Sustainable Transport Plan - Project brief stage v1

Well-being Impact Assessment Report

This report summarises the likely impact of the proposal on the social, economic, environmental and cultural well-being of Denbighshire, Wales and the world.

Assessment Number:	941
Brief description:	The aim of the Denbighshire Sustainable Transport Plan is to reduce carbon emissions from transport in Denbighshire, through reducing the need to travel and encouraging greater use of sustainable modes of transport. It aims to make people and places healthier as vehicle emissions are reduced and people to travel more actively. The Plan includes what we will do to directly reduce transport emissions relating to services delivered by the Council, including business travel, commuting and transport emissions from our supply chain. The Plan sets out our long term vision for sustainable transport in Denbighshire. This includes how we will link with transport connectivity across North Wales and North West England.
Date Completed:	Version: 0
Completed by:	
Responsible Service:	Planning & Public Protection
Localities affected by the proposal:	Whole County,
Who will be affected by the proposal?	Residents, businesses, tourists Some particular impacts on people with protected characteristics, eg disability (visual impairment, in particular)
Was this impact assessment completed as a group?	Yes

IMPACT ASSESSMENT SUMMARY AND CONCLUSION

Before we look in detail at the contribution and impact of the proposal, it is important to consider how the proposal is applying the sustainable development principle. This means that we must act "in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs."

Score for the sustainability of the approach

⭐⭐⭐☆   (3 out of 4 stars) Actual score : 27 / 36.

Summary for each Sustainable Development principle

Long term	The focus of the strategy is our own assets and infrastructure, to reduce carbon emissions, but there is a wider infrastructure that we do not have direct control over. We have therefore determined that, for now, we are "considering how assets can be managed to a limited extent". We will continue to discuss this to see where we can have a greater impact. We are considering how reducing carbon emissions and how active travel will contribute to tackling wider public health issues (eg obesity).
Prevention	This strategy may not reduce reliance on public services, we want to promote cleaner, greener forms of transport eg public transport/active travel (some routes managed by the council).
Integration	There are links between LDP and active travel routes already, and the LDP will include active travel and active travel infrastructure policies. A member of the LDP team is part of the Project Team. LDP will be in alignment with the Sustainable Transport Plan.
Collaboration	A stakeholder management plan will be developed.
Involvement	The intention is to consult on the sustainable transport plan. Eventually we'd like to work towards people being involved more proactively. This project was identified through the first county conversation in 2017. We work with the Public Engagement Officer to ensure we apply the National Principles.

Summary of impact

Well-being Goals

A prosperous Denbighshire	Positive
A resilient Denbighshire	Positive
A healthier Denbighshire	
A more equal Denbighshire	Neutral
A Denbighshire of cohesive communities	Positive
A Denbighshire of vibrant culture and thriving Welsh language	Neutral
A globally responsible Denbighshire	Positive

Main conclusions

Mike - some notes here....

I'd be inclined to say that some of the workstreams are already in place and others are new - some impact will be patchy and probably more felt in urban/coastal areas as mentioned by the others.

However we feel the Plan could lead to fewer carbon emissions. But it will be hard to achieve because it's about hearts and minds....

There are issues associated with poverty that need to be worked out.

The impact assessment will be revisited as the scope of workstreams is confirmed. Any projects that contribute to the Sustainable Transport Plan will need an impact assessment in their own right.

Evidence to support the Well-being Impact Assessment

☐ We have consulted published research or guides that inform us about the likely impact of the proposal
☐ We have involved an expert / consulted a group who represent those who may affected by the proposal
☐ We have engaged with people who will be affected by the proposal

THE LIKELY IMPACT ON DENBIGHSHIRE, WALES AND THE WORLD

A prosperous Denbighshire	
Overall Impact	Positive
Justification for impact	The Plan aims to improve infrastructure and change hearts and minds in relation to travel habits to contribute to fewer carbon emissions. There is a regional agenda, and some of the Plan will be managed through national/regional working (with benefits and dis-benefits). Some partners, eg commercial bus companies, may perceive there to be a negative impact for their operations.
Further actions required	The technological advances in alternatives to fossil fuelled vehicles are fast paced. We will need to keep track of these to inform our decision making. We will need to distinguish between likely impact across rural and urban (coastal, in particular) areas. These applies in particular to active travel and public transport. Decisions on certain schemes can be made based on a population basis, and are therefore less likely to benefit rural areas. There are also different needs in different areas and our ability to support communities to overcome issues may differ. Highway management is linked to this but is not part of this Plan. Management of roads and bridges is fundamental to this Plan but is managed and funded separately. Our internal staff are being supported to develop their EV skills, in terms of maintenance and also working with local suppliers.

Positive impacts identified:

A low carbon society	The plan aims to change habits and provide infrastructure to achieve cleaner, greener transport system. We want to see reduced reliance on fossil fuel private vehicles.
Quality communications, infrastructure and transport	Well maintained roads and bridges is fundamental. There are connections and interdependencies with digital infrastructure.
Economic development	The Plan, if successful, in line with planning through LDP, should offer different opportunities to private car.
Quality skills for the long term	Active travel cycling safety training is already offered to children and young people and we intent to offer this to adults. There may be training associated with car share schemes. Denbighshire vehicle maintenance businesses will need to develop their skills to maintain non-fossil fuel vehicles. The market will adapt to this. There will need to be some re-training, eg driving an EV, fitting and maintaining skills, breakdown and recovery (some of which will affect DCC staff).
Quality jobs for the long term	There may be new jobs associated with some of these developments (although not stimulated by this Plan). However, LDP can influence employment and there may be more work associated with some of the workstreams (but these are likely to be limited and probably not high salaried).
Childcare	No known direct impacts.

Negative impacts identified:

A low carbon society	We need to consider long terms issues associated with battery disposal.
	There could be negative impacts for people without a private car.
	There are storage and safety issues associated with hydrogen. Hydrogen use in Denbighshire doesn't look likely over the next five years.
Quality communications, infrastructure and transport	Denbighshire is a rural county and it will not be easy to deliver this plan, or deliver it consistently in all areas.
Economic development	There is likely to be a greater beneficial impact for urban areas, so rural communities and businesses may be less likely to be impacted positively.
Quality skills for the long term	Those that do not adapt their skills (eg mechanics, private car users) could be negatively affected.
	Is there a risk some people could lose their driving skills if they switch from car? This is a very long term issue.
Quality jobs for the long term	Those that do not adapt their skills (eg mechanics) could be negatively affected.
Childcare	Women, at the moment, tend to take children to childcare/school and may be less able to benefit from active travel improvements.

A resilient Denbighshire

Overall Impact	Positive
Justification for impact	The active travel, public transport, EV, car sharing type schemes and the greater focus on all of these elements through LDP/strategic planning will lead to less use of fossil fuelled cars.
Further actions required	We undertake environmental impact assessments on all proposed active travel routes. Any biodiversity loss is kept to an absolute minimum. We are looking at bat boxes for EV charging points. These will be guided by Local Development Plan design guidance. When we design our active travel schemes will take into account environmental impact. We will also have an AONB Supplementary Planning Guidance. Wherever possible we will develop transport projects that don't increase the volume of rain water being discharged into drainage systems/sewers.

Positive impacts identified:

Biodiversity and the natural environment	The plan aims to contribute to improved air quality, and reduced noise (both over the long term).
Biodiversity in the built environment	The plan aims to contribute to improved air quality (both over the long term). Active travel routes tends to be focussed around existing infrastructure.
Reducing waste, reusing and recycling	
Reduced energy/fuel consumption	Reducing fossil fuel use is one of the main aims of the Plan.
People's awareness of the environment and biodiversity	This Plan aims to increase awareness and change habits in terms of personal transport habits
Flood risk management	No known impact. This will need to be considered by individual schemes.

Negative impacts identified:

Biodiversity and the natural environment	A new active travel route could result in some minimal temporary loss or damage to biodiversity (we undertake environmental impact assessment).
Biodiversity in the built environment	Lighting could have a negative impact, where active travel routes are lit for example.
Reducing waste, reusing and recycling	Battery disposal issues. Hydrogen storage issues.
Reduced energy/fuel consumption	
People's awareness of the environment and biodiversity	No known negative impact.
Flood risk management	No known impact. This will need to be considered by individual schemes.

A healthier Denbighshire

Overall Impact	
Justification for impact	The Plan aims to change people's hearts and minds to encourage people to chose green and healthier forms of transport, by walking or cycling. There may be disproportionate impacts in different places (eg urban vs rural). We are not currently working with the health board to consider access to healthcare through lower carbon transport and this is something we need to progress in the near future
Further actions required	

Positive impacts identified:

A social and physical environment that encourage and support health and well-being	Active travel supports better physical and mental health. Better infrastructure could support more active travel to school and work.
Access to good quality, healthy food	No known impacts.
People's emotional and mental well-being	Active travel contributes to better health and well-being. As well as helping to reduce levels of obesity, increasing levels of physical activity has beneficial consequences in terms of increasing peoples' healthy lifespans. It is widely recognised that several of the key health issues faced by Wales (and other countries) are considered to be 'preventable' (Chief Medical Officer Annual Report 2013-14 & 2014-15). These include many of the chronic conditions that insufficient physical activity contributes to, such as cardiovascular disease, Type 2 diabetes, chronic kidney disease, some cancers, osteoporosis and arthritis.
Access to healthcare	
Participation in leisure opportunities	Safer active travel routes as set out in the Plan could help people to feel more confidence to travel on foot, by bike, or by scooter.

Negative impacts identified:

A social and physical environment that encourage and support health and well-being	Some people, over the short term, may be reticent about public transport as we emerge from Covid-19.
Access to good quality, healthy food	No known impacts.
People's emotional and mental well-being	Some groups may be less likely to benefit from active travel, for example those with a protected characteristic (see A More Equal goal).
Access to healthcare	Access to health services in some areas will continue to be challenging for some. Access to services is influenced by both structural service characteristics (the structure, organisation and delivery of services; service characteristics such as location and opening times) and the characteristics of the population being served (demographic characteristics, for example being an asylum seeker, being homeless, having a learning difficulty, or living in a rural area; cultural characteristics, for example if the person does not speak English as their first language or lives in a Gypsy or Traveller community; behavioural characteristics, for example illicit drug use or commercial sex work, that people may want to actively conceal; attitudinal characteristics, for example being suspicious of the services offered or being unaware of the health benefits that might be gained; lifestyle characteristics, for example being a carer). People who do not routinely access standard health and social care services in particular are at increased risk of poor health, which can accumulate through life and lead to increased demand on services and increased health and social care costs. Some health services may pivot to a more digital platform, and thus remove the need to travel altogether.
Participation in leisure opportunities	

A more equal Denbighshire

Overall Impact	Neutral
Justification for impact	The Board has requested a focus on reducing carbon emissions. People told us in 2017 that they faced travel barriers because they did not have access to a private car. These people might still face travel barriers in the future, albeit slightly different barriers. Rural areas, particularly in the south of the county - with poor access to services - are less likely to benefit. However, the Plan will not make transport infrastructure worse.
Further actions required	As the Plan develops its workstreams, we will look at how we can design out any negative impacts as set out here.

Positive impacts identified:

Improving the well-being of people with protected characteristics. The nine protected characteristics are: age; disability; gender reassignment; marriage or civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation	Active travel provision includes widening pavement, dropped kerbs, reducing gradients that whilst of benefit to all users, benefit people using wheelchairs/mobility scooters.
People who suffer discrimination or disadvantage	
People affected by socio-economic disadvantage and unequal outcomes	We are looking at charging points for those with no personal off-street charging facilities. There may also be scope to review charging policies to ensure they are fairer and more affordable for those on low incomes.
Areas affected by socio-economic disadvantage	We are looking at charging points for those with no personal off-street charging facilities. Most improvement is expected to take place in the most deprived areas, eg coastal towns.

Negative impacts identified:

Improving the well-being of people with protected characteristics. The nine protected characteristics are: age; disability; gender reassignment; marriage or civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation	People with protected characteristics, such as visual impairment, could be negatively affected by the strategy as changes to transport infrastructure occur. Adapted cars - very little information is available to those needing adapted EVs. Car share/active travel schemes may not be designed for people with protected characteristics. Women may be less likely to benefit from active travel as more women tend to drop off/pick up children from childcare and school
People who suffer discrimination or disadvantage	Access to services is influenced by the characteristics of the population being served (demographic characteristics, for example being an asylum seeker, being homeless, having a learning difficulty, or living in a rural area; cultural characteristics, for example if the person does not speak English as their first language or lives in a Gypsy or Traveller community; behavioural characteristics, for example illicit drug use or commercial sex work, that people may want to actively conceal; attitudinal characteristics, for example being suspicious of the services offered or being unaware of the health benefits that might be gained (eg from active travel); lifestyle characteristics, for example being a carer).

People affected by socio-economic disadvantage and unequal outcomes	People in poverty are still likely to face travel barriers, and these may widen. For example, some people experiencing socio-economic disadvantage may not be able to purchase the latest EV technology (there will be a market for EVs nearing the end of their life?). 30% of vehicles owned in Wales don't have off-street parking.
Areas affected by socio-economic disadvantage	No known negative impacts.

A Denbighshire of cohesive communities

Overall Impact	Positive
Justification for impact	As already stated, some rural areas will be less likely to benefit from some of the proposed workstreams compared with more urban areas. We are proposing to engage the community and stakeholders on the draft Plan. Many of the workstreams contained within the Plan will help improve physical connectivity. Active travel projects can often provide the opportunity to enhance the attractiveness of an area through careful planning and design.
Further actions required	Consider opportunities to improve physical connectivity for rural areas. Ensure effective engagement is carried out both on the Plan itself and in the delivery of the various projects.

Positive impacts identified:

Safe communities and individuals	Active travel improvements can include providing new and/or wider pavements; providing new pedestrian crossings; and the introduction of traffic calming and 20 mph speed limits
Community participation and resilience	It is proposed that public engagement is carried out to
The attractiveness of the area	Cleaner air and less noise can be perceived to be more pleasant. Public realm improvements can often be incorporated into active travel schemes.
Connected communities	Active travel routes, an EV charging network, better connectivity with public transport could lead to a more seamless society.
Rural resilience	Initiatives such as Community Car Clubs, and flexible bus services can help increase rural resilience.

Negative impacts identified:

Safe communities and individuals	Some people can complain that allowing cyclists on shared pedestrian/cycle paths can make things more dangerous for pedestrians
Community participation and resilience	
The attractiveness of the area	
Connected communities	
Rural resilience	

A Denbighshire of vibrant culture and thriving Welsh language

Overall Impact	Neutral
Justification for impact	Whilst all signage, information and training will be bilingual we are not envisaging an increase in the use of the Welsh language as a result of the Plan.
Further actions required	

Positive impacts identified:

People using Welsh	No known impact
Promoting the Welsh language	No known impact
Culture and heritage	Active travel routes/EV charging points that connect people with local beauty spots and other places of interest could increase people's interaction with our local culture and heritage.

Negative impacts identified:

People using Welsh	No known impact
Promoting the Welsh language	No known impact
Culture and heritage	

A globally responsible Denbighshire

Overall Impact	Positive
Justification for impact	Positives outweigh the negatives, particularly due to projects focus on carbon reduction
Further actions required	Could DCC EBD team have a role in working with local garages and identify opportunities for re-training?

Positive impacts identified:

Local, national, international supply chains	Procurement - sustainable transport in supply chains is one of workstreams
Human rights	No known impact at this stage
Broader service provision in the local area or the region	Higher participation in active travel is expected to improve health which could have long term benefits to the Health Board.
Reducing climate change	The main reason for the project is to reduce carbon emissions through encouraging greater use of sustainable modes

Negative impacts identified:

Local, national, international supply chains	Encouraging the move from fossil fuel to EV to take place more quickly may impact some local garages and suppliers of engine parts that don't diversify
Human rights	No known impact at this stage
Broader service provision in the local area or the region	

| **Reducing climate change** | |