



## Report of the Cabinet Member for Environment and Infrastructure

### Scrutiny Working Group – Road Safety 7 December 2022

## Report on the Council's role in introducing road safety measures and consideration of the methods and procedures followed in achieving this

<b>Purpose</b>	This briefing has been set out to define the Council's role and responsibilities on managing road safety in the area.
<b>Content</b>	The report sets out details of the Council's legal obligations, the funding mechanisms used to deliver road safety improvements and advice, the partnerships that are involved in managing safety on the road and the potential solutions which can be used to modify road users' behaviour to make communities safer. The report continues to describe some of the negative effects that these solutions may have and the need to consider these in developing solutions to the challenges faced in improving safety on the roads.
<b>Councillors are being asked to</b>	Consider the information provided and give views.
<b>Lead Councillor</b>	Councillor Andrew Stevens, Cabinet Member for Environment and Infrastructure
<b>Lead Officer Report Author</b>	Alan Ferris Tel: 07584 491915 E-mail: alan.ferris@swansea.gov.uk
<b>Legal Officer</b>	Debbie Smith / Tracey Meredith
<b>Finance Officer</b>	Paul Roach
<b>Access to Services Officer</b>	Rhian Millar

#### 1. Background

- 1.1 This report has been prepared to brief members in the processes and partnerships involved in developing measures to improve road safety.

- 1.2 In particular the briefing focuses on the legal framework requiring the Highway Authority to intervene, the tools used to analyse road safety issues and the different funding mechanisms used to deliver improvements and engender change in travel choices. The report continues to describe the partnerships that the Council participates in to improve safety on the highway and the Council's role in these partnerships.
- 1.3 The report continues to provide members with an overview of the options considered to assist in moderating driver behaviour, and outlines the advantages and disadvantages of these solutions in traffic management terms. This then extends to cover some of the impacts that any changes introduced may have on the fabric of the highway, the local environment and on other users of the highway.

## **2. Briefing**

### **2.1 Legal Framework**

- 2.1.1 Section 39 of the Road Traffic Act 1988 places a duty on the Highway Authority to carry out a programme of measures designed to promote road safety. Furthermore, the Authority must carry out studies into accidents arising out of the use of vehicles and, in the light of those studies, take such measures to prevent such accidents from recurring. The clause also provides that the Authority must take such measures as appear to be appropriate to reduce the possibilities of such accidents when new roads come into use.
- 2.1.2 Welsh Government put the promotion of sustainable modes of transport at the heart of policy in this area. The Wellbeing of Future Generations (Wales) Act 2015 and the Active Travel (Wales) Act 2013 sets the framework for this change in emphasis and is built on with the recent publication of Lybyr Newydd A New Wales Transport Strategy 2021. These policies clearly aim to target interventions in linking communities more sustainably and in particular, promoting the needs and safety of more vulnerable user groups.

### **2.2 Analysis of issues**

- 2.2.1 In undertaking these duties Traffic Engineers consider a variety of sources of information. Firstly, the Council are supplied with collision data from the police. This provides details of all collisions on the roads in the Authority area which result in injury. The information provided includes details of the location of the collision, details of the vehicles and individuals involved, the time of day, the weather conditions and considers the factors involved which lead to the collision. Each year officers review all collisions in the County in the preceding three year period to identify routes or cluster sites where a pattern of collisions may have occurred.
- 2.2.2 Secondly, officers arrange for localised traffic surveys to be undertaken in response to concerns raised from the police, elected members, the public and other stakeholders in the community. These surveys are beneficial in establishing base line data of issues pertaining to road safety. Although

typically these will be related to the speed of traffic, surveys are also used to assess traffic, cyclist and pedestrian movements to enable designers to get a clear understanding of how the network in that area is operating, including identifying illegal traffic movements.

2.2.3 This information is then used to prioritise areas where road safety interventions can best address the issues affecting safe travel on the network. Detailed analysis of the issues will assist in directing designers to appropriate solutions to the problems identified. The solutions identified can range from modest changes to the Traffic Regulation Orders that are used to manage and control traffic movements and parking through to junction realignments and the development of local and area wide traffic calming schemes. Where there is a significant pattern of serious collisions where speed is a significant factor officers will work with the police and GoSafe in developing enforcement strategies of the posted speed limit. This can include the development of roadside facilities to allow mobile enforcement to the request to add to the network of speed cameras already in place around the County. Officers also consult ward members in developing these solutions to help in ensuring that the works identified meet the needs of the community.

### 2.3 **Funding Mechanisms and support to address Road Safety Issues/Concerns**

2.3.1 **Road Safety Grant** - In terms of delivery the Council are invited each year by Welsh Government to submit an application for support to address the most serious road safety concerns in our area. This application is very much focused on collision reduction with a requirement to assess the value in accident reduction against the cost of the road safety improvement being made. The bid submitted is in competition against bids made by all Local Authorities around Wales and it is necessary to secure the endorsement of the police as part of the bid process. Preparation for the bid involves analysis of collisions across the County area to identify routes with the poorest safety record or accident blackspots. From this there is a more thorough investigation of collisions on the "hotspots" looking for common patterns in the type of collision which will assist in developing engineering solutions. The bid process includes provision for external funding in support of the developed scheme; in previous years ward members have contributed in this way as it is seen as beneficial in securing an overall funding package.

2.3.2 **Road Safety Education Programmes** - In preventative terms, the Council are also supported by Welsh Government in developing and providing education programmes to assist vulnerable user groups in staying safe when using or interacting with the highway network. At present we run programmes educating children through schools programmes, young drivers, older drivers, cyclists and motorcyclists. These programmes are both theoretical and practical and are specifically targeted at vulnerable road users.

In addition to the funding provided by Welsh Government, the Council support Road Safety around schools by running a School Crossing Patrol Service. Although this is not a statutory obligation, it provides considerable benefit in enabling children to access school safely.

At present there are 44 school crossing sites registered in the authority which are assessed on an annual basis. Recruitment difficulties in recent years has resulted in 9 of these sites being currently vacant. The position with relief posts, to cover for absence, is even starker. Of the 8 posts available, 7 remain vacant. The available posts continue to be advertised, but with limited effect.

- 2.3.3 **Safe Routes in Communities** - Welsh Government also provide funding through the Safe Routes in Communities initiative. This is designed to support the Council in encouraging the use of more sustainable modes of transport within communities with a focus on addressing the school commute in particular. Although this grant has less focus on collision reduction, there is a requirement to evidence how the measures being implemented will assist in overcoming barriers to walking and cycling. The bid is required to focus on how the developed solutions will contribute to the Well Being of Future Generations Act and the Active Travel Act.

With road safety being recognised as the predominant public concern in travelling sustainably; projects are inevitably shaped by a need to support the lowering of speed on the road, provide enhanced and upgraded crossing points and enhance pedestrian and cycling infrastructure. Officers are currently looking at the potential to introduce “School Streets” to create a localised improvement of the roads around school entrances. However, to fully develop this the Authority will need to seek additional powers to enforce moving traffic violations. This is currently being explored with the potential to use these powers to address road safety concerns over a wider range of moving traffic contraventions.

As with the Road Safety grant, members have previously supported the bid financially through their Community Budget allocation to assist in securing the overall funding required for the identified improvements.

- 2.3.4 **Active Travel Grant** - The development of Active Travel infrastructure is also a key strand in changing how we travel and develop the infrastructure supporting the city and county. Welsh Government have made significant investment in this area and Swansea have been hugely successful in expanding the network of routes serving the city. The funding mechanism for this is entirely independent of the streams identified above with the focus of funding being in improving and developing Active Travel Routes. The template for the network has been through the development of the Integrated Network Map, this sets out the existing infrastructure as well as identifying those routes which will be required further development.

- 2.3.5 **The 20mph Default Speed Limit National Rollout Grant** - Welsh Government are overall seeking to address many of the road safety issues in Wales and changing emphasis on how we travel by changing the default speed limit on restricted roads to 20 mph from the current 30 mph. The legislation for this change passed through the Senedd in July 2022 and will come into effect on 17 September 2023. Officers are developing the necessary lining and signing packages to support this change and ensure there is a seamless transition allowing the new limit to be enforceable. Officers will work with Members in

identifying roads that will be exempt from the reduction to 20mph. Welsh Government guidance has been provided to support this process but the focus is to have all roads where there is an expectation that pedestrians and/or cyclists mix with traffic in a frequent manner having a 20mph limit. The exception to this is where there is strong evidence that higher speeds are safe. The exceptions generated will adhere to this guidance.

Welsh Government have provided a grant to cover the required analysis of the network and to procure the required signage and posts to cover the transition. This will allow the Council to commence works in the next financial year to have everything required to be in place for the target date in September 2023. A further bid will be made later this year for the funding required to install the infrastructure and remove road markings which conflict with the new limit. This will include the removal of 20 repeater signs and roundels, although there is a six month period following September to complete this latter aspect of the work package.

At present there is no additional support identified by Welsh Government for the enforcement or management of the lowered limit. This may generate additional pressures for measures to be introduced to assist in managing vehicle speeds to match the expectations which may develop in communities.

- 2.3.6 **New development** – Working with development control designers seek to ensure that new developments integrate into the existing highway network safely and in particular taking account of the needs of pedestrians and cyclists.
- 2.3.7 **Community Budget allocation** – This funding stream is managed by Ward Members to address local concerns within individual wards. Officers seek to support Members in providing appropriate solutions to the issues being reported in their wards. There is not the same requirement to resolve collisions, however, to enable robust consultation processes to be followed and support the introduction of traffic calming measures there needs to be a demonstrable issue of speed related problems or other road safety related issue where speed is a cause of concern.

The introduction of the national 20mph rollout may add to localised pressure from some residents groups for Members to resolve speeding issues. Going forward, it may be beneficial to set parameters at which road safety interventions may be considered to assist in managing expectation.

## 2.4 **Partnership Working**

- 2.4.1 Officers work with Highway Authorities across Wales and other relevant Road safety bodies such as the police and GoSafe at a number of forums, such as Road Safety Wales and the County Surveyors Society. This allows exploration of solutions to common problems across the country and the sharing of best practice.
- 2.4.2 Officers also work closely with the police and GoSafe, exchanging information on areas of concern and seeking collective support to manage road safety issues, including speeding. The Councils specific role in the partnership is in

setting the speed limit and the maintenance of highway infrastructure, including signing. The Council do not have any powers to enforce speed limits but do create facility on the highway to enable enforcement to take place. Where the Council are aware of specific issues, such as Mumbles Road and with animal safety on Gower Common, they will seek additional enforcement in these areas but the realisation of this will be down to the police and GoSafe having the necessary resource.

- 2.4.3 Outwith this process, the police work within communities gaining an understanding of road safety concerns. This has led to the creation of a number of Community Speed Watch groups. Funded by the police, this allows concerned members of the public to take speed recordings of drivers, where excessive speed is noted and report these back. The police will then use this information, initially writing to the driver reminding them of their responsibilities before ultimately taking them to court where repeat offending is established. The introduction of this scheme has created challenges. The scheme requires participating members of the public to commit to make themselves available on a frequent basis which is creating a strain on getting groups set up. Recent information would also suggest that, to prevent potential intimidation from drivers, groups will have to be accompanied by a PCSO.
- 2.4.4 GoSafe also work directly with the public in endeavouring to address local concerns over speed and poor driving. They operate directly with the public to assist in the management of traffic on the highway. One such scheme is operation SNAP. This enables the public to send in photographic and video images where a member of the public believes there has been a contravention of the law. GoSafe will use these images, and where appropriate take the offender to court. Similarly, they operate a Community Concern webpage which enables members of the public to seek speed enforcement directly. It should be noted that enforcement is only carried out where there is substantiated evidence of a history of speeding, particularly at those locations which have a history of collisions.

## 2.5 **Solutions commonly adopted to address Road Safety concerns**

- 2.5.1 **Traffic Calming** - This section of the report focuses on those measures which are designed to manage driver behaviour. Analysis of individual sites may determine deficiencies in the highway layout which may lead to proposals to realign the carriageway, improve footway provision or improve a junction to improve road safety. But this would be site specific and is considered beyond this briefing paper. The section below highlights a number of the traffic calming techniques used to influence driver behaviour and moderate speeds. The briefing highlights the advantages and challenges associated with each technique.

Traffic calming is a tool used predominantly in response to concerns over a pattern of collisions where speed is, at the least, seen as being a contributory factor; or in situations where recorded traffic speeds are a significant cause for concern. Although the enforcement of the speed limit is the responsibility of the police, high demand for enforcement often stretches available resource, limiting the opportunity for effective speed limit enforcement activities.

The introduction of traffic calming requires the Council to consult with the police and other emergency services as well as those impacted by the works as set out in the Highways (Traffic Calming) Regulations 1999 and Highways Act 1980. This is generally achieved by placing an advert with details of the proposals in the Evening Post, placing the same notices at the location of the proposed traffic calming and posting details of the works on the Council's webpages. The notices posted include details of how residents can comment on the works. In response to this officers will consider comments received, and if appropriate amend the proposals to take account of any relevant comments made.

**2.5.2 Vertical Deflections** - The most effective measure to reduce the speed of traffic is the introduction of vertical deflections. There are effectively three main types of vertical deflection. Road Humps, speed cushions and speed plateaus. Generally, vertical deflections are expected to reduce accidents by around 44% and reduce the speed of traffic to around 20mph.

**2.5.2.1 Road humps** - Road Humps are the most economically effective means of reducing traffic speeds. In terms of design, they run between the channels of the road covering the running width of the carriageway but allowing drainage channels to operate as normal. In terms of size, the humps are 3.7 m long and are normally 75mm high but can be as high as 100mm. Road humps are designed to slow all traffic. Consequently, careful consideration has to be given to ensure that the impact of the traffic calming is not overly onerous on emergency services response times and bus timetabling. Both the ambulance service and bus companies have expressed concern over the impact that this form of traffic calming has on the comfort of their respective passengers.

**2.5.2.2 Speed Cushions** - These are typically made from a rubber compound and are bolted and glued to the carriageway surface. The cushions are typically 1.65metres wide and 65 or 75mm high. They are designed to enable larger wheel base vehicles to straddle them without causing jolting and are consequently more suited to bus routes and have a lesser impact on emergency services response times. However, care is required in locating cushions to ensure that they are located centrally on running lanes to support this freer movement. Typically they are located at 50m to 60m centres to deter acceleration/deceleration patterns and limit negative impacts on air and noise pollution.

**2.5.2.3 Speed Plateaus** - These features are constructed as an on/off ramp with a longer flat area to lessen the impact on buses and emergency service vehicles. They are built across the full carriageway width, including the drainage channel. Consequently, they are often used to enhance pedestrian crossing facilities and are often considered as a solution in areas with high pedestrian footfall such as high streets. Plateaus are relatively expensive to construct requiring adjustments to the kerb line and footway as well as necessitating drainage works to

bypass the build-up. It should also be noted that construction of these features is often a more disruptive and lengthy process due to this requirement.

**2.5.3 Horizontal Deflections, Narrowings and Chicanes** Horizontal carriageway deflections, such as localised narrowings and chicanes, have been installed to influence vehicle speeds, though with more limited success. In the case of kerb build-outs and pinch points, the narrowed carriageway, even if reduced to a single lane, still allows most vehicles to be driven relatively quickly through the available gap, unless there is opposing traffic to prevent this occurring. Studies have indicated that balanced vehicle flow is one of the most important aspects when opting for localised road narrowings. Unfortunately, in many residential streets traffic is either tidal or such low-flow that it is unlikely that vehicles from opposite directions will meet at the narrowing. Care also has to be given to ensure that the feature does not cause disadvantage to other road users, in particular cyclists. This may require the introduction of bypass features to allow cyclists to pass the feature without feeling threatened to the closer proximity to vehicles. The creation of such bypasses have to be carefully designed to ensure that they can be maintained and kept free of detritus.

**2.5.4 Road Safety Cameras** - Safety cameras provide a valuable and cost-effective method of preventing, detecting and enforcing speed and traffic light offences. They encourage changed driver behaviour and are also proven to make a significant contribution to improving road safety for all road users. Safety cameras therefore play an important role in an integrated road safety strategy. Safety cameras are those that enforce speeding and/or traffic light offences. A number of independent research studies of the National Safety Camera Programme have shown that cameras are an extremely effective mechanism for reducing vehicle speeds and road casualties at camera sites. An overall study of the effectiveness of cameras has recorded a 42 per cent reduction in death and serious injury and a 22 per cent reduction in personal injury collisions at camera sites.

Welsh Government require that Highway Authorities are able to demonstrate that there is a considerable history of collisions on a section of road, and that consideration of all other engineering options have been exhausted, before a new site will be authorised. This will require the support of GoSafe and the police who have responsibility for the management of the camera system once it has been introduced. It should be noted that the Council have responsibility for the maintenance of the road side equipment but receive no revenue support for doing so.

**2.5.5 Mini Roundabouts** - The introduction of mini roundabouts can successfully moderate vehicle speeds at junctions. However to be most effective there needs to be a reasonably equal and frequent flow on all arms of the roundabout. If flows on any arm are light this can create a road safety issue with some drivers failing to slow or give way to vehicles with priority. Whilst doming of the central island assists in encouraging drivers to negotiate the feature as designed, not all drivers adhere to the markings and this can cause issues.



It should also be noted that in changing priority, consideration needs to be given to the local effect on traffic movements as it may inadvertently create local issues created as drivers take advantage of this new priority for vehicles.

**2.5.6 Uncontrolled Crossing Points** - Pedestrian refuge islands support pedestrian movements by enabling them to cross one stream of traffic at a time. When used at junctions where they provide additional benefit in improving driver behaviour in maintaining lane discipline. When used in running carriageway the narrowing of the road may be beneficial in reducing speed, but the road needs to be wide enough to allow for a suitable island refuge whilst maintaining safe passage of vehicles and cyclists.

**2.5.7 Driver Feedback Signage** - "Driver feedback signs" are traffic calming devices that are proven to give drivers instant feedback as to their speed, thereby encouraging a reduced speed where appropriate without the threat of a speeding conviction. These signs provide an effective visual indication of approaching vehicle's speed activated by a radar detection system which is coupled to a decoder that illuminates the LED's (light emitting diodes) with the relative speed. The signage is designed to show the drivers speed in green for those obeying the limit with the speed shown in red for those exceeding it. Recent studies have shown that these have a modest effect in lowering vehicle speeds with a recent study undertaken on their effectiveness showing that they could reduce the average speed of vehicles by up to 2mph.

#### **2.5.8 Psychological Traffic calming**

This is an approach trialled by the Department for Transport, where reducing driver confidence has been proven to reduced vehicle speeds. There are a number of techniques that can be employed from:

- Reducing the width of the carriageway to make drivers slow to ensure that they can pass oncoming vehicles without clipping wing mirrors,
- Removing positive messaging to motorists, reducing their confidence that they have priority, especially through junction areas, blurring the distinction between 'vehicle areas' and 'pedestrian areas'.
- Changing the urban realm from a purely utilitarian highway environment to an area which will make a considerate motorist think that vulnerable road users are likely to be using the highway as well. This can be achieved through planting, the two measures above and public art / other appropriate interventions.

### **2.6 Traffic Calming Concerns**

Whilst traffic calming measures are designed to improve road safety and are used to promote more sustainable modes of transport safety they are inevitably not universally popular. The key issues and limitations associated with the introduction of traffic calming and lowering the speed of traffic have been identified below:-

#### **2.6.1 General Maintenance**

Maintenance of the highway Network has to be considered when looking at future road safety improvements. In terms of carriageways there is a calculated backlog of £70m. The back log and planned maintenance programmes are

managed using principles of whole life costing and the All Wales Asset management Project. The Authority considers a variety of different methods of repair and uses assessment approaches agreed across Wales. This enables decisions on the most efficient and effective approaches for managing the network based on a mix of preventative, reactive and planned maintenance works.

A 5 year programme of works is currently in its third year the schemes included are selected on a prioritised risk basis in accordance with best practice.

With the pressures on the network it is essential that the overall condition of the highway is considered when road safety schemes are considered. Introducing vertical traffic calming will have a significant effect on the durability of a road. It is estimated that traffic cushions, for instance, will reduce the lifespan of the carriageway by 50%. This is due to traction forces from braking and acceleration. Traffic calming may also cause issues with drainage and the design of any scheme needs to carefully consider all routine maintenance aspects. It has been agreed at service level that the condition of a road is reviewed prior to any traffic calming being introduced to ensure that the supporting road is of sufficient condition to carry the furniture without significant issues arising as a consequence.

The use of coloured surfacing also needs to be considered. This is a costly item to maintain and the application of a coloured coating (typically high friction) can cause stress in the road surface leading again to a shortened lifespan and a consequential increase in maintenance liability. For this reason these treatments will be carefully targeted to those areas where benefits can be maximised.

### **2.6.2 Local environment**

Traffic calming measures change speed profiles and in some circumstances could lead to higher local emission and noise levels generated by some vehicles. Care is taken to minimise any such adverse effects by encouraging smooth driving patterns, this is generally achieved by ensuring that any features are located at a spacing which discourages acceleration and deceleration patterns, which lead to increased noise and emissions.

Recent studies undertaken by Transport for London to investigate the impact of 20mph zones have shown that there is a negligible impact, both in terms of noise generated and emissions as lower speeds overall means that vehicles move more smoothly reducing brake and tyre wear. However, the key conclusion reached by the study was that the health benefits and safety improvements generated “will dwarf any disbenefit”.

### **2.6.3 Public Transport**

The introduction of almost all types of traffic calming can impact on journey times and may be a consideration on timetabling. The widespread introduction of the default 20mph limit may place pressures on service delivery and Welsh

Government are currently working with operators to more fully analyse this potential impact.

In terms of traffic calming, as has previously been commented, the introduction of traffic calming features can contribute to passenger discomfort and concerns about passenger safety (especially when humps or cushions are placed at or near bus stops). There are also some concerns about increased wear to buses. To mitigate this, the views of Public Transport operators are always sought before traffic calming schemes are introduced.

#### **2.6.4 Emergency services**

Physical speed-reducing measures can adversely affect the response times of emergency services vehicles. This is particularly relevant to fire and ambulance services. All services should plan routes in traffic-calmed areas with the local highway authority, so that the fastest routes are used, rather than the shortest. Where traffic calming is used on key routes, speed cushions and plateaus are generally used to assist in mitigating this impact. Additionally, the views of Emergency Service providers are always sought prior to the introduction of traffic calming.

#### **2.6.5 Public opinion**

In many communities this can be very supportive, but in some cases resistance from residents has required removal of measures. Key factors are the priority of road safety on the local agenda, the quality of the scheme design and the approach adopted for the consultation process. To ascertain public opinion, public consultation is undertaken in advance of projects being implemented and comments received from this process are duly considered. However, this is always undertaken against the overarching ambition of the scheme of improving road safety.

Disabled or older occupants of vehicles, particularly those with pre-existing back conditions, can find measures, specifically, but not exclusively, vertical deflections, more uncomfortable and more difficult to negotiate than more able bodied persons do.

#### **2.6.6 Cyclists**

Traffic calming measures can be challenging for this group of road users, particularly where measures have high upstands. Design of measures needs to take cyclists into account and, where feasible, provide encouragement in the form of cycle bypasses.

#### **2.6.7 Motorcyclists**

There is a growing concern over the number and severity of collisions involving motorcyclists. Many of the techniques involved in slowing main traffic flows have little effect on motorcyclists, and can be counterproductive if not carefully designed.

## **2.6.8 Equestrians**

There are reports that some measures, such as pinch points, have an adverse effect on their safety. The Council are currently embarking on a campaign to raise driver awareness of the presence of equestrians which will be rolled out in the coming months.

## **3. Conclusions/Key Points Summary**

- 3.1 The need to invest in road safety is a legal obligation imposed on the Council in its role as Highway Authority. In the last 3 years there have been 93 collisions which have resulted in a death or serious injury and 544 accidents where injuries were classified as being slight. Our work, and that of the other agencies working to support road safety, has seen an improvement in these figures which is reflected in the statistics from the 3 years previous to this which saw 163 collisions resulting in death or serious injury and a total of 868 collisions where injuries were classed as being slight. But we remain focused on continuing on this improvement through our various programmes of work.
- 3.2 Nevertheless, with 156 collisions last year, and continuing public concern in areas of the community over the speed of traffic there is a continuing need to support the introduction of measures which will assist in reducing the numbers and severity of collisions.
- 3.3 As highlighted in the paragraphs above, there are a number of techniques used to assist in managing driver behaviour in seeking to make the roads safer. The report highlights the benefits of each as well as the limitations associated with each option. The report then continues to highlight the challenges in delivering road safety improvements across the wider community and how changes to improve road safety generally may have negative impacts within the community and on different groups of road users.
- 3.4 The information provided has been designed to give members an overview of the responsibilities and challenges associated with improving road safety measures on the highway.

## **4. Legal implications**

- 4.1 There are no legal implications associated with this report.

## **5. Finance Implications**

- 5.1 There are no financial implications associated with this report.

## **6. Integrated Assessment Implications**

- 6.1 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.

6.1.1 The Well-being of Future Generations (Wales) Act 2005 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'.

6.1.2 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.

6.2 As noted, this briefing report is for information only. An IIA assessment will be undertaken to consider the impact on the community and different user groups that any road safety interventions would have.

**Background papers:** *None*

**Appendices:** IIA Screening