

**Report To:** Lead Member for Waste, Transport and the Environment

**Date of Report:** 30<sup>th</sup> November 2021

**Lead Officer:** Head of Planning, Public Protection and Countryside Services

**Report Author:** Principal Engineer – Road Safety and Active Travel

**Title:** Denbighshire County Council (Horseshoe Pass, Llandegla) (40mph Speed Restriction) Order 202

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**1. What is the report about?**

1.1 The objections received in relation to the above proposed Traffic Order.

**2. What is the reason for making this report?**

2.1 To seek a decision to overrule the objections to the proposed Traffic Order.

2.2 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 requires the Council (as the "order making authority") to consider all objections received. Officers have discussed the objections received with the local ward members and Police. As a result, the intention is to overrule the objections and proceed with making the Traffic Order. In accordance with the Council's Constitution, a Lead Member Delegated Decision is required to overrule the objections so that the Traffic Order can be made.

**3. What are the Recommendations?**

3.1 That in light of the agreement of Councillors Melvin Miles, Graham Timms, Martyn Holland and North Wales Police the proposed Traffic Order is implemented.

**4. Report details**

4.1 Welsh Assembly Government (WAG) introduced the Circular 24/2009 'Setting Local Speed Limits in Wales' in October 2009. This document required local highway authorities in Wales to review, recommend and implement any necessary changes to speed limits on all A and B roads, in light of the new guidelines.

4.2 An independent consultant, AECOM, were commissioned by the Council to undertake a review of the speed limits on all A and B roads in the county using Circular 24/2009 as a guide. A total of 174 kilometres of roads were considered, made up of 87.5 kilometres of A-class roads and 86.5 kilometres of B-class roads.

4.3 During the review process for each route, some or all of the following factors were considered:

- Anticipated impact on accident and casualty rates;
- Traffic flow and vehicle emissions;
- Journey times for motorised traffic;
- Journey-time reliability;
- The level of public anxiety;

- The level of community severance by fast moving traffic;
- Conditions and facilities for vulnerable road users;
- The cost of associated engineering or other physical measures including their maintenance;
- The cost and visual impact of signing and possible environmental impact of engineering or other physical measures;
- The cost and ease of enforcement.

- 4.4 A total of 15 routes were identified as requiring a reduction in the existing speed limit and these new speed limits have been gradually implemented over recent years, subject to the availability of funding.
- 4.5 The review identified that the speed limit on the A542 between its junction with the A5104 and the Britannia Inn, more commonly known as the Horseshoe Pass, should be amended from the National Speed Limit (60mph for single carriageway roads) to a speed limit of 40mph.
- 4.6 The Council's intention to introduce the proposed Traffic Order was advertised by means of a public notice which appeared in the local press, on the Council's website, and was displayed at various locations along the affected lengths of road over a 4-week period commencing on the 10<sup>th</sup> June 2020 and ending on the 8<sup>th</sup> July 2020. A copy of the public notice, and associated drawing, are attached at Appendices A and B respectively.
- 4.7 In response to the public notice, the Council received 187 objections to the proposed Traffic Order. Details of the objections are attached at Appendix C. A sheet summarising the various objections raised together with the Highway Authority's comments where appropriate is attached at Appendix D.

## **5. How does the decision contribute to the Corporate Priorities?**

- 5.1 It does not directly contribute towards the Corporate Priorities.

## **6. What will it cost and how will it affect other services?**

- 6.1 The cost of processing and implementing the Traffic Order, including all necessary signage and temporary traffic management, is estimated at £19,000 excluding staff time. It is unlikely to impact upon other services.

## **7. What are the main conclusions of the Well-being Impact Assessment?**

- 7.1 The proposal will assist in reducing the speed of vehicles and will help to reduce the number of collisions which occur along the route, particularly those which involve vulnerable road users such as motorcyclists. The proposal will help to reduce noise and air pollution, which have negatively affected local residents in recent years. The proposal will also help to ensure that Denbighshire County Council meet the Well-being objectives of other public bodies, including Welsh Government, in relation to carbon reduction, noise pollution and collision reduction.

## **8. What consultations have been carried out with Scrutiny and others?**

- 8.1 The objections have been brought to the attention of Councillors Melvyn Mile, Graham Timms and Martyn Holland, in addition to Roads Policing Superintendent Simon Barrasford of North Wales Police by email. These emails sought their

agreement to the objections being submitted to yourself with a recommendation that they be overruled using Lead Member delegated powers.

- 8.2 All three Councillors and Superintendent Barrasford have subsequently confirmed their agreement to the objections being overruled.

## **9. Chief Finance Officer Statement**

- 9.1 The cost of implementing the decision will be contained within existing budgets

## **10. What risks are there and is there anything we can do to reduce them?**

- 10.1 If the delegated decision is not forthcoming the Traffic Order cannot be made and the proposed amendment to the speed limit will not be introduced.

## **11. Power to make the Decision**

- 11.1 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996
- 11.2 In accordance with the powers delegated to the Lead Member for Waste, Transport and the Environment in Section 13 Appendix 2(B) of the Councils' Constitution.