

**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

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**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

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**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.

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**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