial impact/poverty, withdrawal of multiple services and whether this is disadvantaging the same groups, e.g., disabled people, older people, single parents (who are mainly women), etc.)

A key element of the study will involve considering how these communities should be able to link to the wider transport network safely. At present there is insufficient provision for bus service pickups and put downs in these communities.

Outcome of Screening

Q8 Please describe the outcome of your screening below:

- Summary of impacts identified and mitigation needed (Q2)
- Summary of involvement (Q3)
- WFG considerations (Q4)
- Any risks identified (Q5)
- Cumulative impact (Q7)

Going forward the study will consider mechanisms to support the needs of all road users in being able to travel more safely and sustainably. The developed study will address current issues but remain prevalent to support future generations in accessing local services linking safe infrastructure between villages and into the city. The risks in carrying out the study are low, and risk will be considered in developing any solutions for future implementation. Overall there is the potential to broadly benefit the wider community if a solution, or a series of solutions, can be identified to support road safety in the Gower villages.

Full IIA to be completed

Do not complete IIA – please ensure you have provided the relevant information above to support this outcome

Screening completed by:
Name: Alan Ferris
Job title: Road Safety Manager
Date: 17/6/21
Approval by Head of Service:
Name: Stuart Davies
Position: Head of Service Highways and Transportation
Date:

Appendix B - Financial Implications - Financial Procedure Rule 7

FINANCIAL IMPLICATIONS : SUMMARY

Portfolio: PLACE
Service : HIGHWAYS
Scheme : ROAD SAFETY CAPITAL GRANT 2021/22

<u>1. CAPITAL COSTS</u>	2021/22	2022/23	2023/24	TOTAL
£'000	£'000	£'000	£'000	£'000
<u>Expenditure</u>				
Works				
A4067 Safety Cameras	179.1			179.1
Fees				
A4067	28.0			28.0
Gower Villages	12.0			12.0
Budget Code:				
EXPENDITURE	219.1	0	0	219.1
<u>Financing</u>				
Road Safety Capital grant				
A4067 Safety Cameras	207.1			207.1
Gower Villages	12.0			12.0
FINANCING	219.1	0	0	219.1
<u>2. REVENUE COSTS</u>	2021/22	2022/23	2023/24	FULL YEAR
£'000	£'000	£'000	£'000	£'000
<u>Service Controlled - Expenditure</u>				
Employees				0
Maintenance				0
Equipment				0
Administration				0
NET EXPENDITURE	0	0	0	0