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| Report to | Lead Member for Environment and Transport |
| Date | 5 th September 2023 |
| Lead Officer | Traffic, Parking and Road Safety Manager |
| Head of Service | Head of Planning, Public Protection and Countryside Services |
| Report author | Traffic, Parking and Road Safety Manager |
| Title | Denbighshire County Council (Various Roads) (30 mph Speed Limits) Order 2023 |

1. What is the report about?

1.1. The objections received to the above proposed Traffic Order. The Traffic Order contains proposals to make the speed limit 30 mph for the roads listed within Appendix A to this report. These lengths of road will be Exceptions to the default 20 mph speed limit which comes into force across Wales on the 17th September 2023.

2. What is the reason for making this report?

2.1. To seek a decision to overrule the objections received to the proposed exceptions.

3. What are the Recommendations?

3.1 That in light of the agreement of the respective Ward County Councillors and North Wales Police, the objections to the proposed Traffic Order are overruled. This will enable the Traffic Order to be made.

3.2 That the Traffic Order is made as soon as possible.

3.3 That the Lead Member confirms that the Well-being Impact Assessment (Appendix E) has been read, understood and taken into account.

Mae'r ddogfen hon ar gael yn Gymraeg. This document is available in Welsh.

4. Report details

- 4.1. The Welsh Government has passed legislation that will change the default speed limit on Restricted Roads in Wales to 20 mph on the 17th September 2023. Restricted Roads are roads that have street lighting. Nearly all of the roads within cities, towns and villages are Restricted Roads.
- 4.2. The WG recognises that a 20 mph speed limit won't be appropriate for every road in cities, towns and villages. They have developed technical guidance and criteria to help local authorities identify roads that shouldn't be included in the default 20 mph speed limit, in a consistent manner. Broadly-speaking, these are roads where there is very little chance of pedestrians wanting to cross them. Such roads are referred to as "exceptions".
- 4.3. Originally, 6 exceptions were identified by officers applying the WG criteria. Officers then attended all six MAGs to invite Local Members to suggest additional exceptions for consideration. Only one additional exception was put forward by Members, which was for Glasdir Link Road in Ruthin. This suggestion was supported by officers and it has been included within the list of exceptions, giving a revised total of 7 exceptions.
- 4.4. It is necessary to make a Traffic Order so that the speed limit for all of the exceptions is set at 30 mph.
- 4.5. As part of the statutory process for making a Traffic Order, the Local Ward Members for each of the exceptions was consulted. All of the Members were supportive of the exceptions being made. The only exception to this was that a proposed exception in Carrog wasn't supported by the two Local Members. Following subsequent discussion with the Lead Member, it was agreed that the proposed exception in Carrog would be removed from the proposed Traffic Order.
- 4.6. North Wales Police were also consulted and they also are supportive of the exceptions being made and, therefore, the listed roads' speed limit remaining at 30 mph.
- 4.7. The next stage of the statutory process involved the public advertisement of the proposed Traffic Order from the 12th July 2023 to the 3rd August 2023 by way of

a public notice. The public notice appeared in the local press, on the Denbighshire County Council website and at various locations along the lengths of road that are proposed to be made exceptions. A copy of the bilingual public notices and corresponding plans, as they were advertised, are included in Appendix B to this report.

- 4.8. A total of 203 comments were received in response to the advertisement of the proposed Traffic Order. These are listed in Appendix C to this report. All personal details such as name, contact details and IP address have been removed from this document. The majority of these comments weren't valid objections to the proposed Traffic Order, but were comments from people who wanted to convey their disapproval with the Welsh Government changing the default speed limit to 20 mph and/or people who believe there should be more exceptions than those listed. The reason that such comments aren't valid objections is because the proposed Traffic Order is essentially saying, "We propose to make the speed limit 30 mph for the roads listed below, so that they don't change to 20 mph by default on the 17th September 2023." An objection to the proposed Order is, therefore, only valid if someone disagrees with the proposal to keep the speed limit at 30 mph for one or more of the listed roads. An example of this is where someone doesn't want one of the lengths of road to remain at 30 mph, but instead wants it to change to 20 mph i.e. not be made an exception.
- 4.9. A summarised list of valid objections by area is provided in Appendix D to this report.
- 4.10. Following consideration of the responses received, the three Ruthin Local Members requested that the proposed exception for Llanfwrog be withdrawn from the proposed Traffic Order. Following discussion with the Lead Member, this request has been accepted and the Llanfwrog exception has been removed from the proposed Traffic Order.
- 4.11. Having considered the points raised in the objections for the five remaining proposed exceptions (as detailed in Appendix A), it is recommended that these objections be overruled, on the basis that the proposed exceptions have been identified through careful application of the Welsh Government's technical guidance for setting exceptions.

5. How does the decision contribute to the Corporate Plan 2022 to 2027: The Denbighshire We Want?

5.1. This Lead Member Delegated Decision is required to make exceptions to the proposed 20 mph default speed limit. It is, therefore, required as part of the process for adapting to the change of speed limit legislation being made by the Welsh Government. The default 20 mph speed limit is intended to improve road safety and encourage greater use of active modes of travel, which in themselves contribute to the Corporate Plan themes of, “A fairer, safer and more equal Denbighshire”, and, “A greener Denbighshire”.

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

6.1. The cost of making the Traffic Order for the exceptions is approximately £2,000. Some additional speed limit signs, known as “repeater signs” will be required to be erected on lamp columns within the lengths of road covered by the exceptions. These costs are low and will be no more than £1,000 for all of the proposed exceptions.

6.2. All the above costs associated with the Traffic Order, including officer time, is being fully-funded by Welsh Government grant.

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

7.1. The exceptions themselves have a largely neutral impact, because they are essentially retaining the speed limit of 30 mph that was already there.

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

8.1. The Traffic Order was consulted upon following the standard statutory procedure for Traffic Orders as detailed in paragraphs 4.5 to 4.7 inclusive.

9. Chief Finance Officer Statement

9.1. There are no direct financial implications for the Council as the small costs are being funded by Welsh Government.

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

10.1. If the objections aren't overruled, then the Traffic Order cannot be made. This will mean that the listed roads will default to a 20 mph speed limit, as they won't be exceptions to the default speed limit as they're currently intended to be.

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 Environment and Transport in Section 13 Appendix 2(B) of the Council's Constitution.