



City and County of Swansea

Notice of Meeting

You are invited to attend a Special Meeting of the

Scrutiny Programme Committee

At: Multi-Location Meeting - Gloucester Room, Guildhall / MS Teams

On: Monday, 20 March 2023

Time: 4.00 pm

Chair: Councillor Peter Black CBE

Membership:

Councillors: E W Fitzgerald, R Fogarty, T J Hennegan, V A Holland, M Jones, H Lawson, W G Lewis, P N May, F D O'Brien, S Pritchard, M S Tribe and T M White

Statutory Co-opted Members: Beth Allender and Elizabeth Lee

Councillor Co-opted Members: C A Holley, P R Hood-Williams, S M Jones and L R Jones

Watch Online: <http://bit.ly/400F7Y7>

Webcasting: This meeting may be filmed for live or subsequent broadcast via the Council's Internet Site. By participating you are consenting to be filmed and the possible use of those images and sound recordings for webcasting and / or training purposes.

Agenda

	Page No.
1 Apologies for Absence.	
2 Disclosures of Personal & Prejudicial Interest. www.swansea.gov.uk/disclosuresofinterests	
3 Prohibition of Whipped Votes and Declaration of Party Whips.	
4 Public Question Time. Questions can be submitted in writing to Democratic Services democracy@swansea.gov.uk up until noon on the working day prior to the meeting. Written questions take precedence. Public may attend and ask questions in person if time allows. Questions must relate to items on the open part of the agenda and will be dealt within a 10 minute period.	
5 Pre-Decision Scrutiny: National 20 Mph Default Speed Limit Including Consideration of the Exemptions Process.	1 - 20

Next Meeting: Tuesday, 18 April 2023 at 4.00 pm

Huw Evans

Huw Evans
Head of Democratic Services
Monday, 13 March 2023

Contact: Democratic Services - Tel (01792) 636923

Agenda Item 5



Report of the Chair of the Scrutiny Programme Committee

Scrutiny Programme Committee – 20 March 2023

Pre-decision Scrutiny: National 20 Mph Default Speed Limit

Purpose	This report provides guidance on pre-decision scrutiny ahead of consideration of the Cabinet report on: a) National 20 Mph Default Speed Limit Including Consideration of the Exemptions Process
Content	This covering report explains the role of the Committee in undertaking pre-decision scrutiny. The actual Cabinet report, which is to be considered by Cabinet on 23 March, is appended.
Councillors are being asked to	<ul style="list-style-type: none">• note the pre-decision scrutiny process and role of the Committee• consider the Cabinet report and proposals• agree any views on the proposed decision(s) that are to be raised with Cabinet
Lead Councillor	Councillor Peter Black, Chair of Scrutiny Programme Committee
Report Author	Brij Madahar, Scrutiny Team Leader Telephone: 01792 637257 brij.madahar@swansea.gov.uk
Legal Officer	Debbie Smith
Finance Officer	Amanda Thomas

1. Introduction

- 1.1 The Scrutiny Programme Committee will carry out pre-decision scrutiny or delegate to relevant Scrutiny Panels, in respect of proposed Cabinet reports, as requested.
- 1.2 A report concerning the 'National 20 Mph Default Speed Limit' is scheduled for decision by Cabinet on 23 March. This report advises on the proposal to make the national default speed limit on restricted roads 20mph and detail those roads which will be exempt and remain at 30mph. It sets out the consultation process to be followed and seeks confirmation of the approach taken.

- 1.3 The report of the Cabinet Member for Environment & Infrastructure on this matter is **attached** for pre-decision scrutiny, and also published within the 23 March Cabinet agenda here:
<https://democracy.swansea.gov.uk/ieListDocuments.aspx?CId=124&MId=10885&Ver=4&LLL=0>

The report asks Cabinet to:

- 1) Note the mandatory Welsh Government requirement to implement a default 20mph in Swansea;
- 2) Endorse the approach detailed in the report in respect of the implementation of the 20mph default speed limit in Swansea; and
- 3) Agree to delegate authority to the Cabinet Member for Environment and Infrastructure to approve the exceptions agreed with individual ward members leading to the formal public advertisement of the appropriate Traffic Regulation Orders.

2. Role of the Committee

2.1 The purpose of pre-decision scrutiny:

- It entitles scrutiny to discuss proposed Cabinet reports, where a clear recommendation(s) exists, before decisions are taken by the Executive.
- Acting as a 'critical friend', it enables scrutiny to ask questions about a report to develop understanding and inform and influence decision-making, for example asking about:
 - the rationale for the report
 - robustness of the proposed decision and decision-making process
 - potential impact and implications (including financial, social, economic and environmental impact) and risks
 - how different options have been considered
 - the extent of consultation undertaken
 - implementation and measures of success etc.
- It enables scrutiny to provide a perspective and report its views and any issues to Cabinet. The Chair, on behalf of the Committee, can attend the Cabinet meeting to share the views of scrutiny on the report prior to Cabinet decision. This may include giving support, providing other suggestions on the way forward, or flagging up any concerns.
- The views of Scrutiny are required to be formally considered by Cabinet before it makes the decision and feedback should be given including explanation for any rejection of views expressed.

2.2 Lead Cabinet Member will attend the meeting to present the report and respond to questions, along with relevant officer(s) involved in the development of the report who can assist the Committee and provide appropriate advice.

2.3 The Committee (through the Chair) will write to the Cabinet Member with its views following pre-decision scrutiny. The Chair will have the opportunity to attend the Cabinet meeting on 23 March to verbally feedback the Committee's views, conclusions and recommendations about the report, based on the contents of the letter.

3. Cabinet Response

3.1 Cabinet must formally consider Scrutiny views at its meeting. It may decide that any issues raised by Scrutiny can be dealt with at the meeting and decision taken. It may decide that more time is needed to consider the views of Scrutiny and defer decision to the next (or a special) meeting of Cabinet.

3.2 The relevant Cabinet Member is expected to write back to the Committee with feedback from Cabinet and should include explanation of any rejection of Scrutiny views.

4. Legal Implications

4.1 In accordance with the Council's Constitution "pre-decision scrutiny gives scrutiny the opportunity to influence Cabinet decision making as a critical friend". "The views of the Scrutiny Committee are formally presented (either in a written report or verbally by the Scrutiny Chair) to the Cabinet meeting for the Cabinet to consider and inform its decision making".

5. Financial Implications

5.1 There are no specific financial implications raised by this report. Financial implications of the actual cabinet report(s) are contained within those reports.

Background Papers: None

Appendices:

Appendix 1: Cabinet Report – National 20 Mph Default Speed Limit Including Consideration of the Exemptions Process



Report of the Cabinet Member for Environment & Infrastructure

Cabinet - 23 March 2023

National 20 Mph Default Speed Limit Including Consideration of the Exemptions Process

Purpose:	This report has been prepared to advise members on the proposal to make the national default speed limit on restricted roads 20mph and detail those roads which will be exempt and remain at 30mph. The report sets out the consultation process to be followed and seeks confirmation of the approach taken.
Policy Framework:	Restricted Roads (20mph Speed Limit) (Wales) Order 2022, Road Traffic Regulation Act 1984, Active Travel (Wales) Act (2013), The Well-being of Future Generations Act (2015).
Consultation:	Access to Services, Finance, Legal.
Recommendation(s):	That Cabinet: <ol style="list-style-type: none"> 1) Note the mandatory Welsh Government requirement to implement a default 20mph in Swansea 2) Endorse the approach detailed in the report in respect of the implementation of the 20mph default speed limit in Swansea 3) Agree to delegate authority to the Cabinet Member for Environment and Infrastructure to approve the exceptions agreed with individual ward members leading to the formal public advertisement of the appropriate Traffic Regulation Orders.
Report Author:	Alan Ferris
Finance Officer:	Ben Smith
Legal Officer:	Jonathan Wills
Access to Services Officer:	Rhian Miller

1. Introduction

- 1.1 The following report has been prepared to advise on the Welsh Government initiative to lower the speed limit on restricted roads. The legislation for this was passed by the Senedd in July 2022 and will come into effect on 17 September 2023. The effect of this will be to change the speed limit on all restricted roads, i.e. those roads which have a street lighting system, from the existing 30mph to 20mph.
- 1.2 Welsh Government, in passing the legislation, have noted that this lowered limit may not be suitable for all roads and invited Local Authorities to consider those roads which it may be appropriate to maintain the 30mph restriction. Consequently, they have provided guidance to identify such roads with the ambition of ensuring that there is a consistency in approach throughout Wales.
- 1.3 The report therefore continues to consider roads which should be exempt and remain at 30mph. The report describes the legal processes which have to be followed to enable this as well as the consultation required. The exemptions proposed are presented in the Appendix A to the report. It should be noted that this list may be amended as consultation progresses with members before the formal consultation to the wider public.

2. Implementation of the National 20mph rollout and exemption process

2.1 Current Position

- 2.1.1 As set out in Part VI of the Road Traffic Regulation Act, at present restricted roads throughout the UK have a 30mph speed limit. These are defined as roads which operate with a system of street lighting. A traffic regulation order is required to change this which offers the public an opportunity to comment on any proposal to lower or increase this limit.
- 2.1.2 This position will change in Wales on 17 September 2023. The “Restricted Roads (20mph Speed Limit) (Wales) Order 2022” was passed by the Senedd. This has the effect that all roads, with a system of street lighting, will have a default speed limit of 20mph unless there is a Traffic Regulation Order, either already in place, or progressed by that date. This means that street lit roads with a speed limit of 40, 50 or 60mph will continue to operate at that limit but where the existing limit is 30 mph Traffic Orders will be required to keep this limit.
- 2.1.3 Welsh Government (WG) have recognised that 20mph may not be appropriate for all restricted roads and suggested that Local Authorities should consider those roads which it may be appropriate to keep at the current limit and develop a case for doing so. To assist Council’s in this process WG provided detailed guidance in setting exceptions. A link to this guidance has been included in the background papers.

2.1.4 The guidance has been prepared to seek conformity in the approach taken across Wales but recognising that local factors and circumstances are taken into account. However it sets out Welsh Government's aspiration to meet the Stockholm declaration (Para 1.2.3), "a 20mph speed limit should be set where pedestrians and/or cyclists and motor vehicles mix in a frequent manner, except where strong evidence exists that higher speeds are safe."

2.1.5 The guidance focuses on two key questions

Question A: Are there significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road? If the answer is 'no' then an exception for a 30mph speed limit may be appropriate.

Question B: If the answer to A is 'yes', are the pedestrians and cyclists mixing with motor traffic?

If the answer to B is 'no' then a 30mph speed limit exception may be appropriate.

If the answer to B is 'yes' then a 20mph speed limit will be appropriate unless the robust and evidenced application of local factors indicates otherwise.

2.1.6 In line with this guidance officers have reviewed the operation of the roads network throughout the city and county area and developed plans showing those roads which are considered to be exempt. These are characteristically key distributor roads with limited interaction between pedestrian and cyclists and which have a demonstrably good safety record between vulnerable users and regular traffic. Full consideration has been made of the locality of community centres and schools in the development of the plans. These plans are included as Appendix A to the report.

2.2 Consultation Process and timing.

2.2.1 In addition to the area maps included in Appendix A, officers have prepared individual maps for each ward showing those roads which are considered to be exempt. These maps were circulated to all ward members for their information and comment on 1 February. Due to the extent of the proposals Traffic Management officers have been providing support to discuss the impact that the proposals will have on each individual ward and discuss potential amendments with Members prior to making the plans available to the public. It is proposed that the public consultation should commence once members comments have been addressed and on acceptance of the recommendations in the report.

2.2.2 Welsh Government are proposing to commence their information rollout on the overall ambition of the proposals in March 2023. To take advantage of this it is proposed that Swansea should target commencement of its public engagement to synchronize with this timescale. However, to meet this ambition, this will require all Member consultations to be completed in

February to enable mapping to be put up on line showing those roads to remain exempt.

2.2.3 As outlined above, this would in turn lead to the formal consultation process. Where an exception is identified and agreed with members, an appropriate traffic order must initially be advertised in accordance with procedural rules set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 under section 84 of the Road Traffic Regulation Act 1984. This requires the Authority to invite comment from the general public on their proposals for a period of three weeks. It also requires the Authority to undertake Statutory Consultations with key stakeholders. These include the Police, Fire and Ambulance Services, Community Councils, Road Haulage and Freight Transport Associations, Mobility Groups and Bus and Taxi operators.

2.2.4 As the new default limit will not come into force until 17 September, it will be important to highlight in the Notice and supporting information that the Council recognise the impact of the forthcoming change in the default speed limit and clearly and robustly set out the reasons why 30mph remains the appropriate speed limit on the exempt roads identified. At the end of the three week consultative period, any representations received will be assessed against the Welsh Government Guidance on the exceptions process. It should be noted that objections to the 20mph provision itself will not be considered. A report will then be prepared proposing a course of Action for the Cabinet Member for Environment and Infrastructure to consider.

2.2.5 The conclusion of this process will result in the formal making of the Order for those roads considered to be exceptions. This will be timed to coincide with the Restricted Roads (20mph Speed Limit) (Wales) Order 2022 coming into effect on 17 September.

2.3 Implementation

2.3.1 Welsh Government have provided a grant of £551k in 22/23 to undertake preparatory works. This funding has been used to date to support the design and development of the scheme and pre-purchase signs and posts. Welsh Government have also been advised that based on current understanding, a further £2.952million will be required to install these signs and carry out works to the highway and signing infrastructure to support the change in limit. A formal bid for this funding has recently been submitted.

2.3.2 Following the completion of the consultation process and consideration of comments received, and subject to funding being made available from WG, works will commence on the implementation. Initially this will focus on the erection of posts and removal of road markings which will be inconsistent with the new arrangement of speed limits. Closer to September covered signs will be erected showing the new limits. Following the 17 September there will be an intensive period of works which will

require all inconsistent signs being removed and the new signing uncovered. In overall terms, around 500 new posts will be required with 1,000 new signs and 2,100 existing signs removed. In addition 950 road markings will have to be removed. At present this is programmed to be completed by 31 March 2024.

3. General Issues

3.1 Staffing Implications

3.2 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 developing and delivering the change in speed limit.

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 The requirement to change the speed limits has been brought about as a consequence of a change in legislation introduced by Welsh Government.

In implementing the changes the Council will follow all guidance provided by Welsh Government.

In terms of involvement, the Council have a statutory duty to ensure that all Traffic Regulation Orders, lining and signing works are carried out to meet the demands of the timetable set by Welsh Government. Full and transparent consultation processes will be undertaken with key stakeholders as well as the wider general public in undertaking this duty.

The overall impact, as assessed by Welsh Government, is positive. The measures have been developed to support road safety, address key sustainability issues and create an environment which is safer for walkers and cyclists. However, this may lead to increased journey times for those in motorised transport with associated impact on business and public transport provision.

- 4.3 The works will be designed taking full account of the requirements to support the use of Welsh language. All traffic signs will be bi-lingual with Welsh appearing first.
- 4.4 An Integrated Impact Assessment (IIA) screening form has been completed with the agreed outcome that a full IIA report was not required. The screening concluded that the measures will support and have a positive impact on people of all ages in the community travelling sustainably. This will form a key measure in meeting the aspirations set out in the Well-being of Future Generations (Wales) Act and Active Travel (Wales) Act. The cumulative impact is seen as being positive. A copy has been appended to the report as Appendix A.

5. Financial Implications

- 5.1 In the current financial year 22/23, Welsh Government have provided grant allocation of up to £551k. The grant expires on 31st March 2023, any unclaimed grant will be lost to the Authority.
- 5.2 The funding is being used to meet the advance costs associated with the rollout of the 20mph default limit. This has been used in developing the plans to date and purchasing signs and posts required for the forthcoming changes to the speed limits. This funding will also be used to support the consultation process which will be required to develop any exemptions agree to the new default 20mph limit.
- 5.3 Welsh Government have invited Local Authorities to bid for funding to support the implementation works required in financial year 23/24. This is currently estimated as being £2.952 million to introduce all new signing and remove obsolete signs and markings. This will also include for staff costs in managing and developing the programme of works.
- 5.4 There is currently no information available in relation to financial support for any longer term issues associated with the change.

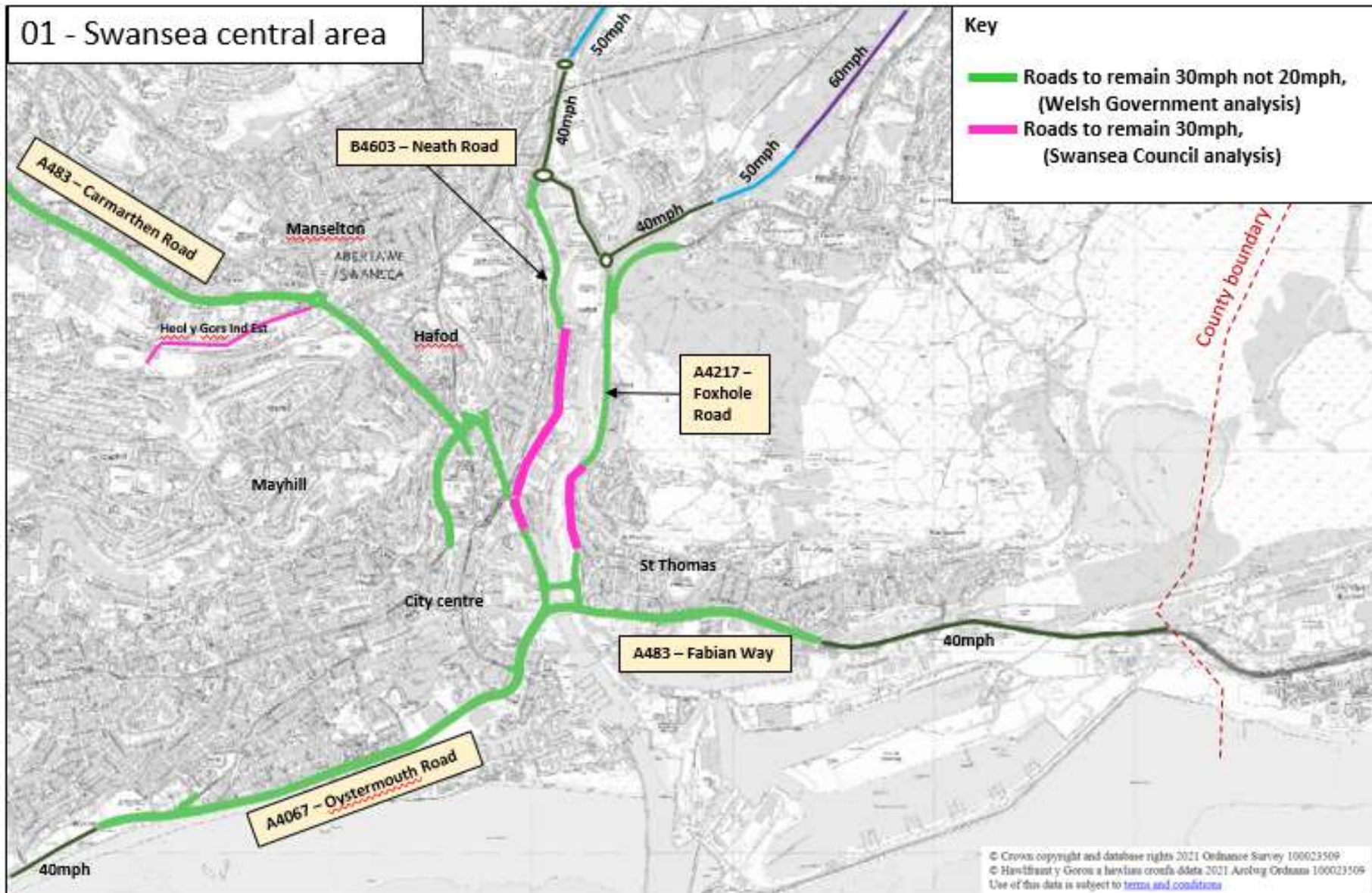
6. Legal Implications

- 6.1 The “Restricted Roads (20mph Speed Limit) (Wales) Order 2022” has been passed and comes into effect on 17 September 2022. This will have the effect of making the speed limit on restricted roads 20mph from the current 30mph. WG recognised that this may not be appropriate for all roads with a street lighting system and that local factors may influence those roads for which it may be appropriate to retain the existing speed limit through the progression of Traffic Regulation Orders. To assist Local Authorities they have produced a guidance document which sets out principles to be followed.
- 6.2 In developing Traffic Regulation Orders to retain keep the 30mph limit on sections of road it will be necessary to develop robust arguments in support of the decision made. In line with the produced guidance, this support should focus on the potential interaction between vulnerable road users and traffic and seek to confirm that the existing traffic movements are safe. In taking this approach it will lessen the potential of legal challenge to the Traffic Regulation Order process and a speedier progression of the overall Legal process.
- 6.3 The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 was made pursuant to the Road Traffic Regulation Act 1984 Act and together prescribes the procedures to be undertaken when making an order of the nature proposed by this report. The procedure includes the obligation to consult prior to the making of an order, and the requirement to consider any objections received as a result of the consultation before the decision is made whether or not to implement the order.
- 6.4 Legal officers will continue to work with those from Highways and Transportation to support this process as it develops.

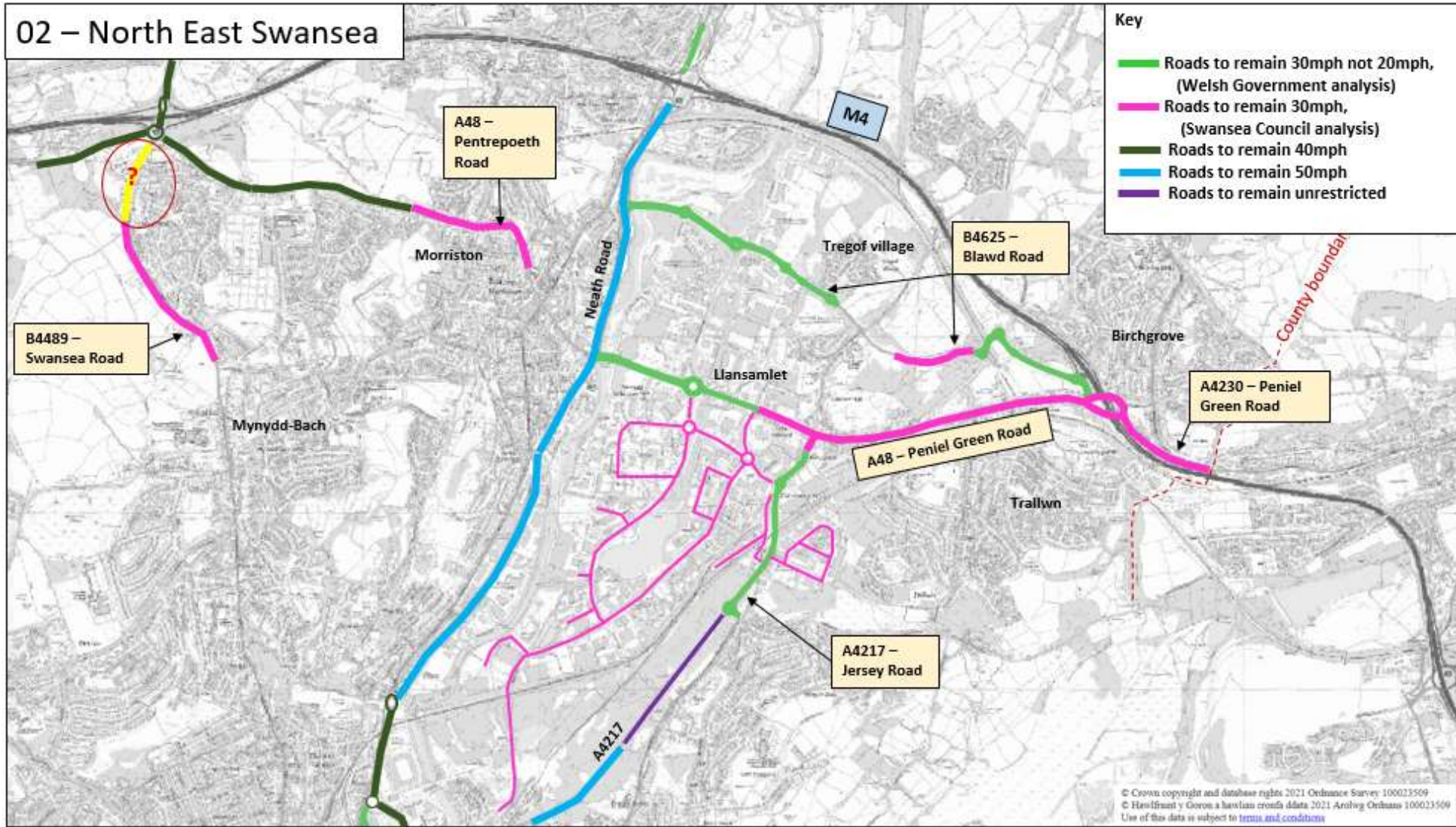
Background Papers:

<https://gov.wales/setting-exceptions-20mph-defaults-speed-limit-restricted-roads-html>

- Appendix A** Proposed Exemptions
Appendix B IIA Screening Form

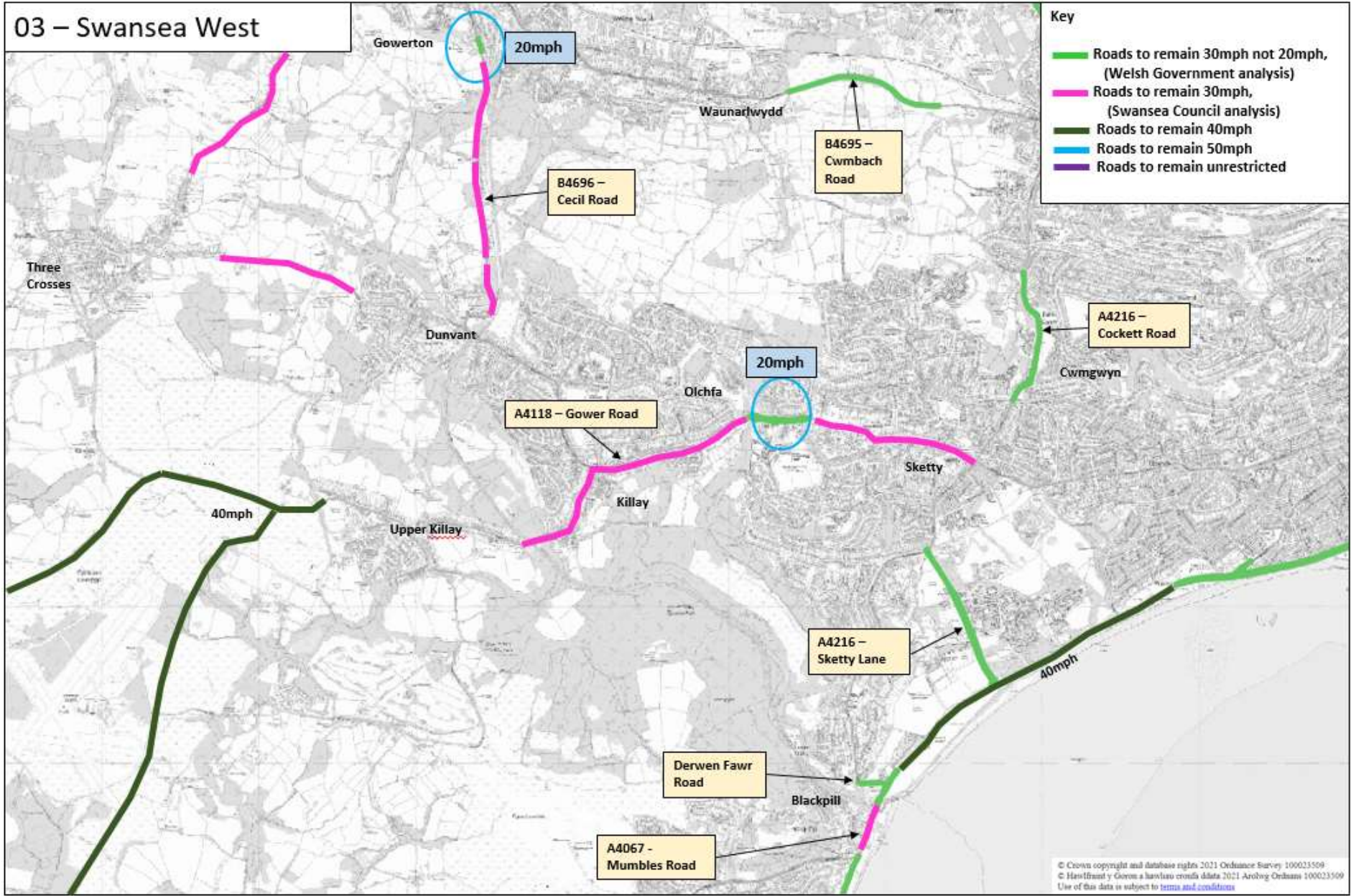


02 – North East Swansea

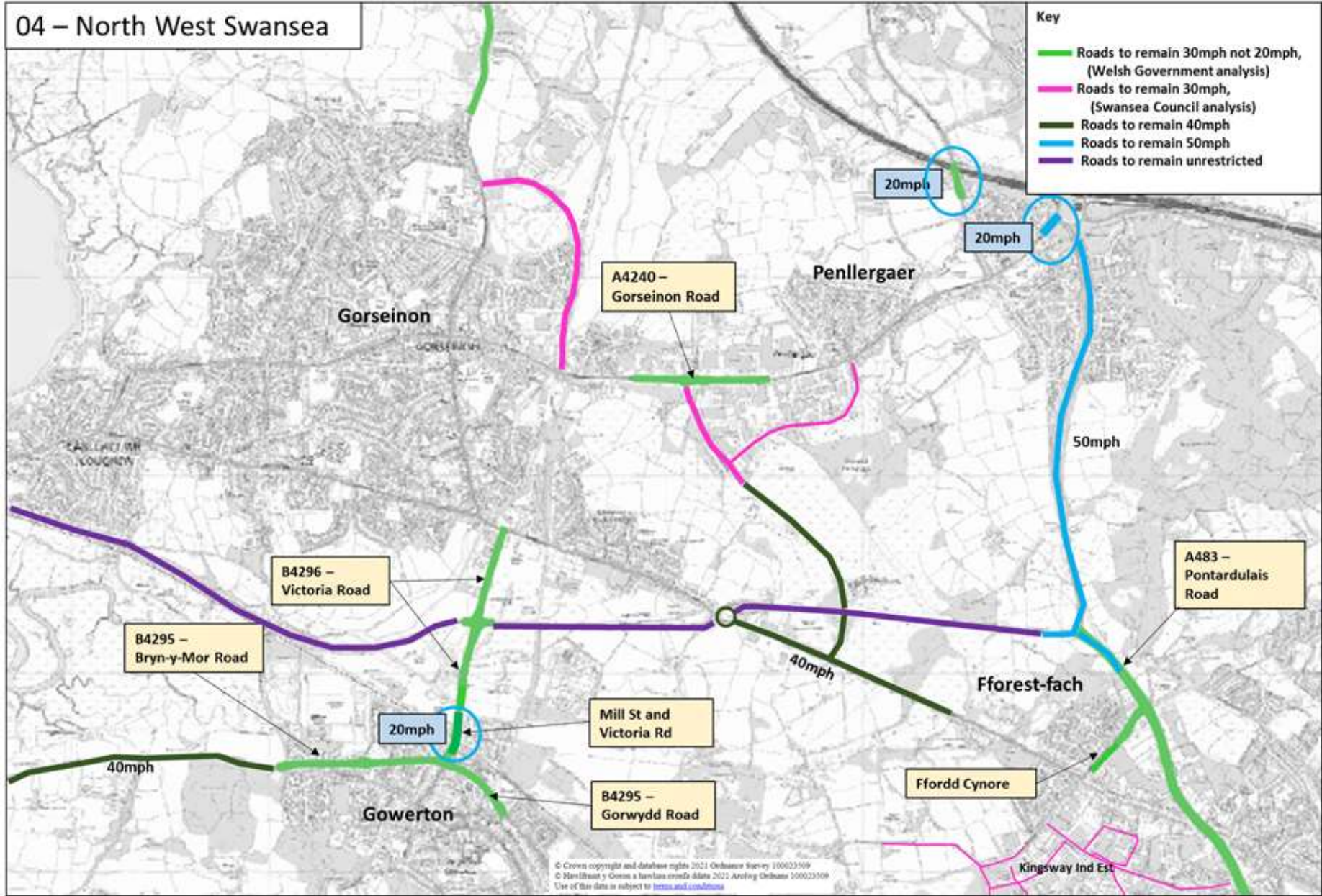


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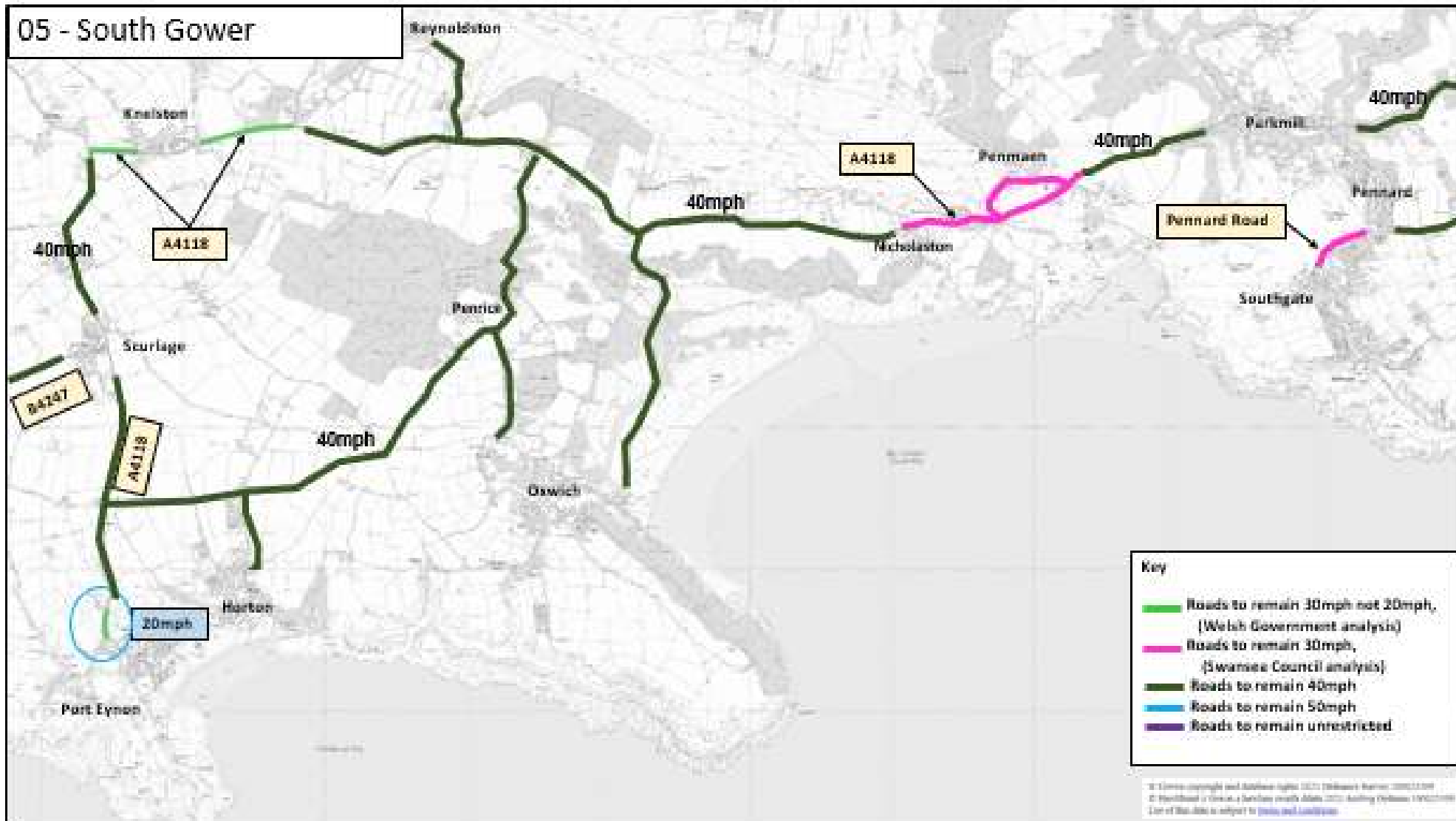
03 – Swansea West



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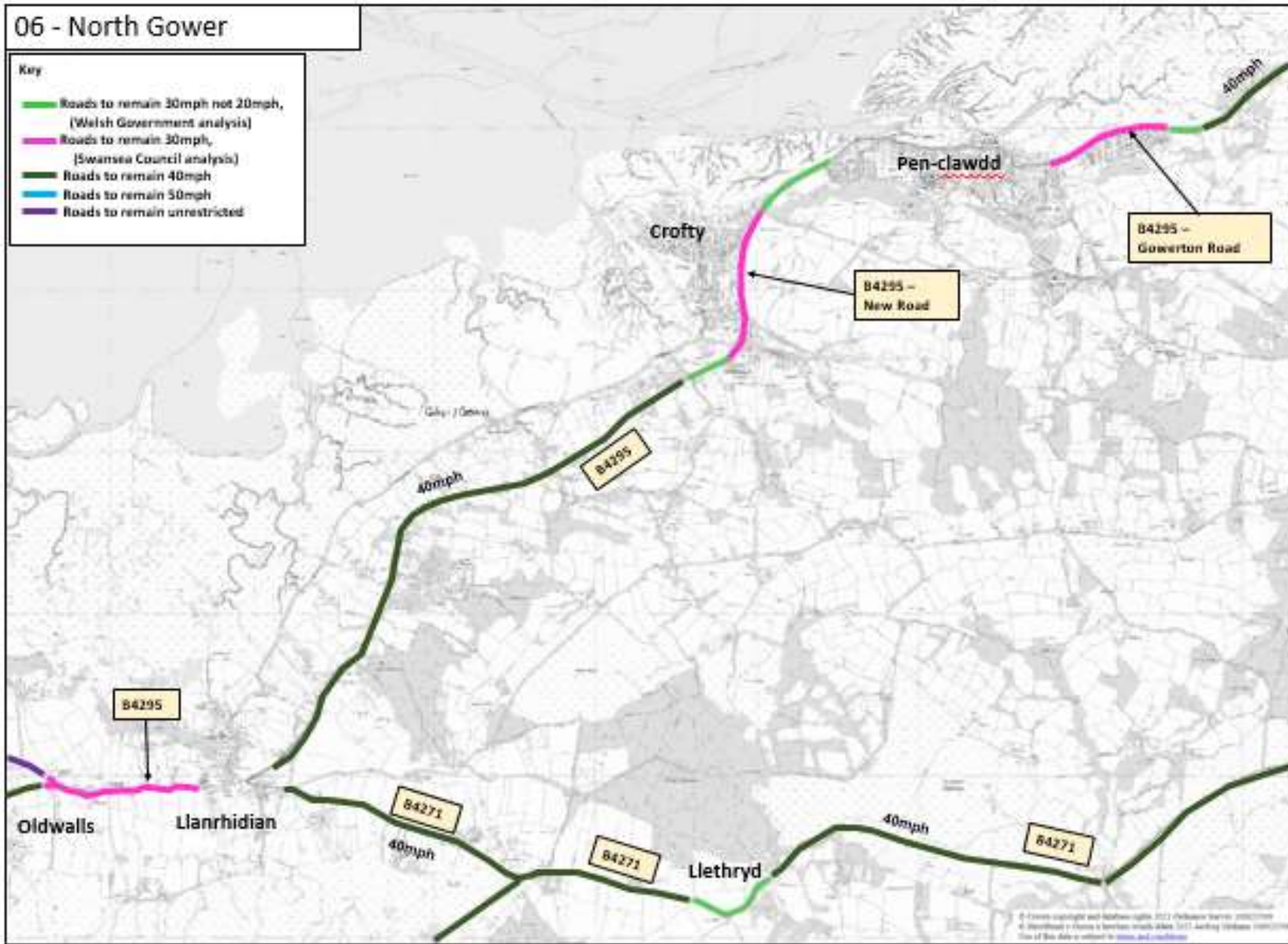
05 - South Gower



06 - North Gower

Key

- Roads to remain 30mph not 20mph, (Welsh Government analysis)
- Roads to remain 30mph, (Swansea Council analysis)
- Roads to remain 40mph
- Roads to remain 50mph
- Roads to remain unrestricted



Please ensure that you refer to the Screening Form Guidance while completing this form.

Which service area and directorate are you from?

Service Area: Traffic Management

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:

20mph National Rollout

The proposals are being developed to support the Welsh Government initiative to lower the speed limit on restricted roads from the current 30mph to 20mph. This will involve developing exceptions, for key roads to remain at 30mph, consulting on these exceptions and preparing Traffic Regulation Orders to create the legal framework to support this. The current timetable will see the required legislation passed through the Senedd with the new legislation due to come into effect in September 2023.

A limited number of roads will be exempt from this lowered limit and it will be necessary to consult widely on the extent of these exceptions. In principle they will be limited to dual carriageways, roads with few frontages (such as industrial estates) and key distributor routes. WG guidance will be followed in determining those roads to remain at 30mph. A series of Traffic Regulation orders will be required to support the continuation of a 30mph limit on those identified section of roads.

Physical measures will also be required to accommodate this change with extensive changes being made to highways signing and lining. This work is required to enable enforcement of the revised speed limits following the change.

Welsh Government have provided a grant to LA's across the country to progress the Traffic Regulation Orders and make these required changes to the signing and lining on the highway.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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

Welsh Government are proposing to undertake a National Campaign to inform communities across Wales of the changes to the default speed limit. Once the details of this emerge, Swansea Council will further extend this messaging through media and social media outlets to achieve the widest possible coverage on when and how the change will occur.

In addition to this officers will be undertaking detailed consultations with elected representatives to brief them on how the changes will impact on the communities they serve.

Formal consultations will also be undertaken as part of the legal process in introducing the required Traffic Regulation Orders associated with the process.

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

The measures implemented will potentially impact on journey times.

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.)

There are a number of benefits associated with the implementation of the change in the default speed limit on restricted roads as identified by Welsh Government.

- There is evidence that lower speeds result in fewer collisions and in reduced severity of collisions and injuries.
- The measures are targeted at promoting growth in the numbers of people choosing to make journeys through Active Travel as opposed to using a car.

Evidence from pilot schemes in Edinburgh and Bristol would support this viewpoint.

- Increased levels of active travel under the policy create economic benefits in terms of decongestion, air quality, greenhouse gas reductions, individual health and productivity impacts.
- Lower speeds should result in less non-exhaust particulate pollution associated with less brake wear, tyre wear and road abrasion.
- An improved and safer environment that encourages more cycling and walking combined with lower levels of noise pollution is likely to increase social interaction within communities, leading to reduced loneliness and improved social cohesion. It could also lead to higher land values and retail spending.

The primary disbenefit associated with the proposal will be an increase in travel time. This will impact on business as well as public transport providers.

It should be noted that these are National considerations, locally, the Authority will have a responsibility to ensure that the relevant Traffic Regulation Orders are progressed and that the revised legislation is appropriately signed and lined to meet our legal obligations.

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 requirement to change the speed limits has been brought about as a consequence of a change in legislation introduced by Welsh Government. In implementing the changes the Council will follow all guidance provided by Welsh Government.

In terms of involvement, the Council have a statutory duty to ensure that all Traffic Regulation Orders, lining and signing works are carried out to meet the demands of the timetable set by Welsh Government. Full and transparent consultation processes will be undertaken with key stakeholders as well as the wider general public in undertaking this duty.

The overall impact, as assessed by Welsh Government, is positive. The measures have been developed to support road safety, address key sustainability issues and create an environment which is safer for walkers and cyclists. However, this may lead to increased journey times for those in motorised transport with associated impact on business and public transport provision.

Full IIA to be completed

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