



Denbighshire County Council (Various Roads) (30 mph Speed Limits) Order 2023: 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: 1254

Brief description: Traffic Order that makes 5 lengths of road 30 mph by Order. These roads are going to be exceptions to the default 20 mph speed limit.

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Responsible Service: Planning, Public Protection and Countryside Services

Localities affected by the proposal: Elwy, Prestatyn, Rhyl, Ruthin,

Who will be affected by the proposal? Road users of affected roads. Residents along affected roads.

Was this impact assessment completed as a group? No

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

2 out of 4 stars

Actual score : 24 / 36.

Summary for each Sustainable Development principle

Long term

The implementation of the TRO will keep the speed limit at 30 mph on 5 sections of road, that it is considered would not be suited to having a speed limit of 20 mph.

Prevention

The exceptions to the 20 mph default speed limit are required to help make the overall default speed limit more suited to the overall network i.e. by keeping the speed limit at 30 mph where 20 mph wouldn't be appropriate, and in line with WG technical guidance. One of the aims of the default 20 mph speed limit is to encourage more walking and cycling, which will help reduce carbon emissions where they replace journeys made by car.

Integration

The exceptions help with the acceptability of the default 20 mph speed limit, which itself will help encourage more active travel which can benefit wellbeing.

Collaboration

Officers in the Traffic team have consulted with Local Members, and have worked with colleagues from Legal; Communications and Marketing; and from the Contact Centre about the new limit.

Involvement

The proposed exceptions were advertised for a period of 3 weeks in the local press, through public notices erected on site, and online through the County Conversation.

Summary of impact

Well-being Goals	Overall Impact
A prosperous Denbighshire	Positive
A resilient Denbighshire	Neutral
A healthier Denbighshire	Positive
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

Exceptions are a necessary part of the preparation for the 20 mph default speed limit. They generally have a neutral impact in themselves (as the speed limit is staying at 30 mph where exceptions exist), although they are also an important part of the overall 20 mph speed limit.

The likely impact on Denbighshire, Wales and the world.

A prosperous Denbighshire

Overall Impact

Positive

Justification for impact

There are more positives than negatives listed above.

Further actions required

Ensure that exceptions are properly considered against the WG guidance

Positive impacts identified:

A low carbon society

The exceptions help with the overall acceptability of the default 20 mph speed limit which itself is intended to encourage greater use of active modes of travel

Quality communications, infrastructure and transport

The exceptions have been considered as part of the forthcoming change to the default speed limit to 20 mph in cities, towns and villages across Wales.

Economic development

The primary reason for the 20 mph speed limit is to improve road safety through less people being injured or killed in road traffic collisions. In economic terms, road traffic collisions have a significant impact upon the economy, hence the 20 mph initiative will be beneficial in this regard.

Quality skills for the long term

N/A

Quality jobs for the long term

N/A

Childcare

N/A

Negative impacts identified:

A low carbon society

[TEXT HERE]

Quality communications, infrastructure and transport

[TEXT HERE]

Economic development

There are concerns that extra delays caused by the 20 mph speed limit will result in longer journey times which will have a negative impact upon the economy. The exceptions themselves, will have a neutral impact in this regard as the speed limit will remain the same as it is before the default 20 mph speed limit comes into force.

Quality skills for the long term

N/A

Quality jobs for the long term

N/A

Childcare

N/A

A resilient Denbighshire

Overall Impact

Neutral

Justification for impact

The exceptions will have a neutral impact in this regard as the speed limits will stay as 30 mph on those roads.

Further actions required

The exceptions will have a neutral impact in this regard as the speed limits will stay as 30 mph on those roads.

Positive impacts identified:

Biodiversity and the natural environment

N/A

Biodiversity in the built environment

N/A

Reducing waste, reusing and recycling

N/A

Reduced energy/fuel consumption

The exceptions will have a neutral impact in this regard as the speed limits will stay as 30 mph on those roads.

People's awareness of the environment and biodiversity

N/A

Flood risk management

N/A

Negative impacts identified:

Biodiversity and the natural environment

N/A

Biodiversity in the built environment

N/A

Reducing waste, reusing and recycling

N/A

Reduced energy/fuel consumption

The exceptions will have a neutral impact in this regard as the speed limits will stay as 30 mph on those roads.

People's awareness of the environment and biodiversity

N/A

Flood risk management

N/A

A healthier Denbighshire

Overall Impact

Positive

Justification for impact

Lower speeds encourage healthier lifestyles.

Further actions required

Ensure exceptions are identified in accordance with the WG technical guidance.

Positive impacts identified:

A social and physical environment that encourage and support health and well-being

The exceptions are a part of the preparing for the law change which will see 20 mph become the default speed limit. The lower speed limit is intended to encourage more walking and cycling.

Access to good quality, healthy food

N/A

People's emotional and mental well-being

N/A

Access to healthcare

N/A

Participation in leisure opportunities

The exceptions are a part of the preparing for the law change which will see 20 mph become the default speed limit. The lower speed limit is intended to encourage more walking and cycling, and thus could encourage more leisure activities in this regard.

Negative impacts identified:

A social and physical environment that encourage and support health and well-being

[TEXT HERE]

Access to good quality, healthy food

N/A

People's emotional and mental well-being

N/A

Access to healthcare

N/A

Participation in leisure opportunities

[TEXT HERE]

A more equal Denbighshire

Overall Impact

Neutral

Justification for impact

Exceptions to the 20 mph speed limit will not impact people depending upon their protected characteristics

Further actions required

N/A

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

N/A

People who suffer discrimination or disadvantage

N/A

People affected by socio-economic disadvantage and unequal outcomes

N/A

Areas affected by socio-economic disadvantage

N/A

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

N/A

People who suffer discrimination or disadvantage

N/A

People affected by socio-economic disadvantage and unequal outcomes

N/A

Areas affected by socio-economic disadvantage

N/A

A Denbighshire of cohesive communities

Overall Impact

Positive

Justification for impact

Improvements to road safety. Making it feel safer to walk or cycle.

Further actions required

Ensure WG guidance is applied correctly.

Positive impacts identified:

Safe communities and individuals

The exceptions are an important part of preparing for the change to the default 20 mph speed limit, which is intended to improve road safety

Community participation and resilience

N/A

The attractiveness of the area

N/A

Connected communities

Making roads safer for all road users, may help to encourage people without access to a car to use active modes of travel instead.

Rural resilience

N/A

Negative impacts identified:

Safe communities and individuals

[TEXT HERE]

Community participation and resilience

N/A

The attractiveness of the area

N/A

Connected communities

[TEXT HERE]

Rural resilience

N/A

A Denbighshire of vibrant culture and thriving Welsh language

Overall Impact

Neutral

Justification for impact

N/A

Further actions required

N/A

Positive impacts identified:

People using Welsh

N/A

Promoting the Welsh language

N/A

Culture and heritage

N/A

Negative impacts identified:

People using Welsh

N/A

Promoting the Welsh language

N/A

Culture and heritage

N/A

A globally responsible Denbighshire

Overall Impact

Positive

Justification for impact

As stated above

Further actions required

Ensure local suppliers are used wherever possible.

Positive impacts identified:

Local, national, international supply chains

The exceptions require some additional signs to be erected. Local contractors will be used to erect the new signs and posts.

Human rights

N/A

Broader service provision in the local area or the region

N/A

Reducing climate change

The exceptions are an important part of preparing for the change in the default speed limit to 20 mph. The 20 mph law change is designed to make it easier to walk and cycling, thus trying to encourage modal shift from car to bike/walking.

Negative impacts identified:

Local, national, international supply chains

[TEXT HERE]

Human rights

N/A

Broader service provision in the local area or the region

N/A

Reducing climate change

[TEXT HERE]