

Report to	Ruthin Member Area Group (MAG), and Cllr Brian Jones, Lead Member for Waste, Transport and the Environment
Date of meeting	Tuesday 25 th August 2020
Lead Member / Officer	Head of Service for Planning, Public Protection and Countryside Services
Report author	Public Engagement Officer; Senior Engineer – Road Safety and Sustainable Transportation
Title	Summary report of community, business and elected representative responses to the <i>Local Sustainable Transport Response to Covid-19 – Ruthin</i>

1. What is the report about?

- 1.1. This report summarises the range of responses received from the local community, local businesses and elected representatives in respect to the *Local Sustainable Transport Response to Covid-19* consultations for the town of Ruthin

2. What is the reason for making this report?

- 2.1. To assist the members of Ruthin Member Area Group (MAG) and the Lead Member for Waste, Transport and the Environment to understand the strength of feeling for/against the proposed temporary *Local Sustainable Transport Response to Covid-19* scheme by local residents, businesses and their elected representatives.

3. What are the Recommendations?

- 3.1. That the Ruthin MAG and Lead Member for Waste, Transport and the Environment reads the engagement summary report and detailed engagement data report, and uses these responses as a key consideration in their decision-

making process alongside other available data (for example road sensor/traffic flow and footfall data) which can be used to inform the scheme.

- 3.2. That the Ruthin MAG and the Lead Member for Waste, Transport and the Environment ensure they are aware of the level of follow-up engagement required by the Council to ensure that the community of Ruthin is fully debriefed and knows what to expect next.

4. Report details

The consultation with the community of Ruthin received 601 responses directly. The Council is also aware of the existence of (at least) one e-petition with approximately 209 signatures objecting to the proposals.

Taking the response data at face value, the Council understands that respondents are generally **in favour** of the proposed scheme with approximately 81% of all representations being made in favour of the scheme and approximately 19% of representations being made against. Primarily the reasons given by respondents for supporting the scheme include:

- Support for social distancing measures
- Support for the idea of creating 'café culture' in the town (especially around St Peter's Square),
- Supportive of improvements to pedestrian/cyclist routes through Ruthin
- Generally supportive of one-way systems on the route up to the square

The main concerns raised by respondents who were not in favour of the proposals include:

- Concerns about pedestrians and cyclists having to share a space
- Concerns about the impact of the system on on-street parking, particularly with regards disabled/elderly or otherwise car-dependent town centre users

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

- 5.1. The decision to consider responses from engagement activity contributes to the Council's corporate priority for Resilient Communities, by ensuring that local

communities are an empowered and active part of Council decision-making processes.

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

6.1. Funding has already been agreed in principle for the schemes themselves. With respect to engagement activity specifically (which this report is about), follow-up engagement (if agreed to by the Lead Member for Waste, Transport and the Environment) is very likely to be in-house and largely with the interested parties who already engaged with the Council during the consultation period.

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

7.1. N/A

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

8.1. Consultation has been carried out with the local communities of Ruthin

8.2. 911 representations have been received including from:

8.2.1. Ruthin Town Council

8.2.2. Ruthin and District Civic Association

9. Chief Finance Officer Statement

9.1. N/A

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

10.1. A large number of people have responded to this consultation. This means that whatever the outcome of discussion, there will be a significant number of people disappointed by whatever decision the Ruthin MAG and the Lead Member make with regards to this scheme. A robust programme of follow-up engagement will be required to assess the impact of any decision made, and to enable respondents to continue to be involved in making decisions which affect them.

11. Power to make the decision

11.1. The Ruthin MAG are responsible for making overall recommendations with respect to the *Local Sustainable Transport Response to Covid-19* proposals for Ruthin, and the final decision with respect to the scheme rests with the Lead Member for Waste, Transport and the Environment who will be expected to consider the representations of the MAG.