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**Date: 2nd February 2022**

Dear Sir/Madam,

A digital meeting of the **Cabinet** will be held via Microsoft Teams on **Wednesday, 9th February, 2022** at **10.30 am** to consider the matters contained in the following agenda. You are welcome to use Welsh at the meeting, a minimum notice period of 3 working days is required should you wish to do so.

This meeting will be recorded and made available to view via the Council's website, except for discussions involving confidential or exempt items. Therefore the images/audio of those individuals present and/or speaking at Cabinet will be publicly available to all via the recording on the Council website at [www.caerphilly.gov.uk](http://www.caerphilly.gov.uk)

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Christina Harrhy'.

**Christina Harrhy**  
CHIEF EXECUTIVE

## A G E N D A

	Pages	
1	To receive apologies for absence.	
2	Declarations of Interest.	

Councillors and Officers are reminded of their personal responsibility to declare any personal and/or prejudicial interest(s) in respect of any item of business on the agenda in accordance with the Local Government Act 2000, the Council's Constitution and the Code of Conduct for both Councillors and Officers.

**A greener place Man gwyrdach**



To approve and sign the following minutes: -

3 Cabinet held on 26th January 2022.

To note the Cabinet Forward Work Programme.

4 Cabinet Forward Work Programme. 1 - 4

To receive and consider the following reports on which executive decisions are required: -

5 Housing Revenue Account Charges - 2022/2023. 5 - 18

6 Final Report From The Task and Finish Group on Non-Residential Care Charges. 19 - 30

7 Review of Experimental Pedestrian and Cycle Zones Outside Schools (School Streets). 31 - 114

8 B4251 Ynysddu To Wyllie Highway Improvement. 115 - 122

**Circulation:**

Councillors S. Cook, N. George, C.J. Gordon, P.A. Marsden, J. Pritchard, Mrs E. Stenner, A. Whitcombe and R. Whiting

And Appropriate Officers

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# Agenda Item 3



## CABINET

### MINUTES OF THE REMOTE MEETING HELD VIA MICROSOFT TEAMS ON WEDNESDAY, 26TH JANUARY 2022 AT 10:30AM

#### PRESENT:

Councillor P. Marsden (Leader) - Chair

#### Councillors:

S. Cook (Social Care and Housing), N. George (Waste, Public Protection and Street Scene), C. Gordon (Corporate Services), J. Pritchard (Infrastructure and Property), A. Whitcombe (Sustainability, Planning and Fleet) and R. Whiting (Learning and Leisure).

#### Together with:

C. Harrhy (Chief Executive), D. Street (Corporate Director, Social Services and Housing), R. Edmunds (Corporate Director Education and Corporate Services), M.S. Williams (Corporate Director – Economy and Environment) and S. Harris (Head of Finance and Section 151 Officer).

#### Also in Attendance:

R. Tranter (Head of Legal Services and Monitoring Officer), A. West (21st Century School Manager), S. Richards (Head of Education Planning and Strategy), J. Morgan (Trading Standards, Licensing & Registrars Manager), L. Thomas (21st Century Schools - Principal Officer), N. Rutter (Digital Communications Officer), M. Harris (Committee Services Support Officer/Chauffer), M. Afzal (Committee Services Officer) and E. Sullivan (Senior Committee Services Officer).

#### And:

Councillor C. Mann

## RECORDING AND VOTING ARRANGEMENTS

The Leader reminded those present that the meeting was being filmed but would not be live streamed, however a recording would be available following the meeting via the Council's website – [Click Here To View](#). She advised that decisions would be made by Microsoft Forms.

### 1. APOLOGIES FOR ABSENCE.

An apology for absence was received from E. Stenner (Performance, Economy and Enterprise).

## **2. DECLARATIONS OF INTEREST.**

Councillor J. Pritchard declared a personal interest in relation to Agenda Item No. 6 - 21<sup>st</sup> Century Schools and Colleges Band B Programme – Ysgol Gymraeg Cwm Gwyddon in that he is a Local Authority Appointed Governor at Plasyfelin Primary School, as this was a personal interest only, there was no requirement for him to leave the meeting and could take full part in the debate and vote.

Councillor S. Cook declared a personal interest in relation to Agenda Item No. 6 - 21<sup>st</sup> Century Schools and Colleges Band B Programme – Ysgol Gymraeg Cwm Gwyddon in that he is a Local Authority Appointed Governor at Plasyfelin Primary School and a personal and prejudicial interest in that his daughter is starting nurse at Plasyfelin in April and as such he would leave the meeting when the matter was considered and take no part in the debate and vote.

## **3. CABINET - 12<sup>th</sup> JANUARY 2022.**

RESOLVED that the minutes of the meeting held on 12 January 2022 were approved as a correct record.

## **4. CABINET FORWARD WORK PROGRAMME.**

Cabinet was provided with the Cabinet Forward Work Programme which detailed the scheduled reports until the 23rd of March 2022. Members were reminded that the Cabinet Forward Work Programme is a working document and therefore subject to change.

Following consideration, it was moved and seconded that the Forward Work Programme be noted and by a show of hands this was unanimously agreed.

RESOLVED that the Cabinet Forward Work Programme be noted.

## **5. 21<sup>st</sup> CENTURY SCHOOLS AND COLLEGES BAND B PROGRAMME – COMMUNITY ENGAGEMENT REPORT: CENTRE FOR VULNERABLE LEARNERS (PUPIL REFERRAL UNIT).**

Consideration was given to the report which updated Members on the 21st Century Schools and Colleges Band B proposal in respect of the establishment of a new Centre for Vulnerable Learners (Pupil Referral Unit) on the former Pontllanfraith Comprehensive School site. Members were asked to consider the information contained in the Community Engagement Report and approve the recommendations to proceed to Planning Application stage and Full Business Case submission to Welsh Government. Cabinet noted that Pupil Referral Units were exempt from the consultation processes outlined in line School Organisation Code 2018 and the School Standards and Organisation (Wales) Act 2013, but engagement with the school as well as the wider community was undertaken throughout the process in line with the Authority's Consultation and Engagement framework to enable transparent and open decision making.

Cabinet were provided with an overview of the engagement that took place between the 20th of October 2021 and the 1st of December 2021. It was noted that the consultation had received 20 responses including comments from the Education Scrutiny Committee who had unanimously endorsed the proposal; The responses were predominantly positive with 16 in support of the proposal, 3 responders did not feel strongly either way and 1 responder who did not support the proposal.

Cabinet received a detailed presentation, and the Officer summarised the Authority's plans for the site. It was hoped that the centre would accommodate between 80-120 pupils, offer first-class support to vulnerable pupils as well as easing pressures on mainstream schools. However, the Officer emphasised that the centre was not the end of the route for pupils, should

children benefit from the centres provisions it would be possible for them to return to mainstream school through a continual dialogue that would ensure that the pupils needs are met. The Officer confirmed that the Authority was working with colleagues in property services to bring the proposals to life.

Cabinet particularly welcomed the opportunity for the wider community to share both the indoor and outdoor sporting facilities after school hours, that would see the former Pontllanfraith Comprehensive School site being brought back into use. Cabinet also welcomed the centre as it would provide a level of stability for vulnerable learners and that it would facilitate the appropriate educational environment for those pupils.

The Leader was extremely pleased to welcome the report and Cabinet expressed their thanks to all the Officers who had been involved in the report and engagement process. As a long-term advocate of the proposals and former Cabinet Member for Education, it was encouraging to see the plans which the Authority had discussed in some length over the years coming to life.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved. By way of electronic voting this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's report: -

- a) The contents of the report be noted.
- b) The Community Engagement Report be considered.
- c) The recommendation to proceed to Planning Application Stage be approved.
- d) The recommendation to proceed to Full Business Case submission to Welsh Government be approved.

**6. 21<sup>st</sup> CENTURY SCHOOLS AND COLLEGES BAND B PROGRAMME – COMMUNITY ENGAGEMENT REPORT: PLASYFELIN PRIMARY SCHOOL.**

Councillor S. Cook having declared a personal and prejudicial interest left the meeting and took no part in the debate or vote.

Councillor J. Pritchard having declared a personal interest only remained in the meeting and took full part in the debate and vote.

Consideration was given to the report which updated Members on the 21st Century Schools and Colleges Band B proposal in respect of a new replacement Plasyfelin Primary School on the existing site. Members were asked to consider the information contained in the Community Engagement Report and approve the recommendations to proceed to Planning Application stage and Full Business Case submission to Welsh Government. Cabinet were advised that the proposal for Plasyfelin Primary School was exempt from the consultation processes outlined in line School Organisation Code 2018 and the School Standards and Organisation (Wales) Act 2013, but engagement with the school as well as the wider community was undertaken throughout the process in line with the Authority's Consultation and Engagement framework to enable transparent and open decision making.

Cabinet were provided with an overview of the engagement that took place between the 20th of October 2021 and the 1st of December 2021. It was noted that the consultation had received 15 responses including comments from the Education Scrutiny Committee. The responses were predominantly positive as only one resident had not been supportive of the proposal.

Cabinet received a presentation that detailed the breakdown of the responses. The Officer was pleased to update Members on the pupils from the school who had engaged in the consultation process through 'pupil voice' sessions, and assured Members that they would continue to incorporate pupil voices throughout the entire process. The Officer explained the net zero carbon aspect of the school. It was stated that the proposed net zero carbon school for Plasyfelin aligned with the Authority's decarbonisation agenda, and that the Authority would work with the school's eco-council at Plasyfelin throughout the project. Cabinet was pleased to note that the Authority were building to that standard and saw this as an extremely positive step forward. The Cabinet Member for Infrastructure and Property welcomed the proposals. It was stated that the proposed developments were positive as they demonstrated that the Authority was committed to tackling climate change. The Cabinet Member offered his full support for the pioneering school and in his concluding remarks stated that exciting times lay ahead for Plasyfelin.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved. By way of electronic voting this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's report: -

- a) The contents of the report be noted.
- b) The Community Engagement Report be considered.
- c) The recommendation to proceed to Planning Application Stage be approved.
- d) The recommendation to proceed to Full Business Case submission to Welsh Government be approved.

**7. 21<sup>ST</sup> CENTURY SCHOOLS AND COLLEGES BAND B PROGRAMME – CONSULTATION REPORT: LLANCAEACH JUNIOR SCHOOL/LLANFABON INFANTS SCHOOL.**

Consideration was given to the report which provided an update on the 21st Century Schools and Colleges Band B proposal in respect of the amalgamation of Llancaeach Junior School and Llanfabon Infants School to create a new Primary School on the existing Llanfabon Infants School site. Members were asked to consider the information contained in the Consultation Report and approve the recommendations to proceed to Statutory Notice. Cabinet noted that like previous proposals the wider community would be able to access the new facilities. Cabinet also took the opportunity to place on record their thanks to Officers for all the hard work and dedication in producing the reports and consultations presented today particularly in the back drop of a pandemic.

Cabinet were provided with an overview of the consultation that took place between the 20th of October 2021 and the 1st of December 2021. Cabinet was advised that the consultation had received 11 responses in total including comments from the Education Scrutiny Committee. The Cabinet Member explained how pupils from both schools had engaged in the consultation process through 'pupil voice' sessions, and assured Members that they would continue to incorporate pupil voices throughout the entire process.

Cabinet received a detailed presentation on the proposal and the Officer highlighted how the primary school site would improve outside learning space and facilities that would provide a stimulating teaching and learning environment. Artist's impressions were shared to give an idea of the proposal and the consultation process was confirmed. The Officer outlined a breakdown of the responses received and confirmed that 91% of responders supported the proposal. Cabinet noted the response themes and how provision would be enhanced. Construction process and potential impacts were outlined, and assurances were provided that working in conjunction with Building Consultancy Services any issues would be addressed as they arise.

Cabinet were asked to note that the Welsh Government had renamed their 21<sup>st</sup> Century School and Colleges programme to Sustainable Communities for Learning which, Officers felt, embraced the Councils aspirations and ethos for integrating schools and communities.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved. By way of electronic voting this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's report: -

- a) The contents of the report be noted.
- b) The information in the consultation report be considered.
- c) The recommendation to proceed to Statutory Notice in relation to the proposal to create a new Primary School provision through the amalgamation of Llancaeath Junior School and Llanfabon Infants School on the existing Llanfabon Infants School site be approved.

**8. 21<sup>ST</sup> CENTURY SCHOOLS AND COLLEGES BAND B PROGRAMME - UPDATE YSGOL GYMRAEG CWM GWYDDON.**

Consideration was given to the report which provided an update in relation to the 21st Century Schools and Colleges Band B proposal in respect of Ysgol Gymraeg Cwm Gwyddon. Cabinet Members were asked to approve an additional £416,063 from the Authority's Place-Shaping Reserve in respect of the Authority's increased financial contribution to the Phase 1 proposal for Ysgol Gymraeg Cwm Gwyddon as part of the 21st Century Schools and Colleges Band B programme. It was stated that a Full Business Case was submitted to Welsh Government and approval for this Business Case came through on 21<sup>st</sup> December 2021.

Cabinet were asked to note that this proposal had progressed to the Planning Application and Tendering process. Cabinet was advised that the overall increase in project costs were due to the impact of Covid 19, Brexit and significant inflationary increases within the construction sector. In relation to the planning approval which did have a condition against it, the Officer confirmed that the team were working closely with Welsh Water on this matter and that the condition could be discharged in due course.

Officers confirmed that the full business case had now been approved by Welsh Government.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved. By way of electronic voting this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's report: -

- a) The information in the report be considered.
- b) That an additional £416,063 be set aside from the Authority's Place-Shaping Reserve in respect of the Authority's financial contribution to the Phase 1 Ysgol Gymraeg Cwm Gwyddon proposal as part of the 21st Century Schools and Colleges Band B programme and the additional funds be approved.

The Chief Executive and Corporate Director for Education and Corporate Services placed on record their thanks to Officers for all their efforts throughout the process and welcomed these projects as an exciting way forward that would make a real difference to the residents of Caerphilly.

**9. APPROVED MENTAL HEALTH PROFESSIONALS (AMHP) RECRUITMENT IN THE SOUTH EAST WALES EMERGENCY DUTY TEAM (SEWEDT).**

Consideration was given to the report which provided an update on the recruitment and retention challenges pertaining to the number of Approved Mental Health Professionals (AMHPs) employed by the Southeast Wales Emergency Duty Team (SEWEDT) and the direct correlation with salaries and the impact on service sustainability out-of-hours. The report also sought the approval of Cabinet to apply a market supplement for Approved Mental Health Professionals who undertake duties within the service to ensure that the legal, statutory duties of the service is suitably met. Cabinet noted that the challenges facing Caerphilly in this specific recruitment area were shared by a number of authorities. Cabinet Members welcomed the report as the additional market supplement would alleviate some of the difficulties that Approved Mental Health Professionals were currently experiencing.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved. By way of electronic voting this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's report: -

A market supplement be applied to SEWEDT AMHPs employed to undertake the function of an Approved Mental Health Professional as outlined in 8.2 of the Officer's report and as supported by the SEWEDT Board of Directors. This is for the hours when the mainstream daytime services are closed, from 5pm to 8.30am Monday – Thursday, then 4.30pm on Fridays, for 24 hours during weekends and bank holidays, for which the 20% enhancement would continue to apply. The impact of this to be monitored and evaluated after a period of twelve months to determine the effect upon recruitment and retention of SEWEDT Approved Mental Health Professionals be approved.

**10. ANIMAL WELFARE (LICENSING OF ACTIVITIES INVOLVING ANIMALS) (WALES) REGULATIONS 2021.**

Consideration was given to the report which informed Cabinet of new legislation pertaining to the selling of pets. The report also sought the Monitoring Officer's approval to make the necessary changes to the Constitution to reflect the implementation of the Animal Welfare (Licensing of Activities Involving Animals) (Wales) Regulations 2021, and revocation of the Pet Animals Act 1951. Cabinet noted that the new legislation offered an additional level of protection and referred to a previous notice of motion supported by the Council with regard to Lucy's Law, as those involved in the licensable activities of selling pets would be required to breed and sell them in line with legislation and license conditions. The Officer confirmed that the legislation would bring in stricter regulations as breeders would be required to make the sale from the premises in which the animal was bred and in the presence of the actual owner. Cabinet welcomed the new legislation as it set out to improve the welfare of animals and effectively place a ban on the third-party sale of animals in the County Borough.

Following consideration and discussion, it was moved and seconded that the recommendations in the report be approved. By way of electronic voting this was unanimously agreed.

RESOLVED that for the reasons contained in the Officer's report the content of the report be considered and: -

- a) The implementation of the Animal Welfare (Licensing of Activities Involving Animals) (Wales) Regulations 2021 be agreed.



- b) Licensing officers be given delegated authority to determine Licences under the Regulations in accordance with paragraph 5.5 of the report.
- c) That any appeals against the Star Rating of premises be determined by either of the Head of Public Protection, Community & Leisure Services, Trading Standards, Licensing & Registrars Manager or the Licensing Manager in accordance with paragraphs 5.10 and 5.11.
- d) That the necessary amendments to the Constitution be made by the Council's Monitoring Officer to reflect the implementation of the Animal Welfare (Licensing of Activities Involving Animals) (Wales) Regulations 2021 and revocation of the Pet Animals Act 1951.

The meeting closed at 11:49am.

Approved and signed as a correct record subject to any corrections made at the meeting held on 9<sup>th</sup> February 2022.

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CHAIR

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**Cabinet Forward Work Programme as at 2nd February 2022**

09/02/2022 10:30	HRA Charges (rent increase) report	Members to agree the level of rent increase for council tenants effective from April 2022.	Allen, Lesley;	Cllr. Cook, Shayne;
09/02/2022 10:30	Report from Task and Finish Group on Non-Residential Care Charges	This report outlines the findings and recommendations of the task and finish group established to review charges for non-residential care set by Caerphilly County Borough Council.	Jacques, Mark;	Cllr. Cook, Shayne;
09/02/2022 10:30	Pedestrian and Cycle Zones (School Streets)	To update Cabinet on the effectiveness and outcomes of the experimental pedestrian and cycle zone traffic regulation orders implemented outside three primary schools within the borough.	Lloyd, Marcus; Smith, Dean;	Cllr. Pritchard, James;
09/02/2022 10:30	Wyllie bends	To review highway improvement options for the B4251 Ynysddu to Wylie.	Lloyd, Marcus;	Cllr. Pritchard, James;
23/02/2022 10:30	Oakdale Housing Development	For Cabinet to agree in principle the development of the site of the former Oakdale Comprehensive School by Caerphilly Homes.	Roberts-Waite, Jane;	Cllr. Cook, Shayne;
23/02/2022 10:30	Ty Darren site in Risca	For Cabinet to consider and agree in principle the proposed development of the former Ty Darren site in Risca, by Caerphilly Homes.	Roberts-Waite, Jane;	Cllr. Cook, Shayne;
23/02/2022 10:30	Welsh Government Lease Scheme Proposal	To discuss the WG lease scheme proposal in comparison to Caerphilly Keys and to seek a decision on which scheme we take forward for PRS option to assist in the discharge of statutory Homeless Duties.	Denman, Kerry;	Cllr. Cook, Shayne;

**Cabinet Forward Work Programme as at 2nd February 2022**

23/02/2022 10:30	Budget Proposals for 2022/23	To present Cabinet with details of draft budget proposals for the 2022/23 financial year to allow for a period of consultation prior to final decision by Council on the 24th February 2022.	Harris, Stephen R;	Cllr. Stenner, Eluned;
09/03/2022 10:30	Community Learning and Support Hub at Rhymney Library	To seek Cabinet approval for 'in principle' match funding for an application to the Welsh Government to support the creation of a community learning and support hub at Rhymney Town Library and to note the intention for the Library Service to work with Gwent Police to strengthen community engagement, through the use of informal settings at Rhymney Library, Risca Library and Caerphilly Library.	Edmunds, Richard (Ed);	Cllr. Whiting, Ross;
09/03/2022 10:30 Page 10	Corporate Performance Assessments (CPA's/DPA's))	To provide Cabinet with information and detailed analysis of performance for the period 01/04/21 to 31/12/21 and forms part of the Council's self-assessment activity.	Richards, Sue; Roberts, Ros;	Cllr. Stenner, Eluned;
09/03/2022 10:30	Annual Report Against the Strategic Equality Plan 2020-2021	For Cabinet to consider and approve the Strategic Equality Plan Annual Report 2020-2021 prior to publication on the Council's website.	Cullinane, Anwen; Peters, Kath;	Cllr. Stenner, Eluned;
09/03/2022 10:30	Welsh Language Strategy 2022-2027	For Cabinet to consider and approve the draft Five Year Promotional Strategy prior to the publication on the Council's website.	Cullinane, Anwen; Peters, Kath;	Cllr. Stenner, Eluned;

**Cabinet Forward Work Programme as at 2nd February 2022**

09/03/2022 10:30	Regeneration Project Board - Project Proposals	To consider recommendations from the Regeneration Project Board in respect of the allocation of Development Funds to Strategic Regeneration Proposals that align with the Council's Regeneration Strategy; and the allocation of Licence to Innovate Funding to proposals that align with the Council's Commercial and Investment Strategy.	Kyte, Rhian;	Cllr. Stenner, Eluned;
09/03/2022 10:30	Regeneration Project Board – Land Acquisition Fund (Exempt item)	To consider a request for match-funding from Caerphilly CBC to attract Transforming Towns Funding for strategic acquisitions in Caerphilly town centre to facilitate the delivery of the Caerphilly 2035 Plan.	Kyte, Rhian;	Cllr. Stenner, Eluned;
23/03/2022 10:30 Page 11	EAS Business Plan	The EAS is required to submit an annual overarching regional Business Plan on an annual basis. This report asks for members to consider the full contents of the draft EAS Business Plan as part of the regional consultation process.	Cole, Kerj;	Cllr. Whiting, Ross;
23/03/2022 10:30	Gender Pay Gap	For CMT and Cabinet to agree the Gender Pay Gap report which must be published by 31st March 2022.	Donovan, Lynne;	Cllr. Gordon, Colin J;

**Cabinet Forward Work Programme as at 2nd February 2022**

23/03/2022 10:30	HRA Business Plan	To update Cabinet on the latest Housing Business Plan position in advance of submitting the plan to Welsh Government by 31/3/22, which is a requirement under the terms of the Major Repairs Allowance (MRA) grant.	Allen, Lesley;	Cllr. Cook, Shayne;
23/03/2022 10:30	Coal Tips Inspection and Maintenance Update	To provide an update on the current coal tip condition status and inspection regimes that are in place for coal tips located within Caerphilly County Borough.	Lloyd, Marcus;	Cllr. Pritchard, James;
23/03/2022 10:30	Corporate Complaints - 6 month update	Cabinet to review the complaints dealt with under the Corporate Complaints policy for the period 1st April 21 to 30th September 2021 together with outcomes and lessons learned.	Lane, Lisa;	Cllr. Stenner, Eluned;
23/03/2022 10:30	Housing Support Strategy	The Housing Support Programme Strategy is being developed to outline the strategic direction of the local authority for housing related support services. This single strategic view demonstrates our plan and approach to homelessness prevention and housing support services.	Williams, Jo;	Cllr. Cook, Shayne;
06/04/2022 10:30	21st Century Schools – Band B - Phase 2: Objection Report	For Cabinet to consider the contents of 21st Century Schools objection report and give permission to proceed to the planning application stage, and the submission of the full business case to Welsh Government.	West, Andrea; Richards, Sue;	Cllr. Whiting, Ross;



## CABINET - 9TH FEBRUARY 2022

**SUBJECT: HOUSING REVENUE ACCOUNT CHARGES – 2022/2023**

**REPORT BY: CORPORATE DIRECTOR OF SOCIAL SERVICES AND HOUSING**

### 1. PURPOSE OF REPORT

For Members to consider and make a decision on the increased Council Housing rent charges proposed in this report. The charges predominantly focus on council house rents, but also include garages, and are intended to be effective for the Housing Revenue Account (HRA) for the 2022/2023 financial year. Comments made by the Housing & Regeneration Scrutiny Committee are included in this report.

### 2. SUMMARY

- 2.1 Members will be aware that the preparation of the Housing Revenue Account (HRA) budget is quite separate to the work involved in setting the General Fund Budget and Council Tax. The HRA is funded by rental income received from council tenants, rather than the Council Taxpayer. Whilst there is a clear separation of these funds, most of the proportion of council tenants rent is funded from financial support in the form of Housing Benefit or Universal Credit, which is derived from the taxpayers' purse, therefore value for money must always be sought. 75% of our tenants receive financial assistance towards their rent. We charge our council tenants rent over a 48-week basis, but the Welsh Government (WG) base their rents on a 52-week basis, so this report shows the 52-week equivalent.
- 2.2 The Affordable Housing Supply Review was published in April 2019. The purpose of the review was to examine current arrangements supporting the development of affordable housing, and to make recommendations for changes designed to increase supply and improve delivery from the resources available. One of the tasks included making a recommendation on how a sustainable rent policy can help determine long term affordability for tenants and the viability of existing and new housing developments.
- 2.3 The key recommendations from this review in correlation to the rent policy was
  1. *The Welsh Government should implement a five-year rent policy from 2020-21. This has been based on CPI plus 1% plus an additional £2.*
  2. *There should be a focus on landlords considering Value for Money alongside affordability. An explicit annual assessment on cost efficiencies should be part of the rationale for justifying any rent increase*
- 2.4 In reaction to this review, The Minister for Housing and Local Government has stated "*There must be a clear balance between the interest of landlords and residents. Affordability for tenants must take into account the whole cost of living in a property and Landlords are expected to consider these costs when setting rents each year. Affordability is an issue I take very seriously, and I am mindful of not placing excessive financial burdens upon tenants*".
- 2.5 Having considered the review, along with wider factors such as the pressures arising from growing levels of homelessness, the need to decarbonise our existing stock, to maintain the

Welsh Housing Quality Standard and to build new high-quality homes that are near zero carbon, The Minister on the 29/12/21 confirmed the following for the 2022/23 Rent Policy: -

1. An annual uplift of up to **CPI only** for this year using the level of CPI from the previous September each year. The decision has been taken to remove the “plus 1%” option which is prescribed in the rent policy as follows, “should CPI fall outside the range of 0% to 3%, the responsibility will rest with the Welsh Ministers to determine the appropriate uplift to be applied for that year only”
2. CPI will be the maximum increase allowable in this year, but this must not be regarded as an automatic uplift. Landlords’ decisions on rent should take into account the affordability of rents for tenants.
3. The level of rents for individual tenants can be reduced or frozen, or can rise by up to an additional £2 over and above CPI, on condition that the total rental income collectable across the whole stock increases by no more than CPI
4. As an intrinsic part of the 5-year policy, landlords will be expected to set a rent and service charge policy which ensures that social housing remains affordable for current and future tenants. As part of their annual decision, they should assess cost efficiencies, value for money and affordability for tenants.

2.6 In light of the pandemic, the lack of data collection whilst government resources have been re-prioritised, has meant no robust data available to generate the Target Rent Bands for the year ahead, and The Minister therefore suspended the role of Target Rent Bands when confirming the 2021/2022 rent policy. For the 2022/23 Rent Policy the suspension has been continued. Members will recall that the original policy set a Target Rent Band for each Authority which allows Authorities flexibility to increase the rent to ensure the level is within the Target Rent Band envelope. Conversely, if the average weekly rent is above the Target Rent Band, average rents will increase at a lower rate, to bring the rent back within the Target Rent Band envelope.

2.7 The Minister is also keen to continue with a number of new initiatives as part of the wider rental agreement which include:

- Strengthen approaches designed to minimise all evictions, working effectively with partners to deliver on a new agreement not to evict into homelessness.
- Undertake a standardised tenant satisfaction survey for publication on a central website to assist tenants in scrutinising and comparing landlord performance. This is the STAR (Survey of Tenants and Residents) survey. The next submission date based on the revised core questions is 28 February 2022 for publication in April 2022.
- Build on existing commitments to deliver high quality homes which comply with the new housing quality standard “WDQR 2021” across all tenures on sites which attract Welsh Government funding
- Continue to work towards an aspiration that all new build housing, regardless of tenure, achieves energy efficiency standards of no less than EPC A on sites that attract any Welsh Government funding.
- All Social landlords are required to make, and evidence, an annual assessment of affordability for tenants, cost efficiencies and to demonstrate their homes and services represent value for money as part of their decision on the rent uplift to be applied each year. To assist with providing Welsh Government with the necessary assurance, each social landlord will be required to complete a self-certification monitoring form which will



be used to monitor compliance with the Welsh Government Rent Standard. This form must be completed and returned by the end of February 2022.

- 2.8 The previous September's CPI inflation figure was 3.1%. The policy therefore allows a maximum of 3.1% increase on our total rental income. Landlords also have a discretion to apply a further £2 on top of the CPI but this is as a means of aligning rents over certain property types or areas. The overall increase cannot be more than CPI even by applying the discretionary £2.
- 2.9 The latest Business Plan submitted for 2021/22 assumed a rent increase of between 1.5% and 2.5% over the next 5 years, but this plan would not have assumed the unprecedented sharp increase in costs that is being experienced nationally in terms of materials and the fluctuating supply of resources. The plan allowed for a 2% increase in material costs, but the construction industry is being hit with staggering material price increases with no indication this will change over the next 6 to 12 months. Price increases are varying dramatically with sources confirming between 8% and 200% depending on product, which will heavily impact not only on maintaining the WHQS standard we have just achieved on our current properties, but also our ambitious new build agenda.
- 2.10 Members will recall there was limited time to consider a full affordability options appraisal for setting the rent for 2021/22, and due to the Covid-19 restrictions, officers could not progress to the extent desired, as resources were prioritised elsewhere. However, an affordability survey was sent to tenants and the responses received were considered when setting the 2021/22 rent last year.
- 2.11 In consideration for setting the 2022/23 rent, officers have developed this survey further which was targeted to tenants in October 2021. The survey was called "Your Rent, Your Views" with the aim of capturing tenants' views on their rent, particularly on affordability and value for money, which would assist in setting future rents. 373 tenants completed this survey
- 2.12 In addition to the affordability survey, as mentioned in 2.11 above, as a landlord, we are obliged to survey our tenants under a standard STAR survey, as mentioned in 2.7 above, which is a consistent framework for social landlords to collect, report and measure on tenant's satisfaction. The survey was sent out in September/October 2021. The survey consists of seven core questions and one of these key questions include a direct reference to value for money. 1847 tenants completed this survey.

### **3. RECOMMENDATIONS**

- 3.1 Members of Cabinet are requested to consider and make a decision on the following recommendations:
- 3.2 Officers recommend to Cabinet a range of increases per property for consideration from April 2022 based on the options explained in the report, which are: -
- (i) 3.1% (CPI only) – (£94.63/52 week – additional £2.85/wk) the maximum allowed under the rent policy Resulting in additional income of some £1.6m.
  - (ii) 2.5% (£94.08/52 week – additional £2.29/wk). This would generate additional income of some £1.3m and would be some £500k higher than the rent assumed in last year's business plan, allowing a more comfortable margin for the unprecedented increase in material costs
  - (iii) 2% – (£93.62/52 week – additional £1.84/wk) which is additional income of £1m, allowing for a small margin to reflect the unprecedented increase in material costs.

- (iv) 1.5% - (93.16/52 week – additional £1.38/wk). This is as per the business plan for 2022/2023 only, generating additional income of some £762k, but does not reflect the unprecedented increase in material costs
- (v) 0% (No increase) – (£91.79/52 week) would reduce our income by £762k to that assumed within our business plan. Higher increases may need to be considered in the future to get back within the policy target rent band, on the assumption this is re-introduced and uplifted by inflation-
- (vi) The level or rent for garages from April 2022 be increased by 2% to £8.39 per week
- (vii) Recommend a review of the current rent policy to reflect affordability

#### **4. REASONS FOR THE RECOMMENDATIONS**

- 4.1 Inflationary increases on providing all aspects of the housing service are experienced annually, however as the HRA cannot legitimately set a deficit budget, the loss of additional income will result in reduced resources being available to effectively manage and maintain the stock impacting on service delivery and could result in increased levels of borrowing, which is an additional cost to the HRA.
- 4.2 Housing Benefit/Universal Credit will cover the increased costs for the rent charge in this report for 75% of our tenants up to the Housing Benefit limitation rate (yet to be confirmed).
- 4.3 If charges are not increased annually it has a detrimental effect on subsequent years as higher increases are then needed to recover the shortfalls from previous years.
- 4.4 The Council's Business Plan relies on inflationary increases to remain viable and cover increasing costs associated with the delivery of the service.
- 4.5 Additional resource is necessary to be able to meet the demands from Welsh Government on maintaining the WHQS, the provision of new affordable housing, decarbonisation of the existing stock and increasing support for tenants in order to sustain tenancies and reduce homelessness.
- 4.6 The impact of Covid has significantly impacted on the HRA, in particular material costs, but with a considerable reduction in productivity, meaning that our budget has been delivering less. This has resulted in a backlog of work which will increase costs in 2022/23.

#### **5. THE REPORT**

##### **5.1 Rent Increase**

- 5.1.1 Members will recall that the rent policy under Welsh Government has changed over recent years and the Minister has reacted where necessary year on year. More recently however, the rent policy has been fixed for a five-year term. We are currently under the 2020/21 to 2024/25 five-year rent band which was set at CPI plus 1%. Under the current rent policy, a target rent band for each Authority was set by WG so there is still some degree of control retained by WG however, all of the rental income will be retained by the Authority and used to fund expenditure, service debt and create borrowing headroom to support the delivery of WHQS and future investment. However, during 2021/2022 the target rent band was suspended as a consequence of the Covid-19 pandemic. Furthermore the "plus 1%" has been removed for the 2022/23 financial year as a reaction to the ongoing pressures during the Covid-19 pandemic and Brexit, which has seen inflation rise higher than expected. The Welsh Ministers can determine the appropriate charge to the rent levels in that year if CPI falls outside of the range 0% and 3% and has therefore decided to remove the "plus 1%" from the

2022/23 rent policy.

5.1.2 As a result of the housing benefit limitation scheme, rent increases above Department of Work and Pension (DWP) rent limits do not produce extra income from the benefits system, as any shortfall would be required to be met by the tenant. This would therefore be an added financial burden to some of our most vulnerable tenants. At this stage however, as in previous years, details regarding the DWP limit under the current rent policy are yet to be confirmed, but all the recommendations contained within this report are compliant with the WG. Typically, the limit rent is increased by the rent policy, therefore it is assumed that the DWP rent limits will increase by 3.1%. Approximately 75% of tenants are in receipt of financial support in the form of Housing Benefit or Universal Credit.

5.1.3 The 2020/2021 policy target rent band for CCBC was

- Low end £90.41 per week
- Mid-point £95.17 per week
- High end £99.92 per week

The rent increase applied in 2020/21 of 2.7% meant that the average rent was £90.66 which was just within the low end of the target rent band.

5.1.4 However, the target rent band for 2021/2022 and 2022/23 has been suspended as a consequence of the Covid pandemic, so we are unable to measure the impact of any increased proposal. We can, however, evidence the impact that a lower than required increase can have when compared to the Housing Business Plan.

5.1.5 Initially, WG have stated that “*The rent policy allows you to apply the inflation plus £2 (per week) if you are aiming to move to a higher point within the Target Rent Band to meet your business plan commitments...*” This was removed for 2019/20 and was only applicable if Social Housing Landlords were below the rent envelope. This was subsequently changed under the 2020/21 policy, and the “plus £2” could only be applied on condition that the total rental income collected by the landlord is no more than CPI +1%. Furthermore, as part of the 2022/23 rent policy this means the overall income collectable cannot increase any more than CPI only for 2022/23. This provision is designed to enable social landlords to restructure rents where appropriate.

5.1.6 CCBC’s average rent based on a full rent debit as at week 37 is £91.79 (52-week basis) which when compared to the 2020/2021 target rent band (allowing for a 1.5% increase as per the 2021/22 rent policy) is at the low end of the band.

5.1.7 Applying the maximum of 3.1% increase means our average rent would be £94.63. Even with the suspension of the target rent band, this still places the rent within the low end of the previous two year’s banding, as per the table at 5.1.3.

5.1.8 The latest business plan submitted to WG in March 2021 included a rent increase of 1.5% for 2022/23 increasing to 2% for 2023/24 to 2025/26 with an increase to 2.5% from 2026/27 onwards. For 2022/23 this was on the assumption of applying CPI only and that CPI would be 1.5%. Applying CPI only (as opposed to CPI plus 1%) was considered a prudent approach at that time whilst in a pandemic environment where conditions were volatile. However, the unprecedented increases in materials could not be foreseen and these increases need to be reflected in the next business plan to be submitted to WG in March 2022.

5.1.9 To give members an idea of how changes in one area can affect the business plan, officers have modelled an example in respect of price increases for materials against the current business plan. If a 10% increase in materials is factored into the current plan whilst maintaining the 1.5% assumption for rent, this would result in an additional borrowing requirement of £4m.

- 5.1.10 If a 5% increase in materials is factored into the current plan whilst maintaining the 1.5% assumption for rent, this would result in an additional borrowing requirement of £1.9m
- 5.1.11 By applying the maximum 3.1% rent increase against the 10% & 5% scenario increase in costs for materials this would reduce the additional borrowing requirement to £2.1m or £200k respectively. The maximum rent increase would therefore offer more protection in terms of cost increases.
- 5.1.12 By applying a 2.5% rent increase against the 10% and 5% scenario increase in costs for materials this would reduce the additional borrowing requirement to £2.8m or £900k respectively.
- 5.1.13 By applying a 2% rent increase against the 10% and 5% scenario increase in costs for materials this would reduce the additional borrowing requirement to £3.3m or £1.4m respectively
- 5.1.14 By applying a 0% rent increase against the 10% and 5% scenario increase in costs for materials this would increase the additional borrowing requirement to £5.3m or £3.7m respectively.
- 5.1.15 Council agreed on the 26<sup>th</sup> February 2020 to a £75m borrowing level to complete the WHQS programme and progress with new build. This was estimated to be in the region of £45m for WHQS and £30m for new build. In the light of the pandemic, it was clear that progress of the WHQS programme was inhibited due to social distancing regulations, tenant refusals, and potential sickness of the workforce, contractors and/or tenants. Work progressed slowly and Welsh Government extended the deadline across the sector to December 2021. The additional costs associated with the pandemic restrictions resulted in an estimated total cost of £270m to achieve the WHQS Standard although due to the pandemic, spend was delayed whilst we were subject to lockdown restrictions, which meant funding could be carried over into the final year with a minimum impact on borrowing. Total borrowing for WHQS is therefore £40.9m. Borrowing for new build can therefore be confirmed at £34.1m within the current approval limit.
- 5.1.16 Furthermore, the pandemic resulted in additional costs to the HRA. In 2020/21 this was a net cost of £1.2m with no financial support from Welsh Government. In theory, therefore, this is a direct cost to tenants which is at a detriment to other services provided and deflects funding from our ambitious new build programme.
- 5.1.17 On its own, a rent increase of less than 1.5% for 2023/24 will mean less income to deliver housing services which could result in a review of the services and the way they are currently delivered, the extent of work to be undertaken, alternative options for increasing income or an increase in borrowing. However, we also need to factor in the increasing costs of materials which will impact on our Housing Repairs Operations, our Planned Programme for maintaining our current stock, and our New Build Programme.
- 5.1.18 Members must also consider the pressure Local Housing Authorities are facing from Welsh Government on increasing housing supply and ensuring we meet the decarbonisation agenda, both of which require significant investment. The report to The Housing and Regeneration Scrutiny Committee on the 26<sup>th</sup> November 2019 outlined the need for £14m additional borrowing to kick start the new build programme with the aim to deliver 400 affordable homes between 2020 and 2025. This directly links with the Council's commitment contained within the Corporate Plan 2018-2023 and Wellbeing Objective 3 which aims to address the supply, condition and sustainability of homes throughout the county borough.
- 5.1.19 A nil increase for 2022/23 would mean the rent would remain at £91.79 but this would require considerable future rent increases to get back into the target rent band envelope range if and when this is re-introduced. This would also result in reduced income of £1m annually to that assumed within our business plan, and this is without factoring in any further cost increases

as explained in the report Again, members must consider the ongoing effect of this reduced rent to address the significant investment required as explained above.

- 5.1.20 An increase of 2.5% means the average rent would be £94.08 over a 52-week period. This would generate additional income of some £1.3m which would be £500k more than the assumption within the current business plan but will allow for some growth to offset the unprecedented increase in material costs. This still places Caerphilly within the low end of its target rent band.
- 5.1.21 Generally, the DWP increases the Housing Benefit Subsidy Limit within similar lines to the rent policy guidance, meaning for the majority of our tenants, the maximum 3.1% increase would be covered.
- 5.1.22 Additional borrowing as a consequence of income shortfalls must be affordable under the Prudential Code. It also means an increase in debt and interest charges which takes resources away from the HRA to manage and maintain our housing stock and support our tenants.
- 5.1.23 In addition, affordability for tenants is now a factor that must be considered as part of setting any rent increases. This involves engaging with tenants to capture relevant data and views and establishing a suitable model that would evidence affordability together with a system for accurately recording such information. Unfortunately, due to restrictions from the pandemic, this was not progressed fully in 2020 although a tenants' affordability survey was sent out in November 2020 and repeated in 2021.
- 5.1.24 Since 2014/15 the average rent increase for Caerphilly Homes is 3.1%
- 5.1.25 With the exception of the previous year (2021/22) where CPI was at an unprecedented low level due to the economic impact from Covid-19,(resulting in a 1.5% rent increase), the average rent increase is 3.3% so the recommendations in this report would be lower than the average.

## **5.2 Affordability**

- 5.2.1 Officers have continued to work on developing the affordability survey and have met colleagues in Welsh Government and other local authorities with the aim of sharing best practice. The feedback from Welsh Government on the previous year's rent setting process across the sector gave us more of an understanding as to what Welsh Government were expecting in order to evidence affordability. For example, landlords automatically received a favourable score if they used the Joseph Rowntree Foundation (JRF) Living Rent model or an equivalent affordability tool. Caerphilly Homes Officers had been considering the JRF model prior to the pandemic but did not have the resources to progress during 2020/21. The JRF model has now been considered as part of the 2022/23 rent setting process
- 5.2.2 Other areas of good practice included a wide range of tenant consultation platforms and appropriate feedback, working in collaboration with tenants to set rents. As an authority we have been limited to certain media platforms due to GDPR concerns, which has restricted our ability to reach all tenants. However, officers have developed a full consultation process including an online survey during October/November 2021, 3 focus groups, and a 'question of the week' poll for each week during November. The survey was posted on Facebook and Twitter and was also available on the Council's website. An EGov bulletin was sent to those tenants who have registered with the link. There were periodic reminders over the term of the survey and there was also a dedicated helpline for any tenants who required assistance in completing the survey.
- 5.2.3 Overall, there were 373 tenant responses to the survey with a mix of areas and tenures being represented. This was an increase of 133 compared to the previous year.

- 5.2.4 42% of the tenants were represented from the East of the Borough, 28% from the South and 28% from the North.
- 5.2.5 The majority of responses were from tenants in 3-bed houses, with the main source of income being from sickness or disability benefits, closely followed by full time employment.
- 5.2.6 65% of the respondents received some form of benefit support towards paying their rent. 35% of respondents received no support.
- 5.2.7 65% of responding tenants think our rents are fair and affordable and 35% do not. Mixed responses vary from “compared to the private sector it’s good value” “Better and more secure than private renting” “Fair price” to “It’s not affordable for one low-income person”, “Because Universal Credit don’t give you enough to live on with rent”, and “The rent is fair but I’m finding it hard to pay with the low income”.
- 5.2.8 54% agreed that Caerphilly Homes should consider the average household income when setting rent and 83% thought Caerphilly Homes should take into account the costs of running a home when setting rent.
- 5.2.9 61% of tenants thought that their rent provides value for money. Comments included: “The homes are modern and well looked after”, “It is a warm home, fair rent costs and we feel safe here” “I think your repair and servicing team are very efficient and very easy to contact”, “You don’t do enough to maintain the property” “Delays in repairs and neglect of environment”, and “Repairs never completed or charged for mistakes”
- 5.2.10 Any tenant who expressed difficulties with paying their rent within the survey comments, was contacted and offered support by Tenancy Support Team.
- 5.2.11 The survey overall gave us a mixed response, and there are clearly some responses that need to be followed up, but it does suggest a higher proportion of our tenants agree that their rent is affordable and offers value for money.
- 5.2.12 In addition to the survey, we are able to measure certain indicators against an All-Wales Average to ascertain, from a statistical point of view, if rents appear affordable within the Caerphilly County Borough. Due to the lack of resources explained in 2.6 above, WG have not yet published 2020/21 data, so we have used the previous year as a comparator.
- 5.2.13 The average social rent for Caerphilly CBC in 2019/20 is £88.27/wk, which is nearly 4% lower than the All-Wales Average for Local Authorities of £91.65/wk. The All-Wales Average for Registered Social Landlords is £92.50/wk. Caerphilly CBC is ranked the 3<sup>rd</sup> lowest Local Authority in terms of its weekly rent.
- 5.2.14 Private rents in Caerphilly CBC for 2019/20 average £105.80/wk, some 6.4% lower than the All-Wales Average at £113.00/wk.
- 5.2.15 Caerphilly CBC ranked 5<sup>th</sup> highest out of the 22 Local Authorities in terms of workplace earnings at £384.47, which is some 3.5% higher than the All-Wales Average of £371.63/wk.
- 5.2.16 The results of the 2021 STAR survey to tenants, on their satisfaction with the housing service, confirmed 77% were satisfied overall with the service provided by Caerphilly Homes, and 76% were satisfied that their rent provides value for money
- 5.2.17 These statistics together with the tenant’s affordability survey suggest that the rent is affordable and provides value for money. However Welsh Government require us to prove this in terms of measuring our current rent against an appropriate affordability model.
- 5.2.18 To expand on the affordability measure that WG require us to evidence, and to prove our rents are affordable, 54% of our surveyed tenants thought we should consider income when

setting the rent. Using the JRF living rent model means a link is established between rents and tenants' ability to afford them. The affordability criteria are designed on the principle that a single person should not pay more than 28% of their net pay on rent for a standard single person unit of accommodation. This is then weighted for equivalence values to reflect the different property types within our portfolio and typical family compositions, using a tool developed by the Organisation for Economic Co-operations and Development (OECD)

- 5.2.19 This principle requires the use of average income data. The Office of National Statistics (ONS) releases an Annual Survey of Hours and Earnings (ASHE) every October which provides an estimate of income levels from those in the lowest 25% of earnings, across the UK, broken down into Middle Super Output Areas (MSOA). There are 24 MSOA's for Caerphilly Borough.
- 5.2.20 If an existing tenant's rent is lower than the affordable Living Rent assessment, rent should be increased each year by the agreed percentage uplift plus a maximum of £2 per week allowed under the current rent policy.
- 5.2.21 If an existing tenant's rent is higher than the affordable Living Rent assessment, rent can either be frozen or decreased each year by a maximum of £2 per week until the rent has aligned with the affordable living rent assessment.
- 5.2.22 Any new tenants would be let at the current living rent model.
- 5.2.23 The methodology described above is clearly different to our current local rent policy, where uplifts are applied consistently to all tenants irrespective of location or earnings. However, in order to comply with the requirements of Welsh Governments social rent policy and affordability principles below, we must ensure we can evidence that the rent we set for tenants is fair, transparent, affordable, and sustainable.
- 5.2.24 The principles expected from Welsh Government when setting rent are: -
- **Affordable:** We will consider the total costs of renting homes and incomes to understand what is affordable for our residents, and ensure that residents have the greatest opportunity to sustain their tenancies and thrive,
  - **Sustainable:** We will set rents that allow us to continue to provide high quality, safe, warm homes for the people who need them in the communities we serve
  - **Engage:** We will involve residents to develop and review our approach to rent setting, and inform our decisions on rents
  - **Fair:** We will work to ensure that rents and other charges are set fairly, and our homes and services represent value for money
  - **Accountable:** We will be open, transparent and accountable when we make decisions on rents.
- 5.2.25 In order to meet these requirements Caerphilly Homes needs to review its current rent policy.
- 5.2.26 Early indications on exploring the JRF model suggest that Caerphilly Homes rent levels compare favourably, which gives initial assurance that our rent levels are broadly affordable. Officers will be carrying out further work on the model in the New Year.
- 5.2.27 Officers are requesting that the current rent policy be reviewed in the Spring of 2022 to consider incorporating the JRF affordability model when setting future rents.

### 5.3 Tenancy Support

- 5.3.1 Caerphilly Homes Rents team offers person centred support to its tenants. A team of tenancy and welfare benefit support staff are available to provide support as soon as a tenancy starts. Staff have the discretion and flexibility to deal with differing individual circumstances when tenants are in difficulty and are empowered to deliver innovative solutions. The number of tenants claiming housing benefit or universal credit housing costs to help pay their rent has increased from 72% to 75% between December 2020 and December 2021. Since April 21 our staff have assisted tenants to claim over £2.3m in additional benefits. This support is not only offered to tenants experiencing financial hardship, but to tenants who we recognise using key data sets are not claiming their full entitlement of benefits.
- 5.3.2 Surveys completed by tenants receiving the service have shown the huge difference it has meant to their lives. Quotes below have been extracted directly from the surveys:

“Thank you for everything you have done for me it has made a huge difference. I fell into heaven when I came to this wonderful council”, “Been told so many times that I wasn’t able to claim (including by DWP) but the Council staff helped me to claim successfully. This has changed my life massively”, “Given me a different perspective of people from the council, reassured me that if there was anything else to get it touch. Built up trust, so great that I know where to call if I need help” and, “I didn’t expect to get a backdate I am so happy I am going to use the money to buy a mobility scooter something I never ever thought I could afford to buy. I can’t thank you enough”

This support is integral to the Rents Team and will continue to be offered to all tenants

## **5.4 Garage Charges**

- 5.4.1 The garage rationalisation and refurbishment programme, linked to the WHQS programme has led to a reduction in our garage stock but has resulted in improvements to our remaining stock. This work had a significant impact on void levels as the blocks of garages had to be fully vacated prior to commencement of works on each site. On completion of works to each block, former garage tenants and former leaseholders of garage plots have been offered new tenancies of the newly built or refurbished garages, prior to new tenants being sought for the remainder from existing waiting lists or through marketing. In addition, a number of garages have been demolished due to unsuitability and lack of demand. However, due to Covid-19 the void position on garages has not yet improved due to resources being deployed in more critical areas. Currently 30% of our garage stock remains void.
- 5.4.2 The rent on garages had not been increased for 3 years while the rationalisation programme was being undertaken but an increase was re-introduced in 2020/21 at 1.5%. Total investment to our garage stock was £2.6m and we can collect £380k per annum in charges if all garages are let. Currently our garage charge is £8.23 per week and 79% of garage tenants are not council tenants. The 2021/22 business plan assumed a 2% increase for the 2022/23 financial year. For the 21% who are council tenants this would equate to £8.39 per week and for the 79% non-council tenants this would equate to £10.07 to include VAT.

### Tenants in receipt of benefit

- 5.4.3 Garage rents are not eligible for housing benefit and the majority (79%) of garage tenants are not actually council house tenants.

### Financial impact

- 5.4.4 The Business Plan has included a 2% increase on garage rental income. Not increasing the income will mean a loss of approximately £5k. Although this does not appear significant, there has also been a compounding loss of approx. £30k from the previous 3 years where increases were not applied.



## **6. ASSUMPTIONS**

- 6.1 Assumptions are prevalent within the Housing Business Plan and are necessary to create a 30-year projection as requested by Welsh Government. Assumptions are included on key drivers such as (i) Interest rates (ii) Inflation (iii) Rental Increases (iv) Staffing levels (v) stock movement (vi) capital programme expenditure (vi) level of rent arrears, and (vii) level of voids and are taken from projections, local knowledge and Welsh Government guidance.

## **7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT**

- 7.1 Section 24 of the Housing Act 1985 provides Local Housing Authorities (LHA's) with the power to set rents for its properties relating to Part II of said Act. A LHA is under a duty to act reasonably by determining rent levels. When setting rents under this section, a LHA must comply with any standards relating to rent set by the Welsh Ministers under section 111 of the Housing (Wales) Act 2014 and must also have regard to guidance issue under section 112 of the 2014 Act. Section 74 of the Local Government and Housing Act 1989 requires a LHA to keep and maintain a HRA ring-fenced account which ensures that the income raised from operating council housing is spent on council housing, and that neither the HRA nor General Fund are cross subsidised. Section 76 of the Local Government and Housing Act 1989 requires that the HRA cannot be set into a deficit.]

An increase in rents is required in order not to set a deficit budget within the HRA. The additional income is utilised on maintaining or improving existing services as well as creating financial resource to be able to meet WG agendas and challenges such as minimising evictions, not to evict into homelessness, deliver high quality homes, evidencing affordability and value for money, maintaining WHQS, installing Optimised Retrofit Programmes on existing stock, and enhancing tenant involvement.

65% of tenants who were surveyed on "Your rent your view" survey confirmed that their rents were deemed fair and affordable and 61% thought their rents provided value for money. 76% of tenants who were surveyed on the STAR survey also thought their rents provided value for money and 77% were satisfied with the services provided. As part of the rent setting process, tenants were also involved in focus groups and question of the week polls.

The latest statistics for the All-Wales averages (2019/20) ranks Caerphilly 3<sup>rd</sup> lowest in terms of Local Authority rent and 5<sup>th</sup> highest in terms of workplace earnings. 75% of Caerphilly CBC tenants are in receipt of financial support for their rent in the form of Housing Benefit or Universal Credit. Tenancy support is offered to all tenants.

The proposed increase is the lowest increase for a number of years with the exception of 2021/22 where CPI was an unprecedented low value due to Covid-19

### **[Full Integrated Impact Assessment](#)**

## **8. FINANCIAL IMPLICATIONS**

- 8.1 This report deals with the financial implications of the proposed rent increases which affect the HRA.
- 8.2 The impact of the Welfare Reform Act is not taken into consideration

## **9. PERSONNEL IMPLICATIONS**

- 9.1 The proposals contained in this report will not alter the current arrangements for the collection of housing revenue account monies.

## **10. CONSULTATIONS**

- 10.1 All consultation responses have been reflected in this report. This report came before the Housing & Regeneration Scrutiny Committee on February 1<sup>st</sup>, 2022.  
One Member asked about the impact of high levels of inflation on material costs. The Head of Housing advised on how cost efficiencies were explored, how managed procurement contracts with fixed prices provided some protection and also outlined some of the benchmarking work that took place with partners. The Member asked about any cost benefits from future plans for the construction of Council housing. The Head of Housing outlined economies of scale associated with modern construction methods and advised that cost efficiencies were constantly sought with partners.  
One Member asked for an update on apprenticeships in light of high labour costs. The Head of Housing advised that in terms of the technical side the number of apprentices was currently in the teens. Members also heard how new ways of training for Caerphilly Homes would be explored in the future.
- 10.2 Following consideration of the report, it was moved and seconded that option (iii) in section 3.2 be recommended to Cabinet for consideration. By way of a roll call vote and in noting that there were 8 votes FOR, 1 vote AGAINST and 0 ABSTENTIONS this was agreed.  
**RECOMMENDED to Cabinet that they approve 3.2 (iii) 2% – (£93.62/52 week – additional £1.84/wk) which is additional income of £1m, allowing for a small margin to reflect the unprecedented increase in material costs.**
- 10.3 It was also moved and seconded that (vi) in section 3.2 be recommended to Cabinet for consideration. By way of a roll call vote and in noting that there were 9 votes FOR, 0 votes AGAINST and 0 ABSTENTIONS this was unanimously agreed.  
**RECOMMENDED to Cabinet that they approve 3.2 (vi) - The level or rent for garages from April 2022 be increased by 2% to £8.39 per week.**
- 10.4 It was further moved and seconded that (vii) in section 3.2 be recommended to Cabinet for consideration. By way of a roll call vote and in noting that there were 9 votes FOR, 0 votes AGAINST and 0 ABSTENTIONS this was unanimously agreed.  
**RECOMMENDED to Cabinet that they approve 3.2 (vii) - Recommend a review of the current rent policy to reflect affordability.**

## 11. STATUTORY POWER

- 11.1 Local Government Acts 1972. This is a Cabinet function.

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Consultees:	<p>Cllr J Ridgewell Cllr M Adams Cllr Shayne Cook Dave Street Nick Taylor-Williams Robert Tranter Stephen R Harris Sandra Isaacs Amanda Main Fiona Wilkins Jane Roberts-Waite Alan Edmunds Jason Fellows Kerry Denman</p>	<p>- Chair Housing &amp; Regeneration Scrutiny Committee - Vice Chair Housing &amp; Regeneration Scrutiny Committee - Cabinet Member for Social Care &amp; Housing - Corporate Director Social Services &amp; Housing - Head of Housing - Head of Legal Services/Monitoring Officer - Head of Corporate Finance &amp; S151 Officer - Rents Manager - Acting Benefits Manager - Housing Services Manager - Strategy &amp; Co-ordination Manager - WHQS Project Manager - HRO Manager - Housing Solutions Manager</p>
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Mandy Betts

- Tenants & Community Involvement Manager

Background Papers: N/A

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## **CABINET – 9<sup>TH</sup> FEBRUARY 2022**

**SUBJECT: FINAL REPORT FROM THE TASK AND FINISH GROUP ON NON-RESIDENTIAL CARE CHARGES**

**REPORT BY: CORPORATE DIRECTOR FOR EDUCATION AND CORPORATE SERVICES**

### **1. PURPOSE OF REPORT**

- 1.1 This report seeks to inform Members of Cabinet of the findings of the task and finish group that was established to review charges for non-residential care set by Caerphilly County Borough Council, and the recommendations of the Social Services Scrutiny Committee when this matter was discussed at a meeting held on Tuesday 23 November 2021. Cabinet Members are asked to consider the recommendations of the Social Services Scrutiny Committee before making a final decision.

### **2. SUMMARY**

- 2.1 This report outlines the findings and recommendations of the task and finish group established to review charges for non-residential care set by Caerphilly County Borough Council. It charts the process that led to the group concluding that charges within the County Borough should be closer to the Welsh median rather than one of the lowest in Wales. According to a 2020/21 survey the hourly charge for home care in Caerphilly was rated 16<sup>th</sup> in terms of cost out of 18 Welsh Local Authorities surveyed, and the rate for day care was rated 17<sup>th</sup> out of the 18 councils who responded to the survey.
- 2.2 The report will also highlight how there is a statutory cap on the rates that Welsh Local Authorities can charge for the provision of non-residential care. The current cap ensures that nobody in Wales pays more than £100 per week.

### **3. RECOMMENDATIONS**

- 3.1 Cabinet are asked to support the recommendations from the Social Services Scrutiny Committee for both the hourly rate for home care and the sessional rate for day care for a five-year period commencing 2022/ 23:

#### **3.2 Hourly rate for Home Care**

An annual increase of 6% for hourly rates. This would mean that that the hourly rate within the County Borough would reach the Welsh median in 2025/26, assuming an

annual inflationary uplift of 2% by the other Welsh Local Authorities surveyed. The hourly rate for 2025/26 would be £19.35. In 2026/27 the hourly rate would be £20.51.

### **3.3 Sessional rate for Day Care**

An annual increase of 20% for sessional rates. This would mean that that the sessional rate within the County Borough would not reach the Welsh median but would rise out of the lower quartile of rates for Wales in 2023/24, assuming an annual inflationary uplift of 2% by the other Welsh Local Authorities surveyed. The sessional rate for 2023/24 would be £16.70. In 2026/27 the sessional rate would be £28.84.

## **4. REASONS FOR THE RECOMMENDATIONS**

- 4.1 These recommendations have been suggested so that rates for non-residential care in the County Borough move closer to the Welsh median rather than remaining as one of the lowest in Wales.

## **5. THE REPORT**

- 5.1 Previously a cross party members task and finish group consisting of scrutiny members was established to examine the requirements and impact of charging for non-residential services, the services that had a charge and the application of charges and disregards. The findings of the task and finish group were presented to the Health, Social Care and Wellbeing Scrutiny Committee on 26<sup>th</sup> March 2013, and an annual increase of 10% per hour for home care and supported living and an annual increase of 20% per session for day care services was endorsed and recommended to Cabinet. These increases were to be reviewed after 5 years. Following their review task and finish group members expressed surprise that the charges set by the Council were the lowest of its neighbours, in particular the sessional charge for day care attendance of £1.62. This contrasted sharply with the cost of providing day care, which was an average of £ 41 per day in Caerphilly County Borough Councils' own day centres.
- 5.2 On the 5<sup>th</sup> February 2019 a Non-Residential Social Services Charging report came before the Health, Social Care and Wellbeing Scrutiny Committee. It was endorsed and recommended to Cabinet that the level of charges for non-residential care for 2019/20 and the subsequent financial year continue to increase by 10% per annum for home care and supported living and by 20% per annum for day care services and be subject to review by a Task and Finish Group thereafter.
- 5.3 The terms of reference for this Task and Finish Group are: To consider the level of inflationary uplift and minimum charging levels that should be applied to non-residential care charges in the 2021/22 financial year and in subsequent financial years.
- 5.4 The Task and Finish Group on non-residential care charges met for the first time on 25<sup>th</sup> September 2019. A second meeting of the Task and Finish Group took place on 7<sup>th</sup> November 2019. The Task and Finish Group was made up of the following Members;

Councillor L Binding (until standing down as a Councillor in March 2021)  
Councillor A Gair  
Councillor V James – Chair  
Councillor L Jeremiah

Ms M Jones – Vice Chair  
Mr C Luke

- 5.5 At the initial meeting the Interim Financial Services Manager advised the Group that just under £11M of the Adult Services budget came as a result of charging service users in 2018/19. The section of this figure that came as a result of Non-Residential Charging income was £2.865M.
- 5.6 The group were given an introduction to the legal framework for charging which was set out in the Social Services and Wellbeing (Wales) Act 2015 and its supporting Regulations. Section 59 of the Act gives the power to impose charges. The presentation to Members focussed specifically on the Regulations on Financial Assessment and Charging. It was explained that under Care and Support Regulations there was a legal requirement for the Council to disregard the value of the service user's main home when calculating the available income for charging for non-residential care. Earnings from employment and other specified sources of income were also disregarded under the legislation, but certain capital assets could be included to reach the available income for charging figure. It was also pointed out that the current maximum weekly charge for non-residential care and support was £90 per week. This maximum weekly charge has since been increased by Welsh Government to £100 for the current financial year.
- 5.7 Members heard how a buffer is added to the personal allowance and pension premium to calculate the Minimum Income Amount which is an amount disregarded as part of the financial assessment to cover the individual's expenditure such as utility bills. Officers also advised Members that Caerphilly County Borough Council applies an additional 10% buffer across the board, on top of the statutory figure of 35%, to allow for any additional Disability Related Expenditure and therefore to avoid any dispute. This Minimum Income Amount is disregarded when calculating an available income for charging purposes.
- 5.8 Members were advised that even with the increases of 10% per annum for hourly rates and 20% per annum for sessional charges for the past 6 years, Caerphilly County Borough Council was in the lower quartile of Standard Charges for all Welsh local authorities.
- 5.9 The weekly charge was determined based on the lower of (i) the standard charge, (ii) the maximum weekly charge set by Welsh Government and (iii) available income. The Task Group heard how under this assessment process nobody is expected to pay more than they can afford.
- 5.10 At the first meeting of the Task Group the possibility of having to draft an Interim Report requesting that the current increase be extended for the 2021/22 financial year was discussed by Members. This was due to timescale issues.
- 5.11 The second meeting of the Task and Finish Group on non-residential care charges took place on 7<sup>th</sup> November 2019.
- 5.12 During a presentation Members were shown a graphic outlining the number of people accessing services charged for on an hourly rate. It was explained to Members that of the 1,167 service users in the County Borough, it was only the 216 people paying full standard charges who would be affected by any future increases in charges for this type of non-residential social care. Therefore, based on figures as at 30<sup>th</sup> September 2019, the vast majority of care recipients are unaffected by a charge increase.

- 5.13 Members asked about the charging policy for the Telecare Service. The Interim Financial Services Manager advised that there was a charge for this service but that it was not included as part of charges for non-residential social care. Officers outlined that Telecare had now been adopted by the Social Services department, but previously had been administered by Housing Services. Discussion ensued on the possible impact of incorporating Telecare into the package of non-residential social care services. It was generally acknowledged that this would require further consideration and should possibly be considered as part of a future review.
- 5.14 At the second meeting Members agreed to consultation suggestions such as engaging with stakeholders via GAVO (Gwent Association of Voluntary Organisations). Contact was also made directly with associated organisations such as Age Cymru and Disability Rights UK. Subsequently, this consultation process proved challenging due to a lack of engagement from organisations. A Stakeholder Engagement Session scheduled for 27<sup>th</sup> February 2020 had to be cancelled due to a lack of interest. Planned face-to-face consultation sessions at events organised by Caerphilly People First also had to be cancelled following the national lockdown because of the Covid-19 pandemic in March 2020.
- 5.15 Plans to restart the inquiry with an evidence gathering meeting via Microsoft Teams were made during Autumn, 2020. The Wales School for Social Care Research in Swansea, and Social Care Wales were both approached and a Social Care Management expert from the University of South Wales agreed to speak to the Task and Finish group on 30<sup>th</sup> November 2020. But this session had to be cancelled due to a family bereavement. This session was rescheduled for February 2021.
- 5.16 On Tuesday 2<sup>nd</sup> February 2021 the Social Services Scrutiny Committee endorsed the recommendations of an Interim Report (referred to in 5.10), which requested that Cabinet extended the policy of increasing non-residential charges by 10% per annum for hourly rates and 20% per annum for sessional rates for a further year in to the 2021/22 financial year. The Task and Finish group on Non-Residential Care charges would then make recommendations for Cabinet consideration on the charges from 2022/23 onwards. The Interim Report outlined how disruption caused by the Covid-19 pandemic meant that the Task and Finish group were not in a position to make recommendations on the application of charges for non-residential care for the 2021/22 financial year. The recommendations of this report were approved by Cabinet on Wednesday 24<sup>th</sup> March 2021.
- 5.17 The third meeting of the Task and Finish Group was an evidence-gathering session and it took place on 15<sup>th</sup> February 2021. Members heard views from Tony Husein, Head of Contract Services at Age Cymru Gwent and Owain Jones, Course Director of the Health & Social Care Management degree programme at the University of South Wales. The Assistant Director for Adult Services at Caerphilly County Borough Council also spoke to Members at this meeting.
- 5.18 During the meeting in February 2021 it was suggested that a modelling exercise took place to determine how quickly charges within the County Borough could reach the midpoint for rates in Wales.
- 5.19 The fourth meeting of the Task and Finish Group took place on 28<sup>th</sup> June 2021. Members discussed a synopsis of key emerging themes and the evidence received throughout the review.
- 5.20 At the meeting in June Members also discussed a comparison chart of rates charged



by other Welsh Local Authorities and a rate modelling exercise of the councils surveyed up until 2026/27. It was agreed that a report recommending options which would take rates within the County Borough to the Welsh median, be drafted and presented to the Social Services Scrutiny Committee.

- 5.21 At a meeting of the Social Services Scrutiny Committee held on Tuesday 23 November 2021, Members were asked to endorse **ONE** of the following options **FOR BOTH** the hourly rate for home care and the sessional rate for day care for a five-year period commencing 2022/ 23:

#### **Hourly rate for Home Care**

**Option 1:** That Committee supports an annual increase of 10% for hourly rates until 2024/25 when an annual uplift of 3% should be applied. This would mean that that the hourly rate within the County Borough would reach the Welsh median in 2023/24, assuming an annual inflationary uplift of 2% by the other Welsh Local Authorities surveyed. The hourly rate for 2023/24 would be £18.55. In 2026/27 the hourly rate would be £20.26.

**Option 2:** That Committee supports an annual increase of 6% for hourly rates. This would mean that that the hourly rate within the County Borough would reach the Welsh median in 2025/26, assuming an annual inflationary uplift of 2% by the other Welsh Local Authorities surveyed. The hourly rate for 2025/26 would be £19.35. In 2026/27 the hourly rate would be £20.51.

#### **Sessional rate for Day Care**

**Option 1:** That Committee supports an annual increase of 10% for sessional rates. This would mean that that the sessional rate within the County Borough would not reach the Welsh median but would rise out of the lower quartile of rates for Wales in 2025/26, assuming an annual inflationary uplift of 2% by the other Welsh Local Authorities surveyed. The sessional rate for 2025/26 would be £16.97. In 2026/27 the sessional rate would be £18.66.

**Option 2:** That Committee supports an annual increase of 20% for sessional rates. This would mean that that the sessional rate within the County Borough would not reach the Welsh median but would rise out of the lower quartile of rates for Wales in 2023/24, assuming an annual inflationary uplift of 2% by the other Welsh Local Authorities surveyed. The sessional rate for 2023/24 would be £16.70. In 2026/27 the sessional rate would be £28.84.

**Option 3:** That Committee supports an annual increase of 30% for sessional rates. This would mean that that the sessional rate within the County Borough would reach the Welsh median in 2026/27, assuming an annual inflationary uplift of 2% by the other Welsh Local Authorities surveyed. The sessional rate for 2026/27 would be £43.05.

#### 5.22 **Conclusion**

A study of charges for non-residential care in Wales reveals that Caerphilly County Borough Council has one of the cheapest national rates for both hourly home care and day care. According to the most recent survey the current hourly charge for home care in Caerphilly is rated 16<sup>th</sup> in terms of cost out of 18 Welsh Local

Authorities surveyed, and the current rate for day care is rated 17<sup>th</sup> out of the 18 councils who responded to the survey. During the Task and Finish inquiry Members heard how even with the increases of 10% per annum for hourly rates and 20% per annum for sessional charges for the past 6 years, Caerphilly was still in the lower quartile of Standard Charges for all Welsh authorities. Following their review Members concluded that Caerphilly County Borough Council's charging policy for non-residential care should ensure that rates reached the Welsh median at a defined point in the future, whilst maintaining the principle that only those who could afford to pay were charged.

## **6. ASSUMPTIONS**

- 6.1 As it would be impossible to accurately determine future annual uplifts made by other Welsh Local authorities, the recommendations on moving towards a Welsh median are based on assuming an annual inflationary uplift of 2% by the other councils surveyed.

## **7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT**

- 7.1 On completion of the Integrated Impact Assessment (IIA) the conclusion reached is that this proposal has a largely neutral impact on the Protected Characteristics identified under the Equality Act 2010 and those experiencing Socio-economic Disadvantage. Any negative impact is mitigated by a legal framework for charging set out in the Social Services and Wellbeing (Wales) Act 2015 and its supporting Regulations, which help to ensure that only those that can afford it are charged for non-residential care.

**Link to full Integrated Impact Assessment:**

<https://www.caerphilly.gov.uk/caerphillydocs/ia/ccbc-ia-form-final-report>

## **8. FINANCIAL IMPLICATIONS**

### **8.1 Hourly rate for Home Care**

If the recommendation is endorsed by Cabinet an annual uplift of 6% would be applied until 2026/27

### **8.2 Sessional rate for Day Care**

If the recommendation is endorsed by Cabinet the current annual increase for day care (20% per annum) would be retained until 2026/27.

## **9. PERSONNEL IMPLICATIONS**

- 9.1 There are no personnel implications with respect to this report.

## **10. CONSULTATIONS**

- 10.1 All responses from the consultations have been incorporated in the report.
- 10.2 At their meeting held on Tuesday 23 November 2021, Members of the Social

Services Scrutiny Committee considered the final report from the Task and Finish Group which was introduced by the group's Chair Councillor Vincent James. Members took a vote firstly on the options put forward for Home Care. By way of a roll call vote (and in noting there were 5 for, 1 against and 0 abstentions) it was agreed by the majority present to support Option 2. The Committee then took a vote on the options put forward for Day Care. By way of a roll call vote (and in noting there were 5 for, 1 against and 0 abstentions) it was agreed by the majority present to support Option 2.

It was therefore RECOMMENDED to Cabinet that an annual increase of 6% for hourly rates and 20% for sessional rates be implemented for a five-year period commencing 2022/ 23.

## **11. STATUTORY POWER**

- 11.1 The Local Government Act 2000.  
Social Care and Well-Being (Wales) Act 2015.

## **12. URGENCY (CABINET ITEMS ONLY)**

- 12.1 Non-urgent but would need to be considered prior to setting the 2022/ 23 rates for non-residential care.

Author: Mark Jacques, Scrutiny Officer – jacqum@caerphilly.gov.uk

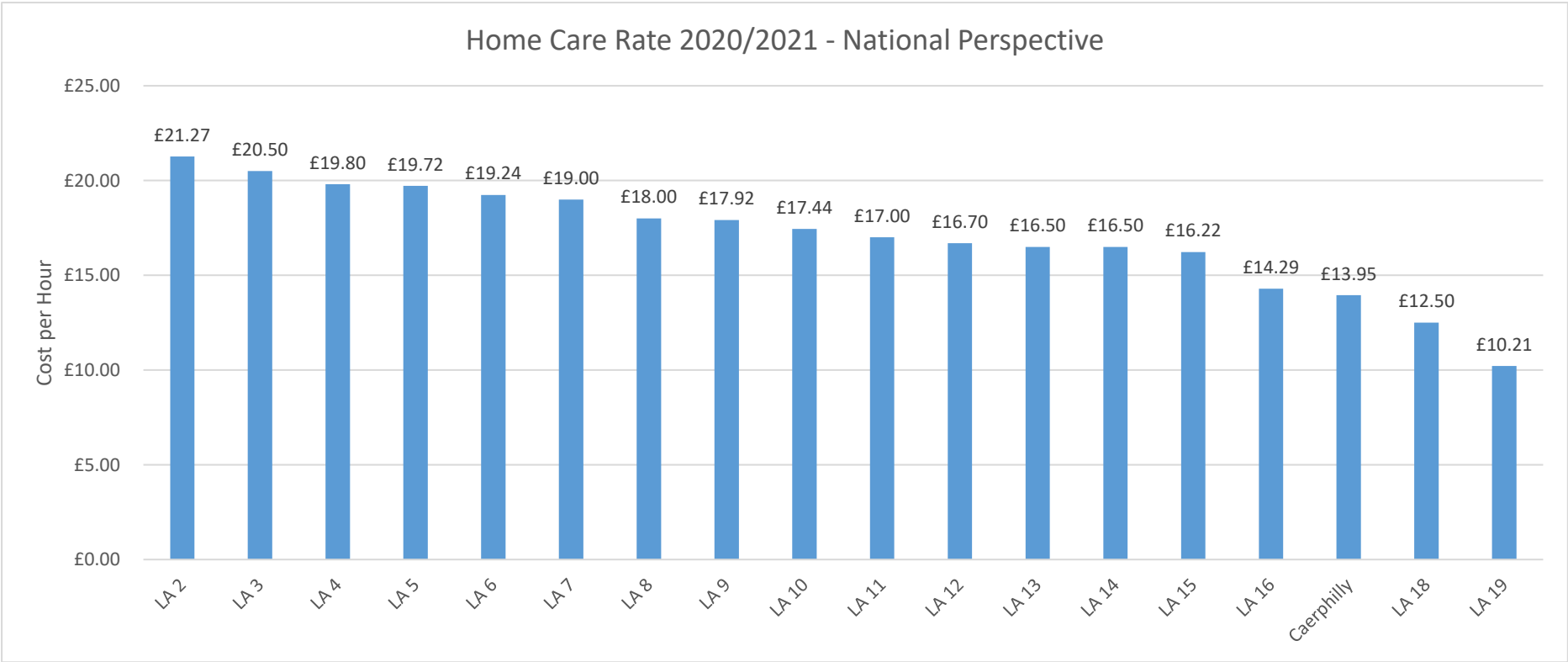
Consultees: Dave Street, Corporate Director for Social Services and Housing  
Richard Edmunds, Corporate Director for Education and Corporate Services  
Jo Williams, Assistant Director Adult Services  
Gareth Jenkins, Acting Corporate Director Social Services  
Mike Jones, Financial Services Manager  
Robert Tranter, Head of Legal Services/ Monitoring Officer  
Lisa Lane, Head of Democratic Services and Deputy Monitoring Officer, Legal Services  
Councillor Shayne Cook, Cabinet Member for Social Care  
Councillor Donna Cushing, Chair of Social Services Scrutiny Committee  
Councillor Carmen Bezzina, Vice Chair of Social Services Scrutiny Committee

Appendices:

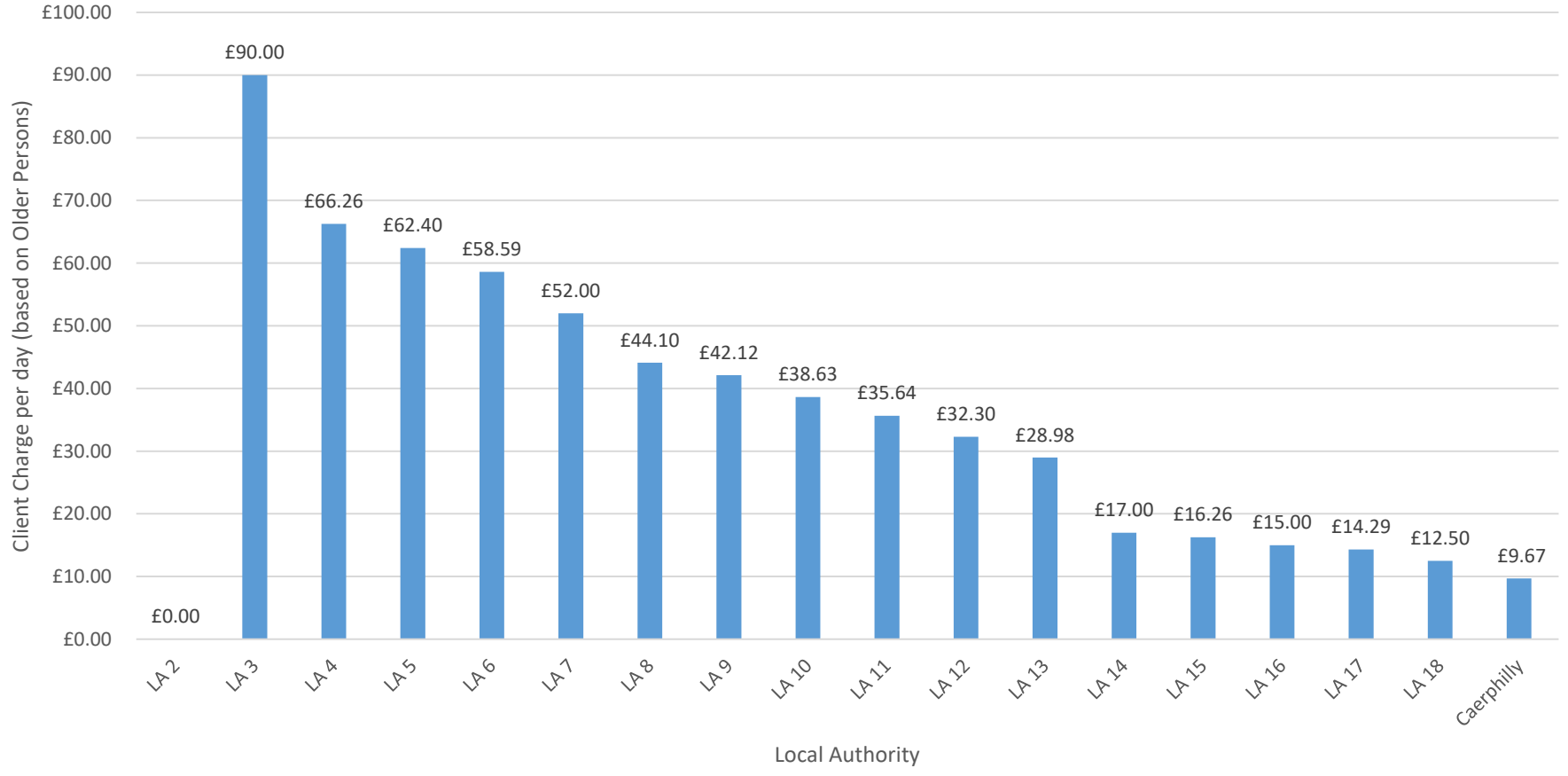
Appendix 1 – Charging Rates – National Perspective 20-21  
Appendix 2 – Modelling to 2026/ 27 – Summary of Options

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Home Care Rate 2020/2021 - National Perspective



### Day Care Rate 2020/2021



Option 1a	20/21	Assuming an annual uplift of:-					
		10%	10%	10%	3%	3%	3%
		21/22	22/23	23/24	24/25	25/26	26/27
Caerphilly	£13.95	£15.34	£16.87	£18.55	£19.10	£19.67	£20.26
Ranking	16 out of 18	15 out of 18	14 out of 18	9 out of 18	9 out of 18	9 out of 18	8 out of 18
Above Average?	no	no	no	yes	yes	yes	yes
Above Median?	no	no	no	yes	yes	yes	yes
upper quartile?	no	no	no	no	no	no	no
lower quartile?	yes	yes	no	no	no	no	no

Option 1b	20/21	Assuming an annual uplift of:-					
		10%	6%	6%	6%	6%	6%
		21/22	22/23	23/24	24/25	25/26	26/27
Caerphilly	£13.95	£15.34	£16.26	£17.23	£18.26	£19.35	£20.51
Ranking	16 out of 18	15 out of 18	15 out of 18	14 out of 18	11 out of 18	9 out of 18	7 out of 18
Above Average?	no	no	no	no	no	yes	yes
Above Median?	no	no	no	no	no	yes	yes
upper quartile?	no	no	no	no	no	no	no
lower quartile?	yes	yes	yes	no	no	no	no

**Sessional Rate for Day Care**

Option 2a	20/21	Assuming an annual uplift of:-					
		20%	10%	10%	10%	10%	10%
		21/22	22/23	23/24	24/25	25/26	26/27
Caerphilly	£9.67	£11.60	£12.76	£14.03	£15.43	£16.97	£18.66
Ranking	17 out of 18	17 out of 18	17 out of 18	16 out of 18	16 out of 18	14 out of 18	13 out of 18
Above Average?	no	no	no	no	no	no	no
Above Median?	no	no	no	no	no	no	no
upper quartile?	no	no	no	no	no	no	no
lower quartile?	yes	yes	yes	yes	yes	no	no

Option 2b	20/21	Assuming an annual uplift of:-					
		20%	20%	20%	20%	20%	20%
		21/22	22/23	23/24	24/25	25/26	26/27
Caerphilly	£9.67	£11.60	£13.92	£16.70	£20.04	£24.04	£28.84
Ranking	17 out of 18	17 out of 18	16 out of 18	14 out of 18	12 out of 18	12 out of 18	12 out of 18
Above Average?	no	no	no	no	no	no	no
Above Median?	no	no	no	no	no	no	no
upper quartile?	no	no	no	no	no	no	no
lower quartile?	yes	yes	yes	no	no	no	no

Option 2c	20/21	Assuming an annual uplift of:-					
		20%	30%	30%	30%	30%	30%
		21/22	22/23	23/24	24/25	25/26	26/27
Caerphilly	£9.67	£11.60	£15.08	£19.60	£25.48	£33.12	£43.05
Ranking	17 out of 18	17 out of 18	15 out of 18	12 out of 18	12 out of 18	11 out of 18	9 out of 18
Above Average?	no	no	no	no	no	no	yes
Above Median?	no	no	no	no	no	no	yes
upper quartile?	no	no	no	no	no	no	no
lower quartile?	yes	yes	yes	no	no	no	no





## CABINET – 9<sup>TH</sup> FEBRUARY 2022

**SUBJECT: REVIEW OF EXPERIMENTAL PEDESTRIAN AND CYCLE ZONES  
OUTSIDE SCHOOLS (SCHOOL STREETS)**

**REPORT BY: CORPORATE DIRECTOR FOR ECONOMY & ENVIRONMENT**

- 1.1 The attached report is to be considered by the Environment and Sustainability Scrutiny Committee on the 8<sup>th</sup> February 2022.
- 1.2 Due to publication deadlines the views of the Scrutiny Committee will be reported verbally to Cabinet at the meeting.
- 1.3 Cabinet is asked to consider the views of the Scrutiny Committee and the recommendations contained within the Officer's report.
  1. The experimental traffic regulations orders (pedestrian and cycle zones, and one way traffic) at the three primary schools should be made permanent.
  2. No new/additional pedestrian and cycle zones should be considered for other school sites within the borough as part of a future programmes of works at this point in time.

Author: M. Afzal, Committee Services Officer

Appendices:

Appendix 1 Report to Environment and Sustainability Scrutiny Committee – 8<sup>th</sup> February 2022.

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## **ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE – 8TH FEBRUARY 2022**

**SUBJECT:               REVIEW OF EXPERIMENTAL PEDESTRIAN AND CYCLE  
                              ZONES OUTSIDE SCHOOLS (SCHOOL STREETS)**

**REPORT BY:           CORPORATE DIRECTOR FOR ECONOMY AND  
                              ENVIRONMENT**

### **1.       PURPOSE OF REPORT**

- 1.1       To update Scrutiny Committee on the effectiveness and outcomes of the experimental pedestrian and cycle zone traffic regulation orders implemented outside three primary schools and to seek their views on whether similar schemes should be considered for other sites within the County Borough. The Scrutiny Committee are asked to offer their views ahead of the report and its recommendations being presented to Cabinet for consideration.

### **2.       SUMMARY**

- 2.1       The Covid-19 pandemic has brought about unprecedented changes that has affected all aspects of transport. We have seen large reductions/changes in motorised traffic on all parts of the road network, much reduced patronage of buses and trains, and high levels of home working. For the sake of the air that we all breathe and the world's climate and public health we need to try and lock in this modal shift to active travel modes and reduction in car use.
- 2.2       In order to support these changes Welsh Government released funding in 2020 to local authorities (Local Sustainable Transport Response Fund) to implement 'pop-up' measures / low-cost solutions to reallocate road space in favour of sustainable forms of transport.
- 2.3       A proportion of the funding was allocated to the Council to support schemes at four primary schools within the borough i.e. Libanus Primary School, Risca Primary School, Twyn Primary School and Aberbargoed Primary School. The schemes prohibit vehicles driving along the roads immediately adjacent to the schools at school start and finish times.
- 2.4       The objective of the schemes is to promote active travel and encourage parents to walk or cycle to school and improve road safety for the children. In addition, the

reallocation of road space to pedestrians makes social distancing outside the schools easier to manage.

- 2.5 The schemes have been installed on an experimental basis to enable their impact to be assessed before determining whether or not the schemes should be made permanent.
- 2.6 The experimental orders came into effect on 1st September 2020 and all comments and objections received since their introduction have been considered within this report.
- 2.7 Traffic surveys have been conducted at each of the school sites and on-line web-based surveys/questionnaires have been carried out with the public to help evaluate the schemes.
- 2.8 The information contained within this report should help to assist the Scrutiny Committee in determining whether the experimental schemes should be made permanent or removed and whether any further schemes should be taken forward in the future.

### **3. RECOMMENDATIONS**

- 3.1 Ahead of the report being presented to Cabinet, Scrutiny Committee are asked to:
- 3.2 Offer their views on officers' recommendations that the experimental traffic regulation orders (pedestrian and cycle zones, and one-way traffic) should be made permanent.
- 3.3 Offer their views on officers' recommendations that no new/additional pedestrian and cycle zones should be considered for other school sites within the borough as part of a future programme of works at this point in time.

### **4. REASONS FOR THE RECOMMENDATIONS**

- 4.1 As outlined in the report and listed below:
- 4.2 The experimental schemes appear to have been generally well received within their respective communities and most of the survey respondents felt that the schemes provide some overall benefits and that they should remain in place. In view of this, it is recommended that the three experimental schemes should be made permanent.
- 4.3 Notwithstanding the above, it is apparent that Gwent Police do not have adequate resources to provide the level of enforcement that the schemes require to be wholly effective, and consequently complaints and criticism have been directed towards the council when contraventions have been committed and no enforcement action has been taken. In view of this, it is recommended that no new/additional School Street schemes be implemented due to the additional pressure that this would put on Gwent Police's resources as well as the potential criticism that the council could endure from the lack of enforcement.

### **5. THE REPORT**

- 5.1 In June 2020 the Council received funding from Welsh Government's Local

Sustainable Transport Response Fund to implement experimental pedestrian and cycle zones (School Streets schemes) at the four primary schools listed below:

- Libanus Primary School in Blackwood
- Risca Primary School
- Twyn Primary School in Caerphilly
- Aberbargoed Primary School

- 5.2 The four schools were chosen as their locations were deemed feasible for the measures and the necessary signage and access requirements could be achieved at each of the sites. Given the operational changes due to the pandemic at Aberbargoed Primary School (introduction of staggered start/finish times), the Head Teacher and Governing Body came to a conclusion that the existing arrangements should remain in place and that the experimental scheme should not be introduced at this point in time.
- 5.3 Details of the school locations and lengths of road affected by the three schemes that were progressed are shown in the drawings in Appendix 1.
- 5.4 The pedestrian and cycle zone traffic regulation orders prohibit any motor vehicle (except School Zone Permit holders and Disabled Persons Badge Holders) from entering or proceeding along the identified streets.
- 5.5 As the School Streets traffic regulation orders were the first of their type to be employed by Caerphilly County Borough there were a number of unknowns e.g. how the schemes would be perceived by the public, what impact the measures would have on the surrounding streets, what level of enforcement they would require to be effective etc. In view of this, it was determined that the traffic regulation orders should be taken forward on an 'experimental' basis as this would enable their impact to be assessed before determining whether any permanent schemes should be implemented.
- 5.6 The experimental order process allows the schemes to remain in force for a maximum period of 18 months and any comments or objections received during the first six months must be fully considered by the Head of Infrastructure who can make amendments before deciding whether the order should be made permanent or revoked, using his delegated decision-making powers.
- 5.7 All residents and teachers were allocated permits allowing them an exemption to drive along the affected streets during the closure period. Blue badge holders were also exempt from the restrictions. Several businesses on Tredegar Street in Risca who use the car park in Wesley Place were also issued permits. Exemptions were also given to allow customers of the Vets near The Twyn School and the businesses/church hall on Libanus Road to access the pedestrian and cycle zones.
- 5.8 The lengths of road highlighted on the plans in Appendix 1 are closed to non-School Street zone permit holders during school term-time, Monday to Friday for approximately 1 hour at the start and end of the school day. The specific times of operation for each site were agreed with the Head Teachers, details of which are provided below for information.
- Libanus Road, Blackwood - 8.30 – 9.40am and 3.00 – 4.00pm
  - Graig View and Wesley Place, Risca - 8.15 – 9.15am and 2.45 – 3.30pm

- Southern Street (between its junctions with Van Road and East View), East View (between its junctions with Van Road and Lon-y-Twyn), Van Road rear lane between East View and Southern Street and Southern Street rear lane between even house numbers 2 to 14 - 8.35 – 9.10am and 2.45 – 3.30pm
- 5.9 To facilitate the pedestrian and cycle zones, it was also necessary to implement one-way traffic restrictions in Graig View/Wesley Place, Risca, and the lane to the rear of Van Rd, at The Twyn. The one-way traffic restrictions were also introduced on an experimental basis, but the restrictions apply at all times as opposed to specific times of the day.
- 5.10 The experimental orders came into effect on 1st September 2020 and all comments and objections received since their introduction have been considered within this report. The schemes also serve as a pilot study for future sites.
- 5.11 **Formal objections**
- 5.11.1 The experimental schemes have been in-situ for approximately 17 months and throughout this period the public have been given the opportunity to comment / object to the measures as part of the experimental traffic regulation order process.
- 5.11.2 Details of the objections/comments received, as well as officers' responses are provided in Appendices 2a – 2c. of this report.
- 5.11.3 It should be noted that a number of the objections were received prior to the schemes being implemented i.e. during the period between the proposals being advertised and the measures being introduced on the ground. However, in many cases no further correspondence has been received from the objectors since the schemes have been introduced.
- 5.11.4 A number of common themes appear in the objections, as listed below:
- The schemes inconvenience working parents and childminders.
  - The schemes have not received an adequate level of enforcement.
  - The one-way system in Risca would be more effective if its direction was reversed.
- 5.12 **Public surveys**
- 5.12.1 The experimental traffic Regulation orders have followed the legal consultation process as prescribed by the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, and outlined in section 10 of this report.
- 5.12.2 In addition to the statutory consultation process outlined above, an open on-line survey was carried out with the public during the period 3<sup>rd</sup> - 19<sup>th</sup> November 2021 via questionnaires posted on the Council's website. The schools were also asked to post the surveys on their social media accounts to target parents, guardians and pupils. Letters were also sent to all residential and business properties within the affected streets to inform them about the on-line surveys and to direct them to the web page.
- 5.12.3 Details of the feedback/comments received from the surveys are provided in Appendix 3 and summarised below.
- 5.12.4 **Who responded?**

- 91 responses were received for Twyn School, of which 66% were from parents / grandparents / guardians.
- 18 responses were received for Libanus Primary School, of which 67 % were from school staff.
- 8 responses were received for Risca Primary School, of which 75% were from residents living within an affected street.

#### 5.12.5 **Perceived impact on the local environment**

- The majority of respondents consider that the schemes at Twyn School and Libanus Primary have had a positive effect on road safety, whereas the majority view for Risca Primary is that there has been no effect on road safety.
- The majority of respondents consider that the schemes at Twyn School and Libanus Primary have had a positive effect on traffic congestion, whereas the majority view for Risca Primary is that there has been no effect on traffic congestion.
- The majority of respondents consider that there has been a positive effect on air-quality at Twyn School and Libanus Primary, whereas the majority view for Risca Primary School is that there has been no change in the air quality.
- The majority of respondents consider that there has been a positive effect on the local environment at Twyn School and Libanus Primary, whereas the majority view for Risca Primary School is that there has been no change in the local environment.

#### 5.12.6 **Have the schemes succeeded in encouraging sustainable travel?**

- The majority of respondents consider that the schemes have encouraged more pupils to make their school journey by sustainable forms of transport (e.g. walk, scoot, cycle, public transport) at Twyn School and Libanus Primary, but not at Risca Primary.

#### 5.12.7 **Have people changed the way that they make the school journey?**

- Unfortunately, it is not possible to determine this from the responses received.

#### 5.12.8 **Enforcement**

- The majority of respondents consider that the schemes have not received an adequate level of enforcement for them to be effective.

#### 5.12.9 **Should the schemes be made permanent or removed?**

- The majority of respondents consider that the schemes should remain in place.

#### 5.13. **Should the one-way traffic restriction in Risca remain in place?**

- The majority of respondents consider that the one-way traffic restriction in Risca should remain in place even if the experimental pedestrian and cycle zone was removed. However in the feedback received from the formal consultation/Public Notice a number of residents requested that the direction of the one-way be changed.

#### 5.14 **Traffic Surveys**

5.14.1 As the School Street schemes were conceived during the early phase of the Covid-

19 pandemic when government-imposed restrictions were in place and traffic flows were very low, no pre-scheme traffic surveys were carried out. In view of this, it is not possible to accurately determine the level of impact that the schemes have had on traffic flows within the affected streets. However post-scheme traffic surveys were carried out during the period 26<sup>th</sup> September 2021 to 2<sup>nd</sup> October 2021, details of which are provided below.

- Libanus Road, Blackwood - 8.30 – 9.40am and 3.00 – 4.00pm
- Graig View and Wesley Place, Risca - 8.15 – 9.15am and 2.45 – 3.30pm
- Southern Street (between its junctions with Van Road and East View), East View (between its junctions with Van Road and Lon-y-Twyn), Van Road rear lane between East View and Southern Street and Southern Street rear lane between even house numbers 2 to 14 - 8.35 – 9.10am and 2.45 – 3.30pm

#### 5.14.2

##### Number of Vehicles Recorded

<b>Libanus Primary</b>	<b>Time</b>	<b>Mon</b>	<b>Tue</b>	<b>Wed</b>	<b>Thu</b>	<b>Fri</b>	<b>Sat</b>	<b>Sun</b>
Libanus Rd	8.30-9.40am	61	76	74	100	50	12	3
	3.00-4.00pm	50	61	47	49	34	21	8

#### 5.14.3

##### Number of Vehicles Recorded

<b>Risca Primary</b>	<b>Time</b>	<b>Mon</b>	<b>Tue</b>	<b>Wed</b>	<b>Thu</b>	<b>Fri</b>	<b>Sat</b>	<b>Sun</b>
Graig View	8.15-9.15am	25 (1)	31 (2)	28 (1)	36 (6)	43 (4)	2 (0)	2 (0)
	2.45-3.30pm	22 (3)	22 (2)	9 (0)	21 (0)	24 (1)	5 (1)	1 (0)
Wesley Place	8.15-9.15am	15 (6)	20 (3)	18 (5)	20 (9)	16 (4)	2 (2)	1 (1)
	2.45-3.30pm	11 (5)	12 (1)	10 (2)	14 (5)	20 (3)	2 (0)	0 (1)

Note: Bracketed figures - northbound (i.e against the one-way system) / unbracketed figures – southbound. Unfortunately, there appears to be some inconsistency with the Risca survey data which may be attributed to vehicles being parked on the detection equipment during the survey period.



5.14.4

**Number of Vehicles Recorded**

Twyn Primary	Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Southern Street	8.35-9.10am	21	22	21	40	31	1	2
	2.45-3.30pm	39	38	18	52	27	3	3
East View near Van Rd jct	8.35-9.10am	10	7	13	19	9	6	3
	2.45-3.30pm	20	21	17	21	17	3	3
Van Rd rear lane	8.35-9.10am	1	0	1	1	0	0	0
	2.45-3.30pm	0	1	0	0	0	0	0

5.14.5 From the available information is not possible to determine how many of the recorded vehicles were lawfully permitted to enter the zones/exempt from the restrictions (i.e. permit holders and blue badge holders). However, it is reasonable to assume that a significant number of contraventions are likely to have occurred due to the high number of vehicles recorded. The highest number of vehicles recorded within each of the zones during any closure period are provided below:

- Libanus Primary – 100 vehicles
- Risca Primary – 47 vehicles
- Twyn Primary – 73 vehicles

5.14.6 Anecdotal evidence obtained from site observations by officers confirms that a significant number of drivers are now contravening the restrictions when there are no police officers present.

**5.15 Enforcement**

5.15.1 The experimental pedestrian and cycle zone traffic regulation orders regulate the 'movement' of vehicles. It should be noted that these restrictions can only be enforced by Gwent Police as the Council does not have the legal powers to enforce moving traffic contraventions.

5.15.2 During the seventeen months that the experimental schemes have been in place the Council has received a significant number of complaints about the level of enforcement that they have received. Numerous requests have been made to the police to increase the level of enforcement; however this has been very limited to date.

5.15.3 Four joint enforcement operations have been carried out involving the Council's Civil Enforcement Officers (CEOs) and Gwent Police's Neighbourhood Policing Teams. During these operations the Council's CEOs addressed the parking contraventions

outside the schools and the police carried out enforcement of the pedestrian and cycle zones. Two operations have been held at Twyn Primary School and two operations at Libanus Primary School. Council officers have been unable to arrange any enforcement operations with the police at Risca Primary School to date.

5.15.4 Following the implementation of the schemes the following response was received from Gwent Police in relation to Twyn Primary School on 10<sup>th</sup> November 2021.

*'In theory the measures are a great idea, you would like to think with it aimed at the safety of children it would be adhered to. Unfortunately in practice it is not. Over the past year I have had a number of conversations with Councillors, teachers, parents and CCBC CEO's regarding the new signage and restrictions. It was identified early on that parents/guardians were not abiding by the new restrictions. School drop off / pick up times were monitored to establish the volume of vehicles contravening the order. After several visits during these periods it was calculated around 40-50 vehicles contravened the signs during the stated times. Due to this letters and emails were sent out to parents / guardians via The Twyn School highlighting the problem. Parents and guardians were informed that if vehicles continue to contravene the order that Police would attend and begin to issue fixed penalty notices. Feedback from Councillors and Parents confirmed that no improvements had been made off the back of the email warnings.*

*An operation was run by Bedwas Neighbourhood Policing Team during an afternoon collection period. This required x4 Police Constables (2 from Neighbourhood Team and 2 from another department) and x 4 Police Community Support Officers. These Officers were also supported by x 4 Civil Enforcement Officers. Out of the 12 Officers in attendance the only Officers with the power to stop and issue tickets for vehicles contravening the signs were the 4 PC's. The other officers on site were there to identify vehicles that had passed through the signs and travelled down Southern Street and East View.*

*In total I believe 25 fixed penalty notices were issued to vehicles contravening the signs. Due to the layout of the road and the time scale required to fill out a ticket and speak with the driver this caused a large 10-15 car traffic jam on each road. Considering the purpose of the order is to prevent vehicles being on the road this operation and enforcement had the opposite effect. This enforcement meant the road was more dangerous for children, parents and guardians leaving the school and resulted in a bigger volume of traffic being in the area.*

*The location of the school is also very difficult to promote safe parking and walking routes. All streets adjacent to the school are either permit holders only or limited waiting. The streets are small and narrow terrace rows with already limited parking. Forcing vehicles out onto these roads will only displace the problem and not resolve it. There is a CCBC car park approximately 150 yards from the school but this is not big enough to accommodate the volume of cars attending the school.*

*The signs that have been put in place can only be enforced by a Police Constable and NOT a Community Support Officer or Civil Enforcement Officer. Due to demands on our Neighbourhood PC's a sustained and regular presence at the school is not possible. I believe there are 21 schools in the Caerphilly south area that all report parking issues. It is not feasible for Officers of any type to show a regular presence constantly at this amount of schools. To run this operation to the success we did it required x2 PC 's from our response team and 2 PCSO's to change their shifts. These changes then place a demand on their respective teams and additional workloads.*

*The feedback from the operation was very positive with Councillors and parents asking when the next one would be held. Unfortunately, this is something that cannot be done on a regular basis.'*

5.15.5 The following response was received from Gwent Police in relation to Libanus Primary School on 26<sup>th</sup> November 2021.

*'We've been involved in some of the enforcement over the last few months and in my view, the scheme is very much worthwhile. I think the sustainability of enforcement needs to be considered however.'*

5.15.6 The following response was received from Gwent Police in relation to Risca Primary School on 26<sup>th</sup> November 2021.

*'I haven't had any direct involvement with this but the scheme from what I can gather has been very positive and well received.'*

## **5.16 Conclusion**

5.16.1 The experimental schemes appear to have been generally well received within their respective communities and most of the survey respondents felt that the schemes provide some overall benefits and that they should remain in place. In view of this, it is recommended that the three experimental schemes should be made permanent.

5.16.2 Notwithstanding the above, it is apparent that Gwent Police do not have adequate resources to provide the level of enforcement that the schemes require to be wholly effective, and consequently some complaints and criticism have been directed towards the council when contraventions have been committed and no enforcement action has been taken.

5.16.3 It is recommended that no new/additional School Street schemes be implemented due to the additional pressure that this would put on Gwent Police's resources as well as the potential criticism that the council could endure from the lack of enforcement.

## **6. ASSUMPTIONS**

6.1 The conclusions are based on the assumption that Gwent Police are unlikely to receive additional resources/enforcement capability for the foreseeable future.

## **7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT**

7.1 The schemes have been implemented using an experimental traffic regulation order, to enable their impact/effectiveness to be monitored before any permanent scheme is taken forward. The experimental order process allows the schemes to remain in force for a maximum period of 18 months and any comments or objections received during the first six months must be fully considered by the Head of Infrastructure who can make amendments before deciding whether the order should be made permanent or revoked, using his delegated decision-making powers.

7.2 Extensive consultation has taken place throughout the experimental period, from which it has been determined that the schemes have been generally well received

within their respective communities and that most of the survey respondents felt that the schemes provide some overall benefits.

7.3 As the School Street schemes were conceived during the early phase of the Covid-19 pandemic when government-imposed restrictions were in place and traffic flows were very low, no pre-scheme traffic surveys were carried out. In view of this, it is not possible to accurately determine the level of impact that the schemes have had on traffic flows within the affected streets.

7.4 On-going monitoring via traffic surveys and joint enforcement exercises with Gwent Police will help us to understand the long-term effectiveness of the schemes.

[Link to full Integrated Impact Assessment](#)

## **8. FINANCIAL IMPLICATIONS**

8.1 The Legal cost for making the experimental traffic regulation orders permanent would be approximately £1500 and would be met from the WG's Active Travel grant funding. No additional works (traffic signs and road markings) or associated costs would be required for Libanus Primary and Risca Primary, however Twyn Primary would require illumination of the one-way signage within the rear lane (as it is located within a 30mph speed limit) at an estimated cost of £5000, to be funded from the same WG grant.

8.2 The cost for removing the experimental schemes and associated traffic signs would be approximately £5000.

## **9. PERSONNEL IMPLICATIONS**

9.1 There are no personnel implications.

## **10. CONSULTATIONS**

10.1 Experimental Traffic Regulation Orders must follow the legal procedure which is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. This procedure was followed during consultation on the experimental pedestrian and cycle zone as outlined below:

- 30<sup>th</sup> June 2020 - Initial consultation with local members for Blackwood, St Martins, and Risca West wards and the then Cabinet Member/Deputy Leader for Economy, Infrastructure, Sustainability & Well Being of Future Generations (Cllr Sean Morgan) and Gwent Police. No objections were received.
- 7<sup>th</sup> July 2020 - Statutory consultation with emergency services and statutory bodies, Community and Town Councils, and the affected schools. No objections were received.
- The following response was received from Cllr Stephen Kent on 15<sup>th</sup> October 2020

*I am concerned about how this experimental closure seems to have no avenue of follow up enforcement. My understanding is that Southern Street and East View*

*Terrace are closed to all vehicles at specific times (residents of Southern Street, East View Terrace and North View terrace being exempt by virtue of permits issued). I was told by our CEO patrol who were there for the first month, that Blue Badge holders were also exempt. I have suspicions that people are using Blue badges that are not registered to themselves to bypass this TRO. I was also given a letter this morning from a resident of Van Rd who received a letter with permit exempting them from the Closure notice. Why have people who would not be directly affected by this Order be issued permits? This is a mistake on the part of the Highways Dept. and should be remedied as quickly as possible by letter, rescinding the letter issued to Van Rd res. on 11th August this year. When parents and staff at the school first knew of the proposal it was met with a resounding 'Finally, somethings being done!'. After witnessing the blatant disregard by a number of parents and carers, it is evident that this Order was put in place quickly (using Covid-19 social distancing rules and using funds issued by WG for this purpose, as the reason behind implementation). It is now evident to all parents and directly affected residents that it is not fit for purpose in its current form. As an Experimental order it is subject to changes made within the timeframe (18 months) if it is seen to be ineffectual in its outcomes. This is seen on a daily basis, as on Tuesday, myself and another parent and our kiddies were walking on the road, having a Land Rover driving slowly behind us, trying to intimidate us into moving off the road onto an already busy pavement. This also happened on East View Terrace to another parent whose son was in a wheelchair after fracturing his femur. This is not acceptable behaviour. I have sent a letter (attached Doc 2) to all parents this week and it will be sent three times, then there is no way anyone can say they didn't know. I think clarification is needed on exempt vehicles accessing Southern Street especially, that they may be exempt from prohibitive measures stopping other vehicles entering the street, but once having entered and parked, that they are not allowed to move their vehicles until 3.30pm when the road is legally open to all traffic (this is my understanding of Road Traffic Act 1984 s.11, breach of experimental traffic order. I might be wrong but logically it seems correct). I have had contact with Gwent Police and informed them that many drivers are in contravention of the Road Traffic Act daily and that enforcement needs to be applied. I was told that resources are not there for an operation and something might possibly be done in several weeks at the earliest. I don't want people to think that CCBC only did this as a tick box exercise. The belief in the School yard now is that this is what has happened. I look forward to any suggestions in how we can move forward with these highly contentious issues.*

- 14<sup>th</sup> August 2020 - The affected schools were provided with full details of the scheme to be sent out on their social media platforms.
- 25<sup>th</sup> August 2020 - Public advertisement given advising that the scheme would come into force on 2nd September 2020. The proposed Order was publicly advertised in the local press, notices were posted on the street and made available online. Affected properties were also sent a letter and a plan of the proposals, and information relating to how to object or obtain further information.
- The following response was received from Risca Town Council, via Councillor Ross Whiting, on 12th November 2020.

*'The one-way system may be better in the opposite direction, as currently in the morning I am told that traffic is accumulating on the main road (Tredegar Street) as a result of the one-way system. In addition, I am told that there are signs that some additional traffic is being directed onto Gwendoline Road which was a concern raised prior to the experimental order coming into place. I wonder whether these items of*

*feedback from the Town Council could be looked into and noted for when the experimental order is assessed in the future.'*

- The following response was received from the clerk of Risca Town Council on 10<sup>th</sup> December 2020.

*'My Town Council last Monday evening had no adverse comments to make on the TRO for the streets either side of Risca Primary School. Cllrs are aware that the School Governors had nothing adverse either and added that only a couple of residents had complained to them. One query was raised. '... will CCBC be consulting the affected residents?'*

- 10<sup>th</sup> November 2021 - The views of the Chief Constable of Gwent Police, local members for Blackwood, St Martins, and Risca West wards and the Cabinet Member/Deputy Leader for Infrastructure and Property (Cllr James Pritchard), and the three affected schools were sought by email. Details of the comments received from Gwent Police are provided in paragraphs 5.15.4 - 5.15.6. Details of the comments received from the councillors are provided below: (No comments or responses were received from any other local councillors consulted)

*Councillor Kevin Etheridge – 'Have we had positive/negative feedback from the schools, police, and Community Safety please? (I have copied them in for Blackwood) Libanus School, police, Community Safety Wardens and parents.'*

*Councillor Nigel Dix – 'I believe that the scheme has been successful ensuring that local residents have seen a reduction in parking, cleaner air, safer street for school children due to less traffic, less congestion and air pollution. We need however to ensure that parents etc. have designated parking area available.'*

*Councillor James Pritchard – 'I assume that the Head Teachers have seen the email as well? I'd like to encourage a good response to this.'*

- 26<sup>th</sup> November 2021 - The views of Statutory Consultees including the, South Wales Fire and Rescue Service, Welsh Ambulance Services NHS Trust, the Road Haulage Association, Freight Transport Association and Town Councils were sought by email.
- 9<sup>th</sup> December 2021 – Summary of comments received from Public Notice and open online questionnaire sent to local members for Blackwood, St Martins, and Risca West wards and the Cabinet Member/Deputy Leader for Infrastructure and Property (Cllr James Pritchard) and view sought. Details of the comments received from the councillors are provided below

*Councillor Nigel Dix – 'I believe the scheme has been a success, the road is a lot safer, less toxic fumes and residents. Can access park and exit their street safely. Previous it took at least three quarters of an hour for all the vehicles to exit the street, resulting a substantial increase in toxic fumes, as the street exits on to busy junction. The scheme made the environment safer for all, as children were in danger of being knocked over. I would ask that free parking is provided for parents who use vehicles to take their children to school, before and after school, this could be accommodated in nearby CCBC car parks.'*

*Councillor Kevin Etheridge – 'Could we not:*

1. Ask the Headteacher/ Chair of Governors to speak at Scrutiny Committee

2. *Also the Community Safety Wardens and Police how many times they have visited the schools please*
3. *Perhaps a meeting at the respective schools with the governors or Heads*
4. *Reference to an online survey – how many were returned please for each school*
5. *Delegated powers – disagree with this Dean'*

## **11. STATUTORY POWER**

- 11.1 The Road Traffic Regulation Act 1984 affords Highway Authorities the necessary powers to implement pedestrian and cycle zones on the public highway. The powers for determining traffic regulation orders have been delegated to officers.

Author: Dean Smith, Principal Engineer (Traffic Management & Parking Services):  
SMITHD4@CAERPHILLY.GOV.UK

Consultees: Councillor James Pritchard, Deputy Leader & Cabinet Member for Infrastructure and Property  
Robert Tranter, Head of Legal Services and Monitoring Officer  
Stephen Harris, Head of Financial Services & S151 Officer  
Sue Richards, Head of Education Planning and Strategy  
Marcus Lloyd, Head of Infrastructure  
Clive Campbell, Transportation Engineering Manager  
Councillor Tudor Davies, Chair of Environment & Sustainability Scrutiny  
Councillor Adrian Hussey, Vice Chair of Environment & Sustainability Scrutiny  
Councillor Kevin Etheridge, ward Member for Blackwood  
Councillor Andrew Farina-Childs, ward Member for Blackwood  
Councillor Nigel Dix, ward Member for Blackwood  
Councillor James Fussell, ward Member for St. Martins  
Councillor Colin Elsbury, ward Member for St. Martins  
Councillor Stephen Kent, ward Member for St. Martins  
Councillor Ross Whiting, Cabinet Member for Learning and Leisure and ward Member for Risca West  
Councillor Bob Owen, ward Member for Risca West

Background Papers: None

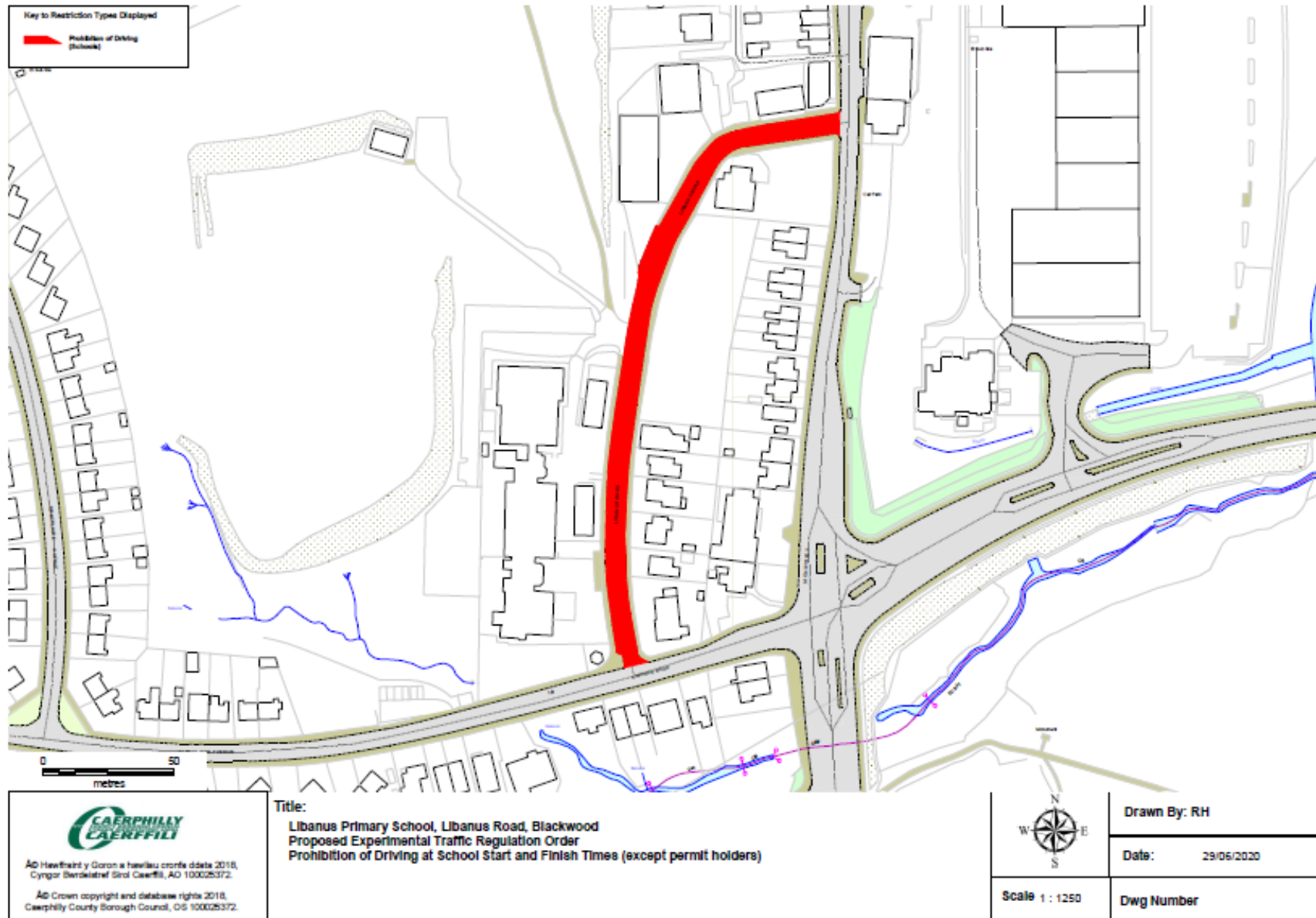
Appendices:

Appendix 1	Pedestrian and cycle zone scheme locations
Appendix 2a-2c	Summary of comments / objections received
Appendix 3	Summary of feedback received from public surveys

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# APPENDIX 1 – PEDESTRIAN AND CYCLE ZONE SCHEME LOCATIONS






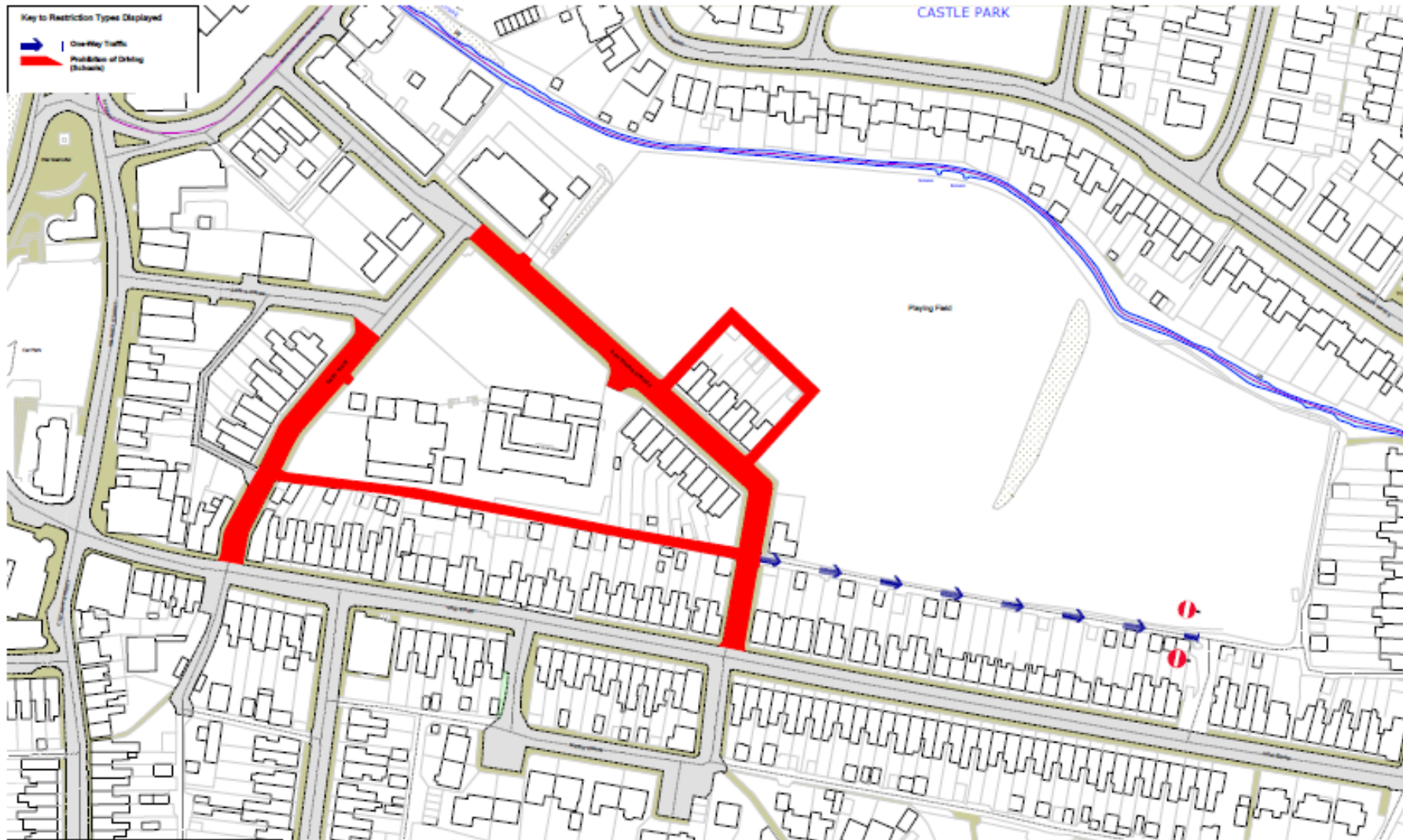
**CAERPHILLY**  
**CAERFFILLO**

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Ad Crown copyright and database rights 2018,  
Caerphilly County Borough Council, OS 100025372.

**Title:**  
Risca Primary School, Graig View and Wesley Place, Risca  
Proposed Experimental Traffic Regulation Orders  
Prohibition of Driving at School Start and Finish Times (except permit holders)  
and One-Way Traffic at All Times


	Drawn By: RH
	Date: 29/06/2020
Scale 1 : 1000	Dwg Number



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Cyngor Bwrdeistref Srol Caerphilly, AD 100025372.

Ad Crown copyright and database rights 2018,  
Caerphilly County Borough Council, OS 100025372.

**Title:**  
Southern Street and East View, Caerphilly  
Proposed Experimental Traffic Regulation Orders 2020  
Prohibition of Driving at School Start and Finish Times (except permit holders) and  
One-Way Traffic at All Times



Scale 1 : 1250

Drawn By: RH
Date: 07/07/2020
Dwg Number

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**Appendix 2a: Summary and consideration of objections/comments received to the advertised proposals**

**Libanus Primary School**

Objections/Comments	Response/Recommendation
<ul style="list-style-type: none"> <li>• The restrictions that you are putting in place for Libanus primary school is excellent and I can't thank you enough. This will hopefully put an end to parents parking in dangerous positions at pick up and drop off times. As a parent of two pupils that attend the school I am fully supportive of this initiative. (Comments received before scheme implemented)</li> <li>• As a busy, working mum with 3 children spread over 2 schools, sometimes it is possible for me to walk, but frequently have to take my car. Appreciated if I was a stay at home mother, who didn't work, walking would be easier, but the juggling of taking my kids to school and rushing directly to work is stressful enough, without having to take extra time and worry if where I am going to be able to park, with the potential of making me late for work. I am sure there are many other parents in the same position as myself. Secondly, the other reason why I drive is the fact my oldest son goes to Blackwood comprehensive school, which is 2 miles from my house, as I live by the Old Pontllanfraith comprehensive school, which you choose to close 4 years ago. I then have to juggle taking my other 2 children to Libanus school, which would be made more awkward by coming home, then walking, and actually makes no difference to the amount of fuel I would use, whether I walked or not. Again, there are many parents in this situation. Thirdly I feel this will probably make no difference to the amount of people who drive, it will just make the surrounding streets more congested with parking, as people will park there instead. (Comments received before scheme implemented)</li> <li>• This has upset a lot of parents who work full time including myself, how is this going to work, this is going to be manic and children's lives are going to be put at risk even more. Ridiculous idea. A parent has</li> </ul>	<p>These comments are welcomed.</p> <p>The objective of the scheme is to promote active travel, encourage parents who are able to walk or cycle to school to do so and to improve road safety for the children in the immediate vicinity of the school. It is acknowledged that the new traffic restrictions have a varying impact on parents/guardians/childminders undertaking the school run, particularly those who need to drop off/collect children at different school sites. However in order for the scheme to achieve the desired benefits for all it is necessary for us to restrict access to a very limited number of people i.e. residents, teachers and blue badge holders only.</p> <p>The objective of the scheme is to promote active travel, encourage parents who are able to walk or cycle to school to do so and to improve road safety for the children in the immediate vicinity of the school. It is acknowledged that the new traffic restrictions have a varying impact on</p>



set up a petition ready. (Comments received before scheme implemented)

This has caused a lot of problems with regards to us working parents who literally drop our children off and leave the area , also where do you expect us all to park our cars when we don't live near the school. Could you please tell me where you expect parents to park when dropping their child off as the car park on top of Libanus road is always packed with valley taxis cars, the car park on main road opposite the church is for permit holders only . Home Bargains car park yesterday was horrendous due to the high volume of cars in and out trying to park.

Once again doing drop off and the amount of cars here at Libanus primary school is a joke , none of the cars have permits on show in their cars and yesterday afternoon was absolutely shocking the amount of parents sat in their cars waiting for children to come out while it was raining heavy, how are these cars getting away with parking here when it's not supposed to be in use unless you are a resident.

Once again drop off this morning was absolutely shocking the amount of cars dropping off , then as coming down from staff car park after dropping my child off to yr3/4 I witness someone in a 4x4 truck mount the kerb in which a grandfather had to drag his child from being hit by this car, police was there Monday am and nothing since so what is the point in this being put in place . If it's not going to be consistent open it back up so everyone can use it.

parents/guardians/childminders undertaking the school run, particularly those who need to drop off/collect children at different school sites. However in order for the scheme to achieve the desired benefits for all it is necessary for us to restrict access to a very limited number of people i.e. residents, teachers and blue badge holders only.

The Council has not received a petition to date.

Blackwood Gateway car park is privately owned. However there are a number of Council owned car parks in the town centre which are currently free.

Our Civil Enforcement Officers (CEOs) visited these newly created zones every morning and afternoon when the restrictions were first introduced to advise/discourage drivers from entering the restricted zones. However they are only able to issue fines for parking related offences. The Pedestrian and Cycle Zones can only be enforced by the police as the Council does not have the legal powers to deal with 'moving' traffic offences. Whilst our CEOs continue to visit these areas as regularly as possible to have a physical presence, parking issues are prevalent at virtually every school in the County Borough at the beginning and end of the school day, as a result of which they have many conflicting priorities and cannot be at every school at the same time. Consequently, in order for these schemes to remain effective over the long term, the local police will need to adopt a proactive approach towards enforcement. Since the schemes were introduced the Council has regularly sought assistance/co-operation from the local police. The Council have undertaken joint operations with Gwent Police for targeted enforcement.

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| <ul style="list-style-type: none"> <li>• We are a local day nursery who offer a wraparound/after school club service to children within the borough, we have many children who attend Libanus Primary, we do drops in the morning, nursery midday Drops/collections and after school collections. We very often have a full vehicle with 4 children to transport and sometimes we transport children with disabilities also, We are going to find it extremely difficult transporting children now that the road is closed to the public as well as the staggered drop/collect times due to covid, this will mean waiting with children for sometimes 30 mins or more between drop/collection times which I feel could put extra risk on the safety of the children when having to wait on the side of the road for these prolonged periods.<br/>I have spoken to the school and asked if we could come to an arrangement where all children within my group could be dropped/collected at the same time however due to the bubbles/track and trace this cannot be done, they advised me to contact yourselves and ask if we could be issued permits to use while carrying out school transport which would allow us to park close to school and potentially wait in the vehicle in between the staggered start times.</li> <li>• My child currently goes to Libanus Primary school and has a health condition which makes it increasingly painful to walk from the car park up to the school. We don't have a blue badge as I've been advised that my child probably wouldn't qualify for one so I am asking if there is any other way we could get permission to drive to the school so my child can be dropped off outside? Would a doctor's letter be any good?</li> <li>• Parent not adhering to the new parking regime. Lady is disabled with Blue badge but not able to access the school to collect her children due to other parents who are not entitled to park in this area continually parking and causing chaos during start and end of school day.</li> </ul> | <p>It is acknowledged that the new traffic restrictions have a varying impact on parents/guardians/childminders undertaking the school run, particularly those who need to drop off/collect children at different school sites. However in order for the scheme to achieve the desired benefits for all it is necessary for us to restrict access to a very limited number of people i.e. residents, teachers and blue badge holders only.</p> <p>The pupil would only be eligible if he is a blue badge holder.</p> <p>Our Civil Enforcement Officers (CEOs) visited these newly created zones every morning and afternoon when the restrictions were first introduced to advise/discourage drivers from entering the restricted zones. However they are only able to issue fines for parking related offences. The Pedestrian and Cycle Zones can only be enforced by the police as the Council does not have the legal powers to deal with 'moving' traffic offences. Whilst our CEOs continue to visit these areas as regularly as possible to have a physical presence, parking issues are prevalent at virtually every school in the County Borough at the beginning and end of</p> |
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- Response from Libanus Primary School - We are having problems again with parents and other vehicles parking irresponsibly in our street, our waste collection vehicles (Biffa) couldn't get down the street at 2.50pm, so we had a failed collection. If we had a fire I don't know how they would get a fire engine down to the school or houses??

Is there any chance you can help put some enforcement officers here again for a while? This will only get worse when the rest of the school return from the 15<sup>th</sup> of March.

- Response from Libanus Primary School - I am after your help as we are having a lot of traffic issues here at Libanus at the moment and I'm afraid it is getting very dangerous for the pupils. It is worse at the beginning and end of the school day as you would expect. I have also received a number of complaints from residents and other parents.

Could we ask that your enforcement officers attend site again this week please, or confirm when this could take place as a matter of urgency? The parents know it should be permit holders only but they are not listening, despite us sending messages out and I think they need your presence to remind them again.

the school day, as a result of which they have many conflicting priorities and cannot be at every school at the same time. Consequently, in order for these schemes to remain effective over the long term, the local police will need to adopt a proactive approach towards enforcement. Since the schemes were introduced the Council has regularly sought assistance/co-operation from the local police. The Council have undertaken joint operations with Gwent Police for targeted enforcement.

Our CEOs visited these newly created zones every morning and afternoon when the restrictions were first introduced to advise/discourage drivers from entering the restricted zones. However they are only able to issue fines for parking related offences. The Pedestrian and Cycle Zones can only be enforced by the police as the Council does not have the legal powers to deal with 'moving' traffic offences. Whilst our CEOs continue to visit these areas as regularly as possible to have a physical presence, parking issues are prevalent at virtually every school in the County Borough at the beginning and end of the school day, as a result of which they have many conflicting priorities and cannot be at every school at the same time. Consequently, in order for these schemes to remain effective over the long term, the local police will need to adopt a proactive approach towards enforcement. Since the schemes were introduced the Council has regularly sought assistance/co-operation from the local police. The Council have undertaken joint operations with Gwent Police for targeted enforcement.

As above.



All this is made worse by the fact we have about three company vehicles that park in Libanus Road daily. They are vehicle removal/retrieval trucks so a fair size but on top of that they then park the recovered cars on Libanus road too, they can be there for days. This is from a business belonging to Mr Minoli, I don't know if anything can be done about that? He is using this street as his work yard daily! In an already congested one way street this is not helping the matter for us or the residents.

- Response from Libanus Primary School – I continue to be disappointed with the support we have received on Libanus Road with our road restrictions. There haven't been law enforcement officers here for months and parents are not taking any notice of the signs.
- It was nice to actually see wardens at Libanus Primary yesterday, but they are stating they can't fine people? Why? Is it down to the Police? If so, why haven't they been up here? This is currently a massive issue.
- The traffic wardens were monitoring the road at Libanus Primary school due to the new restrictions of traffic not being allowed to drive through there at certain times. We haven't seen the wardens for almost 2 weeks and the traffic has gone back to being ridiculous going back through there. I have a blue badge, so am allowed access to the street at the restricted times, but I can't even park there now due to the amount of cars ignoring the rules. I know they cannot be

This matter has been brought to the attention of the Trading Standards Department.

Our CEOs visited these newly created zones every morning and afternoon when the restrictions were first introduced to advise/discourage drivers from entering the restricted zones. However they are only able to issue fines for parking related offences. The Pedestrian and Cycle Zones can only be enforced by the police as the Council does not have the legal powers to deal with 'moving' traffic offences. Whilst our CEOs continue to visit these areas as regularly as possible to have a physical presence, parking issues are prevalent at virtually every school in the County Borough at the beginning and end of the school day, as a result of which they have many conflicting priorities and cannot be at every school at the same time. Consequently, in order for these schemes to remain effective over the long term, the local police will need to adopt a proactive approach towards enforcement. Since the schemes were introduced the Council has regularly sought assistance/co-operation from the local police. The Council have undertaken joint operations with Gwent Police for targeted enforcement.

As above.

As above

there every day, but I do believe it would be beneficial for them to be at the end of the street as they would be fining many people who have been parked there before the time restrictions, who aren't entitled to be on the street. I do apologise for sounding like a complete busy body, but my health has deteriorated so much recently, it's starting to really grate on my nerves when I'm having to struggle because other parents who are very able bodied, are just too lazy to walk.

- Complaint about 1 the road speeds ,2 the lack of safe crossing, 3 the lack of parking, 4 the crossing of one of the busiest crossroads by 3-year olds where cars routinely travel at high speed through red lights and the 4 residents and businesses erratically manoeuvring within the street full of children on foot are serious dangers.

I suggested that the council send out a questionnaire to the parents asking how the scheme is working this is called monitoring which is what is required and would go a long way to assuage the ombudsman as the parents should have been consulted before this TRO was implemented. The TRO should have had agreement from local authority, school and parents to go ahead. The school doesn't like it and the parents are fully against it 1 out of 3 isn't good.

Libanus Road is already subject to a 20mph speed limit, which is the lowest speed limit that can be introduced on the public highway. There are established School Crossing Patrol sites on the main approach roads to the school. There are a number of Council car parks in the town centre/near the school which are currently free. Enforcement of vehicle speed and dangerous/inappropriate driving are matters which can only be dealt with by the Police.

The scheme was implemented in accordance with the legal procedure for Experimental Traffic Regulation Orders which is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Statutory consultation with emergency services, Community and Town Councils, other affected statutory bodies and the school was carried out on 7/7/20. Headteachers were advised of the decision to proceed with the experiment on 14/8/20 and sent details to enable them to inform parents. Public advertisement took place on 25/8/20 advising that the scheme would come into force on 2<sup>nd</sup> September 2020. This included notices posted on the street and online. Properties directly affected by the proposals were also consulted by letter giving details and a plan of the proposals, and information relating to how to object or obtain further information.

When schemes are undertaken experimentally, there is only a requirement to give one weeks notice of the scheme proceeding, because objections are invited during the experiment rather than before it starts. This allows people to see the scheme in operation before submitting their comments so they can base their comments on what is

- The parents should be involved not just as casualties of it. "Encouraging walking and cycling to school, for example through the introduction of more 'school streets'. Pioneered in London, these are areas around schools where motor traffic is restricted at pick-up and drop-off times, during term-time. They can be effective in encouraging more walking and cycling, particularly where good facilities exist on routes to the school and where the parents, children and school are involved as part of the scheme development." "Experimental: these are used to trial schemes that may then be made permanent. Authorities may put in place monitoring arrangements and carry out ongoing consultation once the measure is built. Although the initial implementation period can be quick, the need for extra monitoring and consultation afterwards makes them a more onerous process overall."

There has been no compliance with any of the advice, pedestrianisation hasn't taken place, cycle lanes have not been introduced, speed limits haven't been lowered, they have gone out of their way to block monitoring, the street is full of untaxed or insured or mot 'd cars which seem to be part of a car recovery service which is in full swing at school times this is illegal and dangerous. This TRO scheme is illegal and should be withdrawn. The council I believe have introduced it to get their hands on government covid money as they haven't made any attempt to live up to the vision of the advice.

I notice the school was consulted on 7/7/20 about the scheme. At this time the school was closed? The parents were not consulted? The council should have consulted the parents through the school if necessary, it's the council's responsibility to consult not the schools, they are not covered by the road traffic management act 2004. The council only asked the school to tell the parents and children 2 days

actually happening rather than any preconceived ideas that they may have had.

An open online survey was posted, in order to receive the views of the community, the results of which can be found in the report.

The comments are noted.

Libanus Road is already subject to a 20mph speed limit, which is the lowest speed limit that can be introduced on the public highway. The scheme was intended to create a route with minimal traffic to provide a safer environment for pedestrians and cyclists and allow improved social distancing to take place outside the school. It was not intended to create a cycle track at this location. The 'cycle zone' element of the signage simply informs cyclists they are able to utilise the road during the restricted times. The TRO is not illegal and Welsh Government supported the schemes. The DVLA are responsible for dealing with untaxed vehicles – not the Council.

The scheme was implemented in accordance with the legal procedure for Experimental Traffic Regulation Orders which is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

before they introduced the scheme which left the parents unable to consult or complain. The parents wouldn't have seen the lamppost signs as they obviously do not live there.

The relevant legal text is the statutory road management act 2004 amended in April 2020. The council would be aware of this as their highways dept would have been given direction the money they obtained from the government was dependant on this.

Libanus is not 20mph the surrounding roads should be 20mph as well. The guidance and advice for what the council are trying to achieve does not come entirely from the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 but has been augmented by the government's advice on Covid the schemes around schools have money specifically given to councils and must follow the guidance, which Caerphilly have not.

<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>  
<https://www.gov.uk/government/news/175-million-more-for-cycling-and-walking-as-research-shows-public-support>

Statutory consultation with emergency services, Community and Town Councils, other affected statutory bodies and the school was carried out on 7/7/20. Headteachers were advised of the decision to proceed with the experiment on 14/8/20 and sent details to enable them to inform parents. Public advertisement took place on 25/8/20 advising that the scheme would come into force on 2<sup>nd</sup> September 2020. This included notices posted on the street and online. Properties directly affected by the proposals were also consulted by letter giving details and a plan of the proposals, and information relating to how to object or obtain further information.

When schemes are undertaken experimentally, there is only a requirement to give one weeks notice of the scheme proceeding, because objections are invited during the experiment rather than before it starts. This allows people to see the scheme in operation before submitting their comments so they can base their comments on what is actually happening rather than any preconceived ideas that they may have had.

Traffic regulation orders are implemented using powers under the Road Traffic Regulation Act 1984 following the procedural guidance set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

In May 2019 the Welsh Government announced plans to introduce a default 20mph speed limit in residential areas, and they have since committed to have this in place in May 2023. Consequently, it is anticipated that the speed limit on the surrounding roads will be reduced to 20mph as part of this initiative, subject to them meeting the Welsh Government guidelines which are yet to be finalised.

Following confirmation of the funding the Council received from Welsh Government to implement measures in response to the Covid pandemic, the Council followed the correct procedures to enable swift implementation as required within the funding terms. The weblinks provided are from the Department for Transport and apply to England only.

If this has not been followed then the scheme is indeed unlawful. Residents do not get an opt out from the times of road closure they have to work around them ; it is not possible to pedestrianize a road and allow people to drive on them in this time. If this is truly impossible the scheme cannot proceed and there is scant evidence of any cycle paths introduced. There is what can only be described as a joke one at the junction which is an isolated box of 2m wide and 4 m in length this does not fit the legal description of a cycle path.

The scheme was intended to create a route with minimal traffic to provide a safer environment for pedestrians and cyclists and allow improved social distancing to take place outside the school. It was not intended to create a cycle track at this location. The 'cycle zone' element of the signage simply informs cyclists that they are able to utilise the road during the restricted times. The yellow box marking at the Libanus Road/B4254 junction has been in place for many years and is a standard road marking used to prevent vehicles queuing from the traffic signals from obstructing the egress of vehicles from the junction.

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**Appendix 2b:** Summary and consideration of objections/comments received to the advertised proposals

**The Twyn Primary School**

Comments/Objections	Response/Recommendation
<ul style="list-style-type: none"> <li>• Resident thinks this is a wonderful idea. Anticipates initial complaints from parents, but especially since working from home has witnessed some appalling displays of driving and parking in the area. This would undoubtedly improve safety for children at the school. The street does not have the capacity for the number of cars which try to drop off and pick up from the school. As a result, you would see parents starting to turn up from 2pm onwards to ensure they could park.  Query whether it would be acceptable to have a visitor access permit? (Comments received before scheme implemented)</li> <li>• Resident queries what risk assessments have been completed to allow traffic flow through the back lanes of houses? Appreciates the access being stopped at certain times, but considers it totally irresponsible for the council to allow traffic through an area in which residents all have gates/garages leading onto the lane. Extremely worried about the pollution, as house suffers enough when the street is busy and the cars and school buses do not turn their engines off whilst waiting. (Comments received before scheme implemented)</li> <li>• Business admires the goals we are working towards but is really concerned at how this new proposal will affect them and the ability for clients to use their car park on East View. (Comment received before scheme implemented)</li> <li>• Objection to one-way traffic scheme in lane, entrance Southern Street Hill, direction towards Goodrich Avenue:</li> </ul>	<p>These comments are welcomed.</p> <p>Unfortunately visitors cannot be accommodated as part of the scheme and they would need to arrive outside of school times.</p> <p>Traffic is already permitted to travel along the rear lanes and the proposals should decrease traffic along them.</p> <p>There is an exemption within the Traffic Regulation Order to allow customers to access the car park to the rear of the premises. Business requested to advise customers of this exemption when they make an appointment as the exemption will not be conveyed on the traffic signs. We have not received any concerns from the business since the scheme was implemented.</p>

Struggling to see benefits of implementing a one-way traffic scheme in a lane primarily used to access garages and gardens, not a thoroughfare.

Often it is blocked by vehicles used to carry out work in residents' back gardens. So access is required in both directions.

Also the lane is neglected, and every summer heavily over grown, at the moment vegetation almost reaches the middle of the lane in one part.

Lane is sometimes blocked by dumped rubbish. In the winter you can also see all the rubbish thrown over the fence, where the fence has come down.

During the winter, the end of the lane where no entry signs are to be placed is a wet area. Here you need to make a right turn while traveling up a steep hill and cannot always do so if the road surface has frozen on a cold night.

The Southern Street hill is only ever gritted/salted if someone reports ice or snow, and then maybe the next day. Resident has cleared snow from that hill many times in the morning. It's the access to the school so should be done when the main roads are gritted, more often it's not, so the lane will be very low priority.

If the lane was in good condition and maintained resident believes the one-way system was a fair idea. But the lane is not used as a thoroughfare, not even to by-pass traffic during the rush hour, which you see happening in the lane along Goodrich Street.

During the closure periods vehicles will not be able to enter or exit the lane at Southern Street which still might make it more attractive to pedestrians, if that is the purpose.

Resident thinks that the rest of the scheme is a good idea and should help with the air quality near the school, since people will not be parked up with their car engines running.

This is to deter parents from attempting to access Southern Street from the rear lane and to prevent vehicles exiting the lane onto Southern Street then driving past the school.

This lane is public highway so should not be obstructed. If this occurs the Police should be called.

Arrangements were made for the vegetation to be cleared.

Any instances should be reported to Refuse Department when it occurs.

This has been referred to the Highway Maintenance Team.

This has been referred to the Highway Maintenance Team.

The one-way system was implemented to complement the operation of the pedestrian and cycle zone and not to address an existing problem with rat-running.

Vehicles will still be able to be driven northwards along the lane to gain access to and from the garages. All residents requiring access to the rear of the properties were given permits to allow them to enter Southern Street during the closure period.

It is pleasing to hear that the resident welcomes the proposals.



One parent regularly arrived about an hour before end of school and never switched the engine off, even in good weather. School buses that arrive early often keep their engines idling. (Comments received before scheme implemented)

- We provide a wraparound service for a number of local schools within the Caerphilly area and would like consideration as to if it would be possible for the Nursery to be allowed a permit, I understand why these measures have been put in place, on a safety point of view our transport staff are collecting up to 5 children at any one time making walking a distance to the nursery vehicle a health and safety issue for all concerned. (Comments received before scheme implemented)

- Objection raised by parent with a number of queries:

#### 1. Consultation process

What was the consultation process for these changes? For the first the parents hear about it to be 2.5 working days prior to the changes being enforced does not feel like a sufficient or effective consultation period. I would be grateful if you could detail the consultation process you followed including who (which groups or types of individuals) you consulted, when and how. When was the decision taken to make these changes? What advertising was undertaken about these change? I can not believe that they were only agreed this week, the process of ordering the signage alone must have meant that the decision was taken, at the very least a few weeks ago, so why was this discussion not had with parents earlier?

If vehicles arrive before the prohibition commences they will still have to wait until the end of the prohibition period before they are able to drive out.

It is acknowledged that the new traffic restrictions have a varying impact on parents/guardians/childminders undertaking the school run, particularly those who need to drop off/collect children at different school sites. However in order for the scheme to achieve the desired benefits for all it is necessary for us to restrict access to a very limited number of people i.e. residents, teachers and blue badge holders only.

The scheme was implemented in accordance with the legal procedure for Experimental Traffic Regulation Orders which is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Statutory consultation with emergency services, Community and Town Councils, other affected statutory bodies and the school was carried out on 7/7/20. Headteachers were advised of the decision to proceed with the experiment on 14/8/20 and sent details to enable them to inform parents. Public advertisement took place on 25/8/20 advising that the scheme would come into force on 2<sup>nd</sup> September 2020. This included notices posted on the street and online. Properties directly affected by the proposals were also consulted by letter giving details and a plan of the proposals, and information relating to how to object or obtain further information.

When schemes are undertaken experimentally, there is only a requirement to give one week's notice of the scheme proceeding, because objections are invited during the experiment rather than before it starts. This allows people to see the scheme in operation before submitting their comments so they can base their comments on what is

## 2. Impact on surrounding streets

As has been seen with other areas across the UK, making changes like this (whilst very well intentioned) result in the issue just being moved to the surrounding streets. In this case it is likely to mean parents parking either on New View Terrace, Van Road or in the Morrisons car park. There are very few pelican or zebra crossings on these routes from the school, which could result in an increased level of accidents or injuries. Is the council going to increase the safe road crossing facilities available on the surrounding streets? Has consultation about the potential impact of these changes been undertaken with the residents, beyond Southern Street and East View?

## 3. Impact on professional childcare providers / working parents

From my personal perspective this is the most important of my concerns. Both my husband and I work full time and we rely heavily on childcare providers being able to drop off/ collect our daughter from the school.

Welsh Governments overall policy aim is to encourage more and more parents back into work, investing heavily in schemes like the 30 hours free childcare etc. Yet at every turn also seems to make uncoordinated decisions that seem to make it harder and harder for parents to work easily.

Because of the staggered start times caused by the Covid-19 pandemic, childcare providers are really struggling with being able to drop off and pick up children at the schools, often having children going to two or three different schools on their books. This approach is not new, yet no discussions around these staggered start /drop off times have been had with childcare providers. The approach around staggered start times also appears to have been planned on a school by school basis with no agreements between local schools to ensure childcare providers are considered or even parents with children at

actually happening rather than any preconceived ideas that they may have had.

There is a pedestrian crossing facility within the traffic signalled junction on North View Terrace, a School Crossing Patrol on Van Road and a Zebra crossing on White Street to cross between The Twyn Car Park and Van Road.

It is not possible to measure the impact on the surrounding streets without having put the scheme into practise. This is why the scheme has been initially installed on an experimental basis. Since the implementation of the scheme, no concerns have been raised by residents of neighbouring streets.

It is acknowledged that the new traffic restrictions have a varying impact on parents/guardians/childminders undertaking the school run, particularly those who need to drop off/collect children at different school sites. However in order for the scheme to achieve the desired benefits for all it is necessary for us to restrict access to a very limited number of people i.e. residents, teachers and blue badge holders only.

The comments are noted.

The staggered start and finish times were a temporary measure which were introduced to allow improved social distancing. The pandemic has caused much uncertainty and inconvenience worldwide. It has been necessary for many people to alter their way of life to accommodate the pandemic.

multiple schools. Our own childcare provider was going to be collecting our daughter at 3pm to then drive over to St James' school to collect children who usually would have finished at 3.15. However, staggered start times now mean this is impossible if she is unable to park directly outside the school. A twenty minute walk with a tired 4 year old in tow to the car parked a few streets away, then driving over to the next school has literally meant we are no longer able to have our daughter collected for us. This not only impacts on the childcare provider, my daughter's wellbeing with handling yet more change, but also significantly impacts on mine and my husband's ability to work. I would like an answer as to what consideration was given specifically to working parents and childcare providers in this decision making?

I note that the teachers are to be given permits to park on the streets by the acholls, could this approach be extended to the child care providers? The Council would have a list of which registered and regulated childcare providers link in which each school so the permit system could not be abused if it was offered to relevant professional childcare providers.

I look forward to your reply, which I expect before these changes take place as I note in the message above, a dedication to fully consider all comments and objections, yet am concerned about how you can do this effectively with such a short timeframe before the changes are due to start. (Comments received before scheme implemented)

- To start, just to confirm I think this is a great initiative and healthier air for our children is great. However, can I please encourage you to include the whole of East View in this plan? Otherwise you are just going to have a death-trap on Lon-Y-Twyn and the bottom half of East View as everyone will congregate here to drop off their children, double-parking and causing more of an issue coming up from the bottom half of town by foot. (Comments received before scheme implemented)
- I would just like to comment on the proposed road closures being introduced. Whilst I understand and agree with the measures being introduced, I believe the timing is ill thought through.

School staff have been provided with permits which allow them to enter and leave the area so that they can access the school staff car park. They do not give staff any exemptions to the parking restrictions on the road outside the school. As stated above, it is necessary for us to restrict access to a very limited number of people i.e. residents, teachers and blue badge holders only.

As stated above, when schemes are undertaken experimentally, there is only a requirement to give one weeks' notice of the scheme proceeding, because objections are invited during the experiment rather than before it starts. Consequently, objections are not considered before the scheme is in place.

The order applies to only certain sections of Southern Street and East View Terrace, as access needs to be maintained to Lon-y-Twyn where there are businesses which can only be accessed by driving into Lon-y-Twyn from Market Street and out via East View and Southern Street.

The proposals were specifically timed to coincide with pupils returning to school during the Covid pandemic, at which time social distancing was necessary for pupils and parents outside the school. To accommodate

Due to COVID, there are no breakfast club provisions in place and after school provisions are limited meaning we have no option as two full time working parents but to take time out of our working day to drop off and pick up our child. While we are more than happy to do this, the only option we have is to use a car to limit the time out of our working day. With these limits being introduced in a time where we have no other option to drop him to school during these times we either have to take more time out of our working day to find suitable parking (of which there is limited availability) or decide to allow our 6 year old to walk into the school gates himself. I would just like to highlight that limited consideration seems to be taken towards working parents, we were informed today, with 2 working days notice to get something in place with our employers. This should have been implemented when all provisions such as breakfast club and after school club are fully in place where the drop off of children is not all condensed into a short period of time. (Comments received before scheme implemented)

- I have received notice from the school that I cannot use the roads around the school to drop off or pick up my child. I am told that this is to encourage people to walk to school. It is absolutely not possible for me and my child (and his sister) to walk between our home in

this as safely as possible it was considered beneficial to minimise traffic travelling past the school.

It is acknowledged that the new traffic restrictions have a varying impact on parents/guardians/childminders undertaking the school run, particularly those who need to drop off/collect children at different school sites. However in order for the scheme to achieve the desired benefits for all it is necessary for us to restrict access to a very limited number of people i.e. residents, teachers and blue badge holders only.

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When schemes are undertaken experimentally, there is only a requirement to give one weeks notice of the scheme proceeding, because objections are invited during the experiment rather than before it starts. This allows people to see the scheme in operation before submitting their comments so they can base their comments on what is actually happening rather than any preconceived ideas that they may have had.

It is appreciated that not all parents will be able to walk the whole route from their home to school and back. However, parking away from the school helps prevent the potential conflict between vehicles and children outside schools where there is a high level of both. There are a number

Llanbradach and the school. To confirm, public transport is not suitable either. I will need to use my car to drop my child off and pick them up. Please confirm what alternative you would suggest? Will you be opening up a car park next the school instead? Will you be arranging school transport?

In terms of road safety, I'm not entirely sure how you expect to teach children how to use roads safely, if you ban cars off the roads completely. The roads will simply become pavements, which kind of defeats the purpose.

Another reason given is social distancing. As far as I am aware, it is not necessary for cars to socially distance from one another, and so I am not sure how this works. Parents will still need to take children to the school building, regardless of how they have travelled there or where they may have parked.

So, in view of the above, you have made some parents' lives even more complicated, with no good reason. (Comments received before scheme implemented)

- This could not be timed more inappropriately. As a result of COVID my usual childcare provider can no longer collect my children from school for me. I am a part time working parent. Finding alternative childcare is already causing me no end of difficulties because of all the different schools having staggered times. Having to factor the road closures in is now going to make things even harder. There are no breakfast clubs or after school clubs at the school. How on earth are working parents supposed to manage their time effectively? We will now be faced with having to try to find more time to park away from the school and walk there. Added to that the surrounding housing estates are going to be congested which is surely going to cause the same problems. Will the Twyn car park still be free or will parents be expected to pay to drop off and collect their children?? We

of limited waiting parking bays in streets in close proximity to the school together with town centre car parks within walking distance of the school. The absence of cars close to the school also allows parents and their children space to socially distance from each other whilst waiting outside the school without everybody having to squeeze onto narrow footways.

Cars are only being prohibited from using the roads immediately outside the school entrances and then only at the beginning and end of the school day. As the vast majority of parents will now be walking at least part of the route to school, the opportunity to teach road safety during the school journey will increase, as children will no longer be transported from door to door by vehicle.

The proposals were specifically timed to coincide with pupils returning to school during the Covid pandemic, at which time social distancing was necessary for pupils and parents outside the school. To accommodate this as safely as possible it was considered beneficial to minimise traffic travelling past the school.

It is acknowledged that the new traffic restrictions have a varying impact on parents/guardians/childminders undertaking the school run, particularly those who need to drop off/collect children at different school sites. However in order for the scheme to achieve the desired benefits for all it is necessary for us to restrict access to a very limited number of people i.e. residents, teachers and blue badge holders only.

The proposals were specifically timed to coincide with pupils returning to school during the Covid pandemic, at which time social distancing was necessary for pupils and parents outside the school. To accommodate this as safely as possible it was considered beneficial to minimise traffic travelling past the school.

The staggered start and finish times were a temporary measure which were introduced to allow improved social distancing. The pandemic has caused much uncertainty and inconvenience worldwide. It has been necessary for many people to alter their way of life to accommodate the pandemic.

live out of catchment and have to drive to school as we are not within walking distance. This is only going to make the juggling act of getting children to school even more time consuming and difficult. I will now have to cut my working hours further in order to enable myself enough time to park and collect my sons. They will both be in separate buildings at the Twyn and their start times are both 9am and 3pm. I hope this has all been taken into consideration prior to making this awful decision to close the roads. (Comments received before scheme implemented)

- I am writing to object to the road closure at Twyn Primary School from the 1st September.

First there are no cycle routes to the school for anyone to use other forms of transport.

Like many other parents I work and with no breakfast club running at the moment due to Covid-19, I have to drop my daughter at school every morning for 9.15 and have to be in work for 9.30. As my place of work is 1.5 miles away from the school I cannot walk to work in 15 minutes, so I have to drive. There is no parking on Van Road or Porest Place so please advise where are parents supposed to park when they drop their children off? Was anything like this considered before the road closure decision was made? I know quite a few other parents who live further away from school than me. I trust the school will have staff standing out in the yard, waiting for the children who are late due to their parents not being able to park? Why have the parents not been notified of this a lot sooner? I do hope that this decision that was obviously made without consideration to the many parents who work and do not live close to the school, will be amended to provide adequate parking spaces for the parents to drop their children off; or just cancelled immediately. (Comments received before scheme implemented)

It is appreciated that not all parents will be able to walk the whole route from their home to school and back. However, parking away from the school helps prevent the potential conflict between vehicles and children outside schools where there is a high level of both. There are a number of limited waiting parking bays in streets in close proximity to the school together with town centre car parks within walking distance of the school which are currently free. The absence of cars close to the school also allows parents and their children space to socially distance from each other whilst waiting outside the school without everybody having to squeeze onto narrow footways.

No objections have been received from residents of the surrounding housing estates/streets since the scheme was implemented.

There are a number of existing cycle routes within the town and the Council is currently in the process of reviewing its Active Travel Network Map which identifies a list of potential future improvements with the borough.

It is acknowledged that the new traffic restrictions have a varying impact on parents/guardians/childminders undertaking the school run, particularly those who need to drop off/collect children at different school sites. However in order for the scheme to achieve the desired benefits for all it is necessary for us to restrict access to a very limited number of people i.e. residents, teachers and blue badge holders only.

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- I wish to register my objection to the advertised Traffic Regulation Order.

I am fully aware of the issues with regard Air Pollution and Active Travel Wales Act 2013, however, I find these are poor reasons to support the order given the lack of Active Travel facilities in the wider area.

I am currently working from home due to Covid 19 restrictions and will note that breakfast club facilities will not be available due to the restrictions and therefore my child will need to be taken and collected from school at the start and end of the school day and note that access to the short term parking which is widely used for school drop

The scheme was implemented in accordance with the legal procedure for Experimental Traffic Regulation Orders which is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Statutory consultation with emergency services, Community and Town Councils, other affected statutory bodies and the school was carried out on 7/7/20. Headteachers were advised of the decision to proceed with the experiment on 14/8/20 and sent details to enable them to inform parents. Public advertisement took place on 25/8/20 advising that the scheme would come into force on 1<sup>st</sup>/2<sup>nd</sup> September 2020. This included notices posted on the street and online. Properties directly affected by the proposals were also consulted by letter giving details and a plan of the proposals, and information relating to how to object or obtain further information.

When schemes are undertaken experimentally, there is only a requirement to give one weeks notice of the scheme proceeding, because objections are invited during the experiment rather than before it starts. This allows people to see the scheme in operation before submitting their comments so they can base their comments on what is actually happening rather than any preconceived ideas that they may have had.

There are a number of existing cycle routes within the town and the Council is currently in the process of reviewing its Active Travel Network Map which identifies a list of potential future improvements with the borough.

It is acknowledged that the new traffic restrictions have a varying impact on parents/guardians/childminders undertaking the school run, particularly those who need to drop off/collect children at different school sites. However in order for the scheme to achieve the desired benefits for all it is necessary for us to restrict access to a very limited number of people i.e. residents, teachers and blue badge holders only.

off and pick-up will not be available and no feasible alternative provided in the locality. Yes - Active Travel will mean I will have to walk my child 1.5 miles each way and somehow find 2 hours a day to walk my child to school, walk home to start work and walk back again to collect her.

I seems that the councils only approach to pretty much everything is to prohibit it without providing a workable alternative and I question whether measures are receiving the scrutiny of the Council and appropriate and adequate public consultation given the current situation. (Comments received before scheme implemented)

It is appreciated that not all parents will be able to walk the whole route from their home to school and back. However, parking away from the school helps prevent the potential conflict between vehicles and children outside schools where there is a high level of both. There are a number of limited waiting parking bays in streets in close proximity to the school together with town centre car parks within walking distance of the school which are currently free. The absence of cars close to the school also allows parents and their children space to socially distance from each other whilst waiting outside the school without everybody having to squeeze onto narrow footways.

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It is acknowledged that the new traffic restrictions have a varying impact on parents/guardians/childminders undertaking the school run, particularly those who need to drop off/collect children at different school



- In my opinion this is an utterly stupid idea! I'm all for keeping the children safe and green initiatives but not being able to drop off and collect from outside is ridiculous. I have a 2 and 4 year old. So when it's pouring down with rain you want us to walk to the school or when it's snowing you expect us to walk in the freezing conditions. There is also the safety aspect of crossing busy roads in the town centre at rush hour. Also where are all these cars now going to park? As not everyone who attends the school lives in the town centre and many parents drop off on the way to work so they are never going to walk and having to park elsewhere is just going to make morning so much more stressful! (Comments received before scheme implemented)
  - We note from your recent announcement on the above that teachers and residents have been allocated permits during the closure times. Our business is accessed via the one way system to the Twyn School and apart from our staff having the ability to access our car park to attend work, our sales staff are in and out throughout the day and will need to be able to drive the one way system to do so. Can you please arrange to issue permits to 14 permits to our business ensuring we are not affected in carrying out our day to day activity whilst you conduct this experiment. (Comments received before scheme implemented)
  - Resident and member of Neighbourhood Watch has considered proposals to make the rear lane one way. No mention has been made to reduce the speed regulation down from the present 30mph. This lane is used by many children in the area to walk to school and consideration should be given to reducing the speed regulation down to either 10mph or 20mph.
- sites. However in order for the scheme to achieve the desired benefits for all it is necessary for us to restrict access to a very limited number of people i.e. residents, teachers and blue badge holders only.
- It is appreciated that not all parents will be able to walk the whole route from their home to school and back. However, parking away from the school helps prevent the potential conflict between vehicles and children outside schools where there is a high level of both. There are a number of limited waiting parking bays in streets in close proximity to the school together with town centre car parks within walking distance of the school which are currently free. The absence of cars close to the school also allows parents and their children space to socially distance from each other whilst waiting outside the school without everybody having to squeeze onto narrow footways. There is a pedestrian crossing facility within the traffic signalled junction on North View Terrace, a School Crossing Patrol on Van Road and a Zebra crossing on White Street to cross between The Twyn Car Park and Van Road.
- The business in question can be accessed via Lon-y-Twyn, and the section of East Street and Southern Street which are not subject to the prohibition of driving, so no permit is required.
- Excessive speed in the rear lane is not considered to be an issue. Only residents requiring access to or from their garages will be driving along the lane and they will be well aware of the possibility of encountering children walking to and from school. It is also anticipated that the lane will become 20mph in 2023 as part of the Welsh Government's 20mph default speed limit proposals.

- I work for a school in the Caerphilly area and have today received a parking permit for ZT zone. Does this entitle me to park in resident only and time limit spaces around the school? Or is it for access only during peak times?

The school has a staff car park that is too small accommodate the vehicles of all 30+ members of staff. By the time I arrive at work around 8.30 the car park is either closed or full and I spend the next 15 minutes searching the town centre for a car parking space. Not ideal when I need to be in class to welcome children at 8.50. I live 7 miles away so I have no other option than to drive my vehicle to work.

Many of the streets around the school and the town have been made resident only or have a time restriction. There is parking directly outside my school building and it is never used as it has a restricted time limit, this would be ideal for school staff to use. Each morning I feel anxious because of the lack of parking and find myself worried about my car being damaged as it has been previously by an angry resident. Working as a council employee I am frustrated that I find it so difficult to park at my place of work and have resulted in paying to park in a public car park when no other option is available. I look forward to hearing from you and having the situation regarding the permit clarified.

- While we are supportive of the scheme to close Southern Street and East View roads at school pick-up/drop-off times, and feel that this would be a great benefit to the safety of the school children, we would appreciate if you would consider an exemption for our situation, as follows:

Our daughter attends Twyn School, but the school was determined not to be suitable for our son by the council due to his difficulties with walking and navigating obstacles such as stairs. He was therefore provided a place at Cwrt Rawlin School as it is more suited to his needs. The pick-up times at both schools necessitate driving from the Twyn to Cwrt Rawlin in order to arrive in time. While our son does have a blue badge, he would not be in the car at the time of the journey to Twyn School, and although we would be driving straight

I can confirm that the ZT zone permit allows permit holders to drive into and out of the zone to gain access to and exit from properties within the zone, including the school staff car park, during the period when it is closed to general traffic. The permit does not allow parking in the residents' bays (other than for those who also hold a residents permit) nor does it allow parking for an unlimited time in the 'limited waiting' bays. No changes have been made to the parking provision on the streets surrounding the school, so parking for staff is the same as it has always been.

Parking away from the school helps prevent the potential conflict between vehicles and children outside schools where there is a high level of both. There are a number of limited waiting parking bays in streets in close proximity to the school together with town centre car parks within walking distance of the school which are currently free. The absence of cars close to the school also allows parents and their children space to socially distance from each other whilst waiting outside the school without everybody having to squeeze onto narrow footways.

It is acknowledged that the new traffic restrictions have a varying impact on parents/guardians/childminders undertaking the school run, particularly those who need to drop off/collect children at different school sites. However in order for the scheme to achieve the desired benefits for all it is necessary for us to restrict access to a very limited number of people i.e. residents, teachers and blue badge holders only.

from the Twyn to Cwrt Rawlin, I do not believe we would be able to make use of the Blue Badge exemption to the road closures. Finding parking close to Twyn School outside of Southern Street and East View will be near-impossible with the added volume of cars seeking to do the same thing, as the majority of nearby parking spaces are resident's permit only, and so I fear that we will not reliably be able to pick our son up from school in time if we are not able to park closer to the school.

- Can you please tell me if the road restrictions are in place still?

Since the start of term there have been many parents still parking by the school and as the weather's turned there's even more. As a parent of a 4 and 2 year old I am now parking at Morrisons and walking to adhere to this but as I've seen little evidence of any policing, (a traffic warden on two occasions but not moving anyone on), I'm not sure it's worth it as it is actually more dangerous for my daughters to be walking further, crossing roads and walking through the shopping centre in a pandemic.

I fully appreciate that residents and those with disabilities are exempt for using the roads, but personally this isn't working as the roads are still being used for drop off and pick ups.

Our CEOs visited these newly created zones every morning and afternoon when the restrictions were first introduced to advise/discourage drivers from entering the restricted zones. However they are only able to issue fines for parking related offences. The Pedestrian and Cycle Zones can only be enforced by the police as the Council does not have the legal powers to deal with 'moving' traffic offences. Whilst our CEOs continue to visit these areas as regularly as possible to have a physical presence, parking issues are prevalent at virtually every school in the County Borough at the beginning and end of the school day, as a result of which they have many conflicting priorities and cannot be at every school at the same time. Consequently, in order for these schemes to remain effective over the long term, the local police will need to adopt a proactive approach towards enforcement. Since the schemes were introduced the Council has regularly sought assistance/co-operation from the local police. The Council have undertaken joint operations with Gwent Police for targeted enforcement.

There are a number of limited waiting parking bays in streets in close proximity to the school together with town centre car parks within walking distance of the school which are currently free. The absence of cars close to the school also allows parents and their children space to socially distance from each other whilst waiting outside the school without everybody having to squeeze onto narrow footways. There is a pedestrian crossing facility within the traffic signalled junction on North View Terrace, a School Crossing Patrol on Van Road and a Zebra crossing on White Street to cross between The Twyn Car Park and Van Road.

Also can you please let me know the reasoning behind the rules only being in place until 9.10am, when the second bubble of classes start at 9.15 and so can freely park by the school. Surely their safety is equally important and the times increased to cover this period due to now having two start times.

- As a resident of Southern Street and also a parent of a child in the Twyn school it is very worrying that since the traffic enforcement officers are not supervising the traffic that parents are now driving down the street in the restricted times. They have also been (also when traffic enforcement officers were on duty ) driving down the road by the charity shop on the Twyn hill and then coming down East View and reversing up the one way street where the restrictions are in force to park in the parking bays outside the Twyn juniors.
- Since the parking enforcement officers disappeared the number of cars driving in the pedestrian areas by Twyn school has greatly increased. Some parents are driving in quickly (so they can take residents' spaces), others posting blatantly outside the school gate. I think this policy is fantastic but needs to be enforced otherwise the parents with a selfish disposition will continue to break the law. There needs to be more officers and also CCTV installed to catch the drivers who break it. There is also a problem at the bottom of East View (where drivers are allowed to turn in) with drivers still parking there revving their engines. Moreover, the drivers are driving quicker (and with less care and consideration) as they try to get spots quickly. Therefore more needs to be done, not just to protect the children's lungs, but also their lives from reckless driving.

The closure times are in line with those initially requested by the Headteacher and the 'bubbles' were a temporary measure that were brought in due to Covid.

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| <ul style="list-style-type: none"> <li>I'm a parent at The Twyn School and want to report cars driving down the school road between the restricted times. Last week a gentleman in a truck with a trailer on the back parked right outside school gates on the yellow Chevron lines, it was chaos. I tapped his window and said you're not supposed to be here, his response was but I'm a resident on this street, I said it didn't matter nobody is supposed to park here. He continued to lock up his van and walk away. And then again this afternoon at pick up, multiple cars pulled up on the yellows lines, again a nightmare when leaving school. a mother had all the car doors open blocking all the pavement, I said you're not supposed to be parked here nobody can pass, again her response was "shutup you stupid cow." I understand the streets cannot be manned at all times but it's such a nightmare, especially when we are all trying to social distance, and when we have prams too. Could there be cones put all along the lines so they physically can't park there? I obviously don't know what the answer is but something has to change it's a nightmare there, with and without covid.</li> </ul> | As above. |
| <ul style="list-style-type: none"> <li>I am a parent with 2 children in the Twyn School, Caerphilly. The road around the school is a no drive zone during drop off and pick up times and the amount of cars that are parking and driving through when you aren't allowed is ridiculous. I am fed up of having to decide whether to walk in the road with cars behind me with my 3 year old and compromising our social distancing. It is especially worse when dropping my 3 year old to nursery as I have to walk from the junior building to nursery on the road to maintain social distancing. What can be done about this please?</li> </ul>   | As above. |
| <ul style="list-style-type: none"> <li>I am writing to you to inform you that Southern Street is as busy as ever. Caerphilly Council were awarded a large sum of money to prohibit vehicles driving through the roads around the Twyn School, Caerphilly, reference letter received from yourself on the 12th August 2020 (TEG/TM/PS/ZT). As I am currently working from home, I am astounded that, although you have put measures in place i.e. 'Signs' informing people not to drive through Southern Street between 8.35 - 9.10am and 2.45 - 3.30pm, this is not being adhered to nor is it being monitored or policed. We have three nursery pick ups for the school, Play works, Britannia and ABC who are constantly disobeying the</li> </ul>   | As above  |

rule. The cars that are parking up are leaving their engines running, so your mention in the letter you sent regarding the worlds climate and the air that we breathe and public health is a total waste of time unless you start patrolling this area. The first 5 weeks were an absolute joy to myself and my neighbours because this was policed by your traffic wardens. Can you please act on this email and give us some answers as to why this is not being policed?

- Since the traffic wardens have stopped patrolling at the top of Southern Street down to the Twyn School the traffic has again increased at restricted school times. Could you reinstate weekly random spot checks as parents now seem happy to flout the rules. I believe Mr Thomas has written to parents and taken some registration numbers but it seems to be having little effect. Thank you.
- We have been contacted by a constituent in relation to the newly introduced pedestrian walkway on Southern Street. On the topic of the traffic - the resident raises how CCBC were given a set amount of money from the Welsh Government to help with the traffic in Southern Street. She describes concern that - so far, nothing has changed. A few signs have been placed at the top of the street, but cars still continue to use the road during the pedestrianised time slots. The resident also describes concerns around how the new private nursery, opposite the Twyn School will simply encourage more cars.

As above.

Our CEOs visited these newly created zones every morning and afternoon when the restrictions were first introduced to advise/discourage drivers from entering the restricted zones. However they are only able to issue fines for parking related offences. The Pedestrian and Cycle Zones can only be enforced by the police as the Council does not have the legal powers to deal with 'moving' traffic offences. Whilst our CEOs continue to visit these areas as regularly as possible to have a physical presence, parking issues are prevalent at virtually every school in the County Borough at the beginning and end of the school day, as a result of which they have many conflicting priorities and cannot be at every school at the same time. Consequently, in order for these schemes to remain effective over the long term, the local police will need to adopt a proactive approach towards enforcement. Since the schemes were introduced the Council has regularly sought assistance/co-operation from the local police. The Council have undertaken joint operations with Gwent Police for targeted enforcement.

The new nursery facility is primarily to provide wrap around care to pupils who already attend nursery within The Twyn School. As such, children who previously had to travel to and from alternative childcare settings before and after the end of the school day will now remain on site, so there should actually be a decrease in the number of children needing to be dropped off and collected at the beginning and end of the school day.

- I am looking for additional information regarding the pedestrianisation of Southern Street, Caerphilly leading to the Twyn schools. As we are a day nursery providing a drop off and collection service we would like to clarify if we are allowed to use the street to drop off a member of staff and child/children at the school and again to return to collect them. I hope you can appreciate that we are classed as a taxi service and would not be stopping or parking in the street it would simply be for safe drop off and collection of multiple children. I would really appreciate a swift response as this is becoming a logistical problem for ourselves as we also visit several other schools within the County
- Despite restrictions on traffic during school hours, numerous cars are now traveling down Southern Street at school times. Maybe as many as before the new restrictions came in Please could we have more spot checks by traffic enforcement officers with fine

It is acknowledged that the new traffic restrictions have a varying impact on parents/guardians/childminders undertaking the school run, particularly those who need to drop off/collect children at different school sites. However in order for the scheme to achieve the desired benefits for all it is necessary for us to restrict access to a very limited number of people i.e. residents, teachers and blue badge holders only.

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**Appendix 2c: Summary and consideration of objections/comments received to the advertised proposals**

**Risca Primary School**

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Objections/Comments	Response/Recommendation
<ul style="list-style-type: none"> <li>I am a resident of Wesley Place Risca and received your letter yesterday thank you. In my humble opinion the one way system would work better the other way as it is difficult to get out on to Tredegar Street at the best of times. It is far easier to get out by the crossing when the crossing is being used. (Comments received before scheme implemented)</li> </ul>	<p>It is acknowledged that there are merits and drawbacks associated with both options. However the current arrangement enables delivery vehicles to access the school car park without driving through Wesley Place. The direction of the one-way also allows improved visibility for drivers when using the car park to the rear of premises on Tredegar Street. In view of this it is considered that the current arrangement should remain.</p>
<ul style="list-style-type: none"> <li>I am a resident in Wesley Place and would like to suggest an alteration to the proposal. I believe there may be a significant traffic issue created within Tredegar Terrace. I have noticed many parents driving their cars to the car park at the end of Tredegar terrace. I believe this will still continue as the restrictions do not appear to apply to Tredegar Terrace. This is a very narrow road and with traffic also trying to exit Wesley place I think this will create a very significant bottle neck. If the one way system was reversed, traffic should flow easier at the opposite end in Dan-y-Graig road as it's much wider. Alternatively perhaps the restrictions could be extended to include Tredegar terrace. (Comments received before scheme implemented)</li> </ul>	<p>It is acknowledged that there are merits and drawbacks associated with both options. However the current arrangement enables delivery vehicles to access the school car park without driving through Wesley Place. The direction of the one-way also allows improved visibility for drivers when using the car park to the rear of premises on Tredegar Street. In view of this it is considered that the current arrangement should remain.</p> <p>The objective of the scheme is to promote active travel, encourage parents who are able to walk or cycle to school to do so and to improve road safety for the children in the immediate vicinity of the school as a result of which there should be less traffic on the roads surrounding the school and very little traffic travelling along Graig View and Wesley Place at all at the beginning and end of the school day.</p>
<ul style="list-style-type: none"> <li>On the plan provided it shows that a one-way system will be put into operation and the road closed to non-residents between 8:15 - 9:15am and 2:45 - 3:30pm. Not only will this be very difficult to enforce but it will create a greater problem in surrounding streets. The introduction of a one-way system has been discussed many times over the years and was considered during the planning of the new school building in 1992. However the direction of flow was always considered to be better leading from Tredegar Tce. through Wesley Place &amp; Graig View and discharging into Dan-y-Graig Road. (South to North NOT as proposed North to South) The reason being that Tredegar Tce. is a narrower road and would cause massive problems, regarding traffic flow, as it serves the large carpark which the majority of considerate parents use. If this alteration, to your</li> </ul>	<p>No concerns have been raised by residents of the surrounding streets. It is acknowledged that there are merits and drawbacks associated with both options. However the current arrangement enables delivery vehicles to access the school car park without driving through Wesley Place. The direction of the one-way also allows improved visibility for drivers when using the car park to the rear of premises on Tredegar Street. In view of this it is considered that the current arrangement should remain.</p> <p>The objective of the scheme is to promote active travel, encourage parents who are able to walk or cycle to school to do so and to improve road safety for the children in the immediate vicinity of the school as a result of which there should be less traffic on the roads surrounding the</p>

proposal, were to be adopted I see no reason to restrict the passage of non-residential vehicles. Vehicles have a better opportunity of leaving Dan-y-Graig Road and join Tredegar Street than vehicles trying to leave via Tredegar Tce. This has always been a major problem. (Comments received before scheme implemented)

- Resident believes that we have gone against Council protocol by rushing this scheme in and allowing works to start on site before residents have had chance to comment.
- Concerned about children crossing Dan-y-Graig Road while 40 tonne HGVs are travelling back and fore along it (resident phoned and requested that his concerns were formally recorded) (Comments received before scheme implemented).
- We are concerned that we have a total of four signposts, a street lamp post, a street sign (Graig View), and a green electricity box all to the front of our property. We feel that we are surrounded by signposts. The latest post to be erected is directly in front line of our

school and very little traffic travelling along Graig View and Wesley Place at all at the beginning and end of the school day.

The scheme was implemented in accordance with the legal procedure for Experimental Traffic Regulation Orders which is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Statutory consultation with emergency services, Community and Town Councils, other affected statutory bodies and the school was carried out on 7/7/20. Headteachers were advised of the decision to proceed with the experiment on 14/8/20 and sent details to enable them to inform parents. Public advertisement took place on 25/8/20 advising that the scheme would come into force on 2<sup>nd</sup> September 2020. This included notices posted on the street and online. Properties directly affected by the proposals were also consulted by letter giving details and a plan of the proposals, and information relating to how to object or obtain further information.

When schemes are undertaken experimentally, there is only a requirement to give seven days' notice of the scheme proceeding, because objections are invited during the experiment rather than before it starts. This allows people to see the scheme in operation before submitting their comments so they can base their comments on what is actually happening rather than any preconceived ideas that they may have had.

It is not possible to prevent these HGVs from accessing premises located on/adjacent to Dan-y-Graig Road. The scheme was developed to encourage active travel and as a consequence reduce the level of traffic along Dan-y-Graig Road.

In order to implement the pedestrian and cycle zone and one-way experimental traffic regulation orders, signage has to be placed at the start of the restriction. The minimum amount of signage has been erected in order to comply with the regulations.

living room window. Once the actual sign is erected onto the post (one way) it will obscure our view even more. Out of all signs, the most important post for us is the no loading sign due to a lot of parking issues in front of our property and over our driveway. Our house is becoming a standing joke of the street as the 'High Way Code House'. I can appreciate that the road signs are important for everybody's safety but do we need to have so many posts.

- I feel a one-way system is a great idea within this area and fantastic for child safety however myself and other resident of the area feel the route that has been proposed isn't the best option. As a resident of this area I have many of times struggled to enter Tredegar street via Tredegar Terrace 90% of the time I will exit at either Dan-y-Graig Road or Clarence Place as it is easier and much safer, I would Like to question why this route hasn't been looked into? If the area is going to be manned and patrolled It would be safer for all car to access the car park situated at Risca Rugby Club via Tredegar Terrace (one-way) then proceeded down Gwendoline Road allowing the foot flow of car to choose either Dan-y-Graig Rd or Clarence Place to exit. The use of pedestrians at the pelican crossing will help the stop, start flow of traffic. Could this be considered as the resident as Wesley Place and Graig View would still be able to use their current parking permits (which have been purchased) and the enforcement that you are proposing will still be achieved. (Comments received before scheme implemented)
- The current proposed route via Wesley Place and Graig View are not the main drop off or pick up points for children attending the school, if this was correctly monitored or resident contacted prior this enforcement you would have been notified that Gwendoline Road and Dan-y-Graig Road have a bigger footfall and the safety is paramount within this area. (Comments received before scheme implemented)
- I've received enquiries off parents who take their children to this school about an article that was in the South Wales argus. They are very annoyed and confused that they have not been informed about this proposal. A resident has told me that Graig View and Wesley place will be closed between the hours of 8.15-9.15 and 2.45-3.30. Do you realize that this road is NOT used for parents to drop off and

However officers will look to rationalise the signage when or if the scheme is made permanent.

It is acknowledged that there are merits and drawbacks associated with both options. However the current arrangement enables delivery vehicles to access the school car park without driving through Wesley Place. The direction of the one-way also allows improved visibility for drivers when using the car park to the rear of premises on Tredegar Street. In view of this it is considered that the current arrangement should remain.

The objective of the scheme is to promote active travel, encourage parents who are able to walk or cycle to school to do so and to improve road safety for the children in the immediate vicinity of the school as a result of which there should be less traffic on the roads surrounding the school and very little traffic travelling along Graig View and Wesley Place at all at the beginning and end of the school day.

The proposals were discussed with the Headteacher who was happy with the scheme.

The proposals were discussed with the Headteacher who was happy with the scheme.

The scheme was implemented in accordance with the legal procedure for Experimental Traffic Regulation Orders which is set out in the Local

pick up their children. The main road used is Gwendoline Road, the other side of the school, which is a "dead end". Parents use this road every time. This road gets very congested. Some parents parking on double yellow lines and the zig zags. Some parents use the car park by Risca Rugby too. I don't think by closing this road you will see a reduction in traffic. Any parent who did use these roads will now use Gwendoline Road. I know you say in a letter that this an experimental order but surely you should have had feed back off parents, residents before putting this in place. (Comments received before scheme implemented)

- On behalf of the residents of the Dan-y-Graig Road area in Risca, I write with regards to the above proposed changes and firstly find it necessary to express our disgust that we weren't included in any decision making as regards the outcome and any objections that may have been put forward, particularly as it will affect the immediate vicinity. I am extremely surprised that legislation or protocol didn't require this to be done and residents within the immediate vicinity be contacted for their views.

Whilst we all agree that in principle, some of the ideas suggested would benefit the children's safety, we also feel that it hasn't been thoroughly thought through to its fullest extent.

Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Statutory consultation with emergency services, Community and Town Councils, other affected statutory bodies and the school was carried out on 7/7/20. Headteachers were advised of the decision to proceed with the experiment on 14/8/20 and sent details to enable them to inform parents. Public advertisement took place on 25/8/20 advising that the scheme would come into force on 1<sup>st</sup>/2<sup>nd</sup> September 2020. This included notices posted on the street and online. Properties directly affected by the proposals were also consulted by letter giving details and a plan of the proposals, and information relating to how to object or obtain further information.

When schemes are undertaken experimentally, there is only a requirement to give seven days' notice of the scheme proceeding, because objections are invited during the experiment rather than before it starts. This allows people to see the scheme in operation before submitting their comments so they can base their comments on what is actually happening rather than any preconceived ideas that they may have had.

Concerns regarding parking enforcement have been raised with our CEOs.

The scheme was implemented in accordance with the legal procedure for Experimental Traffic Regulation Orders which is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Statutory consultation with emergency services, Community and Town Councils, other affected statutory bodies and the school was carried out on 7/7/20. Headteachers were advised of the decision to proceed with the experiment on 14/8/20 and sent details to enable them to inform parents. Public advertisement took place on 25/8/20 advising that the scheme would come into force on 1<sup>st</sup>/2<sup>nd</sup> September 2020. This included notices posted on the street and online. Properties directly affected by the proposals were also consulted by letter giving details and a plan of

I refer you to your letter to one of the residents in Graig View who was lucky enough to receive a letter and would like to remind you of your reasons for the said changes.

Paragraph 1 includes the details whereby it's an attempt to reduce vehicular traffic thus reducing air pollution. Paragraph 2 refers to prohibiting vehicles driving along roads immediately adjacent to the school during specific times. Risca Primary School has 3 roads immediately adjacent to the school i.e. Graig View, Danygraig Road and Gwendoline Road with both Ebbw and Bridge Streets very nearby. Both Graig View and Gwendoline Road have entrance/exits to the school and Danygraig Road is the main access road and provides the only egress route for vehicles from the school. Your proposal to curfew Graig View (only one of the streets) will then create even more problems in the surrounding area because parents will be compelled to look for alternative parking in an already congested area. This in turn will mean that the children will then have to use the pavements and cross the main road with what will be a higher volume of traffic including heavy goods lorries that regularly use the main Danygraig Road. I remind you of your so called intentions for the children's safety and well being as far as air pollution is concerned and strongly suggest that these new changes will increase both the danger/safety and well being aspects. In no way will it do what you suggest in your proposals. It will only shift the problem a short distance away but creating many more issues. Your main concern should be for the safety of the children but it will have the opposite effect. You will be forcing these children onto the more busier road where there will be the more heavily polluting vehicles i.e. HGVs passing them at less than a pavement's width away. For the sake of repeating myself this isn't what you appear to want to achieve. You should also remember that these safety issues were highlighted in a petition raised by residents a couple of years ago but your proposals will increase this risk considerably. It is sheer madness!!

The curfew you intend introducing will be meaningless and have little or no beneficial impact unless it extended to include the other streets in the immediate vicinity you refer to along with a 20mph speed limit. (On a secondary or less important note I can also foresee traffic

the proposals, and information relating to how to object or obtain further information.

When schemes are undertaken experimentally, there is only a requirement to give seven days' notice of the scheme proceeding, because objections are invited during the experiment rather than before it starts. This allows people to see the scheme in operation before submitting their comments so they can base their comments on what is actually happening rather than any preconceived ideas that they may have had. It is noted that this objection was submitted prior to the scheme commencing and that no further correspondence has been received from this resident since the scheme has become operational.

The proposals were discussed with the Headteacher who was happy with the scheme.

It is not possible to prevent these HGVs from accessing premises located on/adjacent to Dan-y-Graig Road. The scheme was developed to encourage active travel and as a consequence reduce the level of traffic along Dan-y-Graig Road and the surrounding streets. No complaints have been raised regarding difficulties crossing Dan-y-Graig Road since the scheme was implemented.

The objective of the scheme is to promote active travel, encourage parents who are able to walk or cycle to school to do so and to improve road safety for the children in the immediate vicinity of the school as a result of which there should be less traffic on the roads surrounding the school and very little traffic travelling along Graig View and Wesley Place at all at the beginning and end of the school day.

In May 2019 the Welsh Government announced plans to introduce a default 20mph speed limit in residential areas, and they have since committed to have this in place in May 2023. Consequently, it is anticipated that the speed limit on the surrounding roads will be reduced

issues caused by the introduction of the one way street as Tredegar Tce isn't wide enough for two vehicles at any one time which will cause obvious traffic flow problems.

The idea of children walking to school has to be achieved in a sensible safe manner if it is to be done and it has to be a practicable solution to their respective parents. Consideration must also be given to those who live too far away and or those who then carry on to their place of work. Not only that we will be entering the autumn and winter months when the weather starts to deteriorate. (Comments received before scheme implemented)

- I would like to apply under the freedom of information act for the report to committee, concerning the then proposed experimental scheme for the above. This scheme is now in force without consultation of those affected in particular the school children to who will be exposed to increasing dangers that the proposals are allegedly set out. I am sure that procedures and protocol haven't been confirmed to.
- Business on Tredegar St - We refer to the above order and wish to object to the same as currently drawn in the strongest terms. We have only been placed on notice of the same upon staff being refused vehicular entry along Craig View/Wesley Place to access our car park. This as you will appreciate caused distress and concern at having to go elsewhere and then being late.

to 20mph as part of this initiative, subject to them meeting the Welsh Government guidelines which are yet to be finalised.

The one-way traffic order is required to facilitate and complement the experimental prohibition of driving at school start and finish times. It will prevent conflict caused by opposing vehicle flows and enhance road safety around the entrance to the school. It is acknowledged that there are merits and drawbacks associated with the one-way direction on Graig View and Wesley Place. However the current arrangement enables delivery vehicles to access the school car park without driving through Wesley Place. The direction of the one-way also allows improved visibility for drivers when using the car park to the rear of premises on Tredegar Street. In view of this it is considered that the current arrangement should remain.

It is acknowledged that the new traffic restrictions have a varying impact on parents/guardians/childminders undertaking the school run, particularly those who need to drop off/collect children at different school sites. However in order for the scheme to achieve the desired benefits for all it is necessary for us to restrict access to a very limited number of people i.e. residents, teachers and blue badge holders only.

No formal reports were required.

As stated above, the scheme was implemented in accordance with the required legal procedure.

Although notices were posted on lamp posts in Tredegar Street, on the Council's website and in the press on 25<sup>th</sup> August, businesses should have received a letter advising them of the scheme and enclosing 2 permits for staff together with contact details in order for them to request additional permits for employees if required. Unfortunately, the business properties on Tredegar Street with access to the car park from Graig View/Wesley Place were inadvertently missed. However, the businesses were subsequently issued permits.

The order has clearly been made without any thought reference or consultation with us in relation to the access to our car park at the rear of our premises off Graig View/Wesley Place. The access is required by us and several other businesses including Barclays bank.

Whilst we understand the potential restrictions on time in relation to the school day during term time they are prohibitively restrictive to the operation of our business. During all hours of the day including the times specified in the order we require access and egress to and from our car park. The morning times are clearly when our staff would be arriving for work and require access to the car park. The order would if remaining in force without provision for us mean that if we were in our car park during the non operative times and needed to leave our car park during the operative times we could not. This is clearly untenable. Our staff are required to attend both scheduled and urgent court hearings. We are also often urgently called to nursing homes and hospitals at short notice and would need to get out along the route. This particularly so during the current pandemic.

The ability to apply for permits is of no use to individual members of staff, visitors, clients and other service providers being able to access our car park and premises. Access is required twenty four hours a day all year to our car park and premises not just during the working day.

We are endeavouring against extremely difficult circumstances to continue our business and keep staff in employment. This order will impose additional difficulties for staff, clients and others to access the premises. If this means clients go elsewhere where they are able to park nearby and staff also wish to do so there will be losses of jobs revenue and "foot flow" to this part of the town.

We advise we have had considerable difficulties with parents blocking access, using our car park and being rude to our members of staff when challenged. Whilst this is something we would seek to have addressed the order as currently drawn makes it impossible to use our car park and access our premises to allow the business to operate effectively.

As part of the scheme, all residents and teachers have been allocated permits allowing them an exemption to drive along the streets during the closure period, and office/retail staff who use the car park accessed off Graig View/Wesley Place will also be eligible for permits. Permits will not be provided for visitors or clients, as in order for the scheme to be effective, it is necessary to keep the number of vehicles travelling along Graig View and Wesley Place to the minimum possible. It is not envisaged that this will be detrimental to the business as there is ample opportunity for parking in both the limited waiting bays on Tredegar Street and in the public car park on Tredegar Terrace.

Note: No subsequent complaints/correspondence have been received since the permits were issued in September 2020.

As a consequence of the scheme, issues such as this will be addressed as parking by parents will no longer be permitted in the street.

We acknowledge the indicated reasoning behind the making of the order and endorse safe environmentally favourable routes to school.

- The signs do not seem to be working as there have been so many cars still driving the wrong way down the street which is causing problems when it comes the z bend between Wesley Place and Graig View.

The no entry sign at the start of Wesley Place is NOT visible when you drive down Tredegar Terrace and turn right. There are no signs to say there is a new road layout before you get to the junction at the beginning of Wesley Place, which means it's too late. I feel if a sign was put at the start of Tredegar Terrace say New Road Layout NO RIGHT TURN this would go some way to solving the problem.

I know it is early days but I feel once the school starts back in full swing it is going to cause absolute chaos. (I am aware the cars shouldn't be coming into the street at certain times of the day, however I am not sure how this is going to be policed. I will wait and see on that).

The road markings are now on the road and I feel they are big enough for anyone to see, however these still do not seem to deter drivers from driving up the street the wrong way. I am quite concerned because drivers who are abiding by the rules are not expecting cars to be coming the other way now and as its a blind bend between Graig View and Wesley Place it is an accident waiting to happen. This morning between 9 and 10.45 I have witnessed 6 cars and 1 scrap lorry going the wrong way.

Yesterday evening there was a comment on Facebook asking when this happened by a prominent person in Risca, as he was unaware of this going on. Also, my daughter who's children go to the school was unaware of this.

Although the signing was fully compliant with the regulations when the scheme was implemented, the signage was enhanced following this complaint.

As above.

Comments have been noted.

Any drivers seen travelling the wrong way should be reported to the Police.

The scheme was implemented in accordance with the legal procedure for Experimental Traffic Regulation Orders which is set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Statutory consultation with emergency services, Community and Town Councils, other affected statutory bodies and the school was carried out on 7/7/20. Headteachers were advised of the decision to proceed with the experiment on 14/8/20 and sent details to enable them to inform



On the brighter side of this though the road being closed off at certain times of the day has proved to be really good. We did not have the bottleneck outside our door this morning, it was very quiet.

- I'm a resident in Risca at Tredegar Terrace near the new one way system that's been implemented. I'm emailing to inform you that as residents of this area we feel the system has been put the wrong way round. It's been needed for many years and the road I live on Tredegar terrace is going to be huge problem getting in and out onto the main road, worse than it is normally and its bad at busy times before this system was put in place. In the opinion of most of the residents of this area will all tell you the one way needs to go from the top end of Tredegar Terrace through to Wesley place and out via Graig View for easier access to the main road near the traffic signals up that end! I've witnessed several cars going against the one way because it's not clear and you drive down Tredegar Terrace and the fact that it really doesn't make any sense to have it the way it is.

parents. Public advertisement took place on 25/8/20 advising that the scheme would come into force on 1<sup>st</sup>/2<sup>nd</sup> September 2020. This included notices posted on the street and online. Properties directly affected by the proposals were also consulted by letter giving details and a plan of the proposals, and information relating to how to object or obtain further information.

When schemes are undertaken experimentally, there is only a requirement to give one weeks notice of the scheme proceeding, because objections are invited during the experiment rather than before it starts. This allows people to see the scheme in operation before submitting their comments so they can base their comments on what is actually happening rather than any preconceived ideas that they may have had.

It is pleasing to hear that the scheme is operating as intended.

It is acknowledged that there are merits and drawbacks associated with both options. However the current arrangement enables delivery vehicles to access the school car park without driving through Wesley Place. The direction of the one-way also allows improved visibility for drivers when using the car park to the rear of premises on Tredegar Street. In view of this it is considered that the current arrangement should remain.

The objective of the scheme is to promote active travel, encourage parents who are able to walk or cycle to school to do so and to improve road safety for the children in the immediate vicinity of the school as a result of which there should be less traffic on the roads surrounding the school and very little traffic travelling along Graig View and Wesley Place at all at the beginning and end of the school day.

Although the signing was fully compliant with the regulations when the scheme was implemented, the signage was enhanced following a previous complaint. Any drivers seen travelling the wrong way should be reported to the Police.

- Understandably this enforcement is new and local people are still getting used to it with one in every 10 car going the wrong way hopefully this will improve however, when the dustbin cart goes the wrong way for 2 weeks in a row and actually work for CCBC I feel they need to be informed! Now the road signs and road markings are very visible if there is no excuse. Is this again lack of communication!!!! Please could you inform this department.
- The new one-way system hasn't been an easy transition for most members of the public as only residents and the residing primary school was initially informed, so there are still issues with people realising its now a one way system; despite any obvious signs saying so. The main reason I'm emailing yourselves today, is because for the two weeks this one ways system has been in place CCBC bin men still go the wrong way up the street, and to top it off they forced a member of public to reverse back up the street and even shouted out to each other admitting they know it's now a one way street. - As these are members of CCBC work staff, I don't feel it's at all appropriate behaviour to be displaying and would appreciate something being done about it thank you
- I am writing to you to request the termination of the experimental traffic scheme at Risca Primary School. Whilst the scheme is conceived with the best intentions it has ultimately caused nothing but trouble for both local residents and parents who want to attend the school. Traffic travels the wrong way up the one way system constantly and has even resulted in heated exchanges when this has been pointed out to the offending vehicle. Ironically, the biggest offenders of traveling the wrong way are the school teachers themselves who seem hell bent on ignoring the new order. It is not up to residents residing on Graig View to police who parks in the street at school pick up and drop off.

The removal of the traffic wardens (something that had to end at some stage) has also resulted in cars entering the 'residents only' zones and parking as before. This has just become more confused though with the traffic coming the wrong way. Residents are actually unable to park in the street during this time due to children being dropped off.

Although the signing was fully compliant with the regulations when the scheme was implemented, the signage was enhanced following a previous complaint. Any drivers seen travelling the wrong way should be reported to the Police. The Refuse Department were informed.

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Although the signing was fully compliant with the regulations when the scheme was implemented, the signage was enhanced following a previous complaint. Any drivers seen travelling the wrong way should be reported to the Police.

Our Civil Enforcement Officers (CEOs) visited these newly created zones every morning and afternoon when the restrictions were first introduced to advise/discourage drivers from entering the restricted zones. However they are only able to issue fines for parking related offences. The Pedestrian and Cycle Zones can only be enforced by the police as the Council does not have the legal powers to deal with 'moving' traffic offences. Whilst our CEOs continue to visit these areas as regularly as possible to have a physical presence, parking issues are prevalent at virtually every school in the County Borough at the beginning and end of the school day, as a result of which they have many conflicting priorities and cannot be at every school at the same time. Consequently, in order for these schemes to remain effective over the long term, the local police will need to adopt a proactive approach towards enforcement. Since the

Lastly, the scheme has now resulted in delays now stretching onto the main road due to the junction of Tredegar Terrace and Tredegar Street (B4591) not being anywhere near large enough to allow for two way traffic. Cars are now becoming stationary in this area whilst everyone takes turns to funnel into the main carriageway.

Confusion has also now been caused as staff who park their vehicles in the rear area to their shops which is accessed off Wesley Place are not officially allowed to enter the 'residents zone' causing them to either come in significantly earlier or later than require. This does not seem to have been taken into account.

The residents of Gwendoline Road have also had even greater traffic thrust upon them, as parents try to avoid the 'residents zones' (only when traffic wardens are present). This has resulted in bedlam along the street that will ultimately end in an accident.

If the scheme is to be successful it seems that traffic enforcement officers being present at the times in the morning and afternoon during the closure period will be the only way that people with no permit to park there can be policed.

schemes were introduced the Council has regularly sought assistance/co-operation from the local police.

It is acknowledged that there are merits and drawbacks associated with the one-way direction on Graig View and Wesley Place. However the current arrangement enables delivery vehicles to access the school car park without driving through Wesley Place. The direction of the one-way also allows improved visibility for drivers when using the car park to the rear of premises on Tredegar Street. In view of this it is considered that the current arrangement should remain.

The objective of the scheme is to promote active travel, encourage parents who are able to walk or cycle to school to do so and to improve road safety for the children in the immediate vicinity of the school as a result of which there should be less traffic on the roads surrounding the school and very little traffic travelling along Graig View and Wesley Place at all at the beginning and end of the school day.

As part of the scheme, all office/retail staff who use the car park accessed off Graig View/Wesley Place have been allocated permits allowing them an exemption to drive along the streets during the closure period.

Nobody from Gwendoline Street has raised any concerns since the inception of the scheme.

Our Civil Enforcement Officers (CEOs) visited these newly created zones every morning and afternoon when the restrictions were first introduced to advise/discourage drivers from entering the restricted zones. However they are only able to issue fines for parking related offences. The Pedestrian and Cycle Zones can only be enforced by the police as the Council does not have the legal powers to deal with 'moving' traffic offences. Whilst our CEOs continue to visit these areas as regularly as possible to have a physical presence, parking issues are prevalent at virtually every school in the County Borough at the beginning and end of the school day, as a result of which they have many conflicting priorities

- Over the past month I have been watching the traffic travelling the wrong way since the change to one way system in Wesley Place and Graig View. There are still numerous cars at least 10 a day travelling the wrong way, I have spoken to some of the drivers if I have been outside and all say they haven't seen the signs, not sure how they can miss the ones on the road though.

As well as this the road is supposed to be closed off at certain times of the day and I have noticed that more and more cars are now coming down the streets at these times. I feel this is due to their not being anyone monitoring the cars at the entrance to Graig View. There have also been a few cars that seem to have the permit to come down the street driving to drop their children off outside my house in the morning, not sure why they need to drive the children to school if they live on Graig View or Wesley Place.

- My understanding was that parents could not drive down these streets at certain times of the day, i.e. dropping off and picking up of pupils at the school unless they had a disabled badge. This system seemed to work excellently while you had officers at the top of Graig View to stop parents going down the street, but once these people “disappeared” parents are ignoring the signs and parking to drop off and collect. I do realise that we are in the middle of a pandemic and employees are being drafted to do other jobs, but I am in my seventies and if I go out shopping and come back during these designated times I can't park to unload cause there are no spaces in the street. It's really frustrating when this happens as I have to wait in another street until they all go, and I am beginning to think that the permit is not worth the paper that its written on.

and cannot be at every school at the same time. Consequently, in order for these schemes to remain effective over the long term, the local police will need to adopt a proactive approach towards enforcement. Since the schemes were introduced the Council has regularly sought assistance/co-operation from the local police.

Although the signing was fully compliant with the regulations when the scheme was implemented, the signage was enhanced following a previous complaint. Any drivers seen travelling the wrong way should be reported to the Police.

Only residents, school staff and businesses requiring access to the car park to the rear of Tredegar Street have been issued with permits.

Our Civil Enforcement Officers (CEOs) visited these newly created zones every morning and afternoon when the restrictions were first introduced to advise/discourage drivers from entering the restricted zones. However, they are only able to issue fines for parking related offences. The Pedestrian and Cycle Zones can only be enforced by the police as the Council does not have the legal powers to deal with 'moving' traffic offences. Whilst our CEOs continue to visit these areas as regularly as possible to have a physical presence, parking issues are prevalent at virtually every school in the County Borough at the beginning and end of the school day, as a result of which they have many conflicting priorities and cannot be at every school at the same time. Consequently, in order for these schemes to remain effective over the long term, the local police will need to adopt a proactive approach towards enforcement. Since the schemes were introduced the Council has regularly sought assistance/co-operation from the local police.

- Recently made the road one way, people are not listening and have had many near crashes very dangerous. need new sign either saying no entry or one way as people are used to going down there - reported before but will cause bad accident.
- The one way system is consistently flouted (ironically by the school staff especially) and it is no exaggeration that over 50 vehicles drive daily the wrong way up it. The junction with Tredegar Terrace and Commercial Road is also not large enough to allow the volume of vehicles that you would like to turn and as such vehicles are driving over the footway to make the turn. I have previously reported this and no action was taken. It seems that unless an accident happens no one cares. The permits issued by the Council (that residents pay £15 for annually) are worthless and the attempt to stop vehicles driving up Graig View between certain hours without some sort of enforcement is naive in the extreme. Cars are parking in the street with their users just placing a note saying at No\*\*\*" and this again seems enough to ensure that no action is taken. As mentioned earlier the £15 permit is a joke.
- I have been asked to report a number of near misses between oncoming traffic and primary school children/pedestrians at the junction of Tredegar Street, and Tredegar Terrace Risca since CCBC changed the road layout. The introduced one way traffic system on adjoining roads (Graig View and Wesley Place) force large volumes

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The objective of the scheme is to promote active travel, encourage parents who are able to walk or cycle to school to do so and to improve road safety for the children in the immediate vicinity of the school as a result of which there should be less traffic on the roads surrounding the school and very little traffic travelling along Graig View and Wesley Place at all at the beginning and end of the school day.

Our Civil Enforcement Officers (CEOs) visited these newly created zones every morning and afternoon when the restrictions were first introduced to advise/discourage drivers from entering the restricted zones. However they are only able to issue fines for parking related offences. The Pedestrian and Cycle Zones can only be enforced by the police as the Council does not have the legal powers to deal with 'moving' traffic offences. Whilst our CEOs continue to visit these areas as regularly as possible to have a physical presence, parking issues are prevalent at virtually every school in the County Borough at the beginning and end of the school day, as a result of which they have many conflicting priorities and cannot be at every school at the same time. Consequently, in order for these schemes to remain effective over the long term, the local police will need to adopt a proactive approach towards enforcement. Since the schemes were introduced the Council has regularly sought assistance/co-operation from the local police.

The objective of the scheme is to promote active travel, encourage parents who are able to walk or cycle to school to do so and to improve road safety for the children in the immediate vicinity of the school as a result of which there should be less traffic on the roads surrounding the

of traffic along Tredegar Terrace in both directions especially at peak school times. My colleagues and I have witnessed a number of near misses, from both head on collisions, and times traffic has nearly hit pedestrians (mainly children walking to and from school, sometimes without adult supervision). I have witnessed first hand the escalating number of near misses with traffic, pedestrians and now the children being scared and tripping and falling as they run to try get past this section of road to get to school.

Tredegar terrace is a 2 way street, but is not wide enough for 2 vehicles to pass each other alongside the Risca Chiropractic Clinic, with cars often mounting the small pavement in order to pass or avoid each other after turning off Tredegar Street onto Tredegar Terrace - visibility is limited by the narrow entrance to Tredegar Street and the buildings . Pedestrians walking to/from school have always had to be very vigilant at this junction. However since CCBC installed a one way road near the school, forcing much larger volumes of traffic onto Tredegar Terrace it has significantly increased the danger at this junction for pedestrians, especially for the children walking to school alone. At peak times the children can't see clearly between/around the cars to cross the road, or walk along Tredegar Terrace to school. Adults with several young children and or prams are struggling to squeeze through gaps as cars mount the pavement. It is quite chaotic, and I am concerned it is only a matter of time before there is a serious accident at this junction. If the one way system past the school went the other way and take traffic away from TredegarTerrace, this would greatly reduce the issues we are witnessing and improve safety.

- We are also having problems at Risca Primary School. This is being echoed by residents who say that the traffic flow is increasing day by day. We are regularly having to challenge parents who sometimes enter our site to drop pupils off or park irresponsibly at the school gates. My worry is that a number of parents now think that this is a safe route to school, and it is becoming increasingly dangerous again. I don't think that we have had a traffic warden here since September.

school and very little traffic travelling along Graig View and Wesley Place at all.

It is acknowledged that there are merits and drawbacks associated with the direction of the one-way on Graig View and Wesley Place. However the current arrangement enables delivery vehicles to access the school car park without driving through Wesley Place. The direction of the one-way also allows improved visibility for drivers when using the car park to the rear of premises on Tredegar Street. In view of this it is considered that the current arrangement should remain.

Our Civil Enforcement Officers (CEOs) visited these newly created zones every morning and afternoon when the restrictions were first introduced to advise/discourage drivers from entering the restricted zones. However they are only able to issue fines for parking related offences. The Pedestrian and Cycle Zones can only be enforced by the police as the Council does not have the legal powers to deal with 'moving' traffic offences. Whilst our CEOs continue to visit these areas as regularly as possible to have a physical presence, parking issues are prevalent at virtually every school in the County Borough at the beginning and end of

- A lady rang this afternoon who works on Tredegar Street and accesses the car park off Graig View/Wesley Place. She's very concerned about the number of cars travelling through at the restricted times, particularly parents dropping off children outside the school! This is also having an effect on the children who have to wait on the footway before being allowed into the school, as there isn't room for them to social distance so they sometimes step back off the kerb into the traffic. She also mentioned a white van which often parks on the bend and has already received a number of PCNs, but it hasn't deterred the driver!

the school day, as a result of which they have many conflicting priorities and cannot be at every school at the same time. Consequently, in order for these schemes to remain effective over the long term, the local police will need to adopt a proactive approach towards enforcement. Since the schemes were introduced the Council has regularly sought assistance/co-operation from the local police.

As above.

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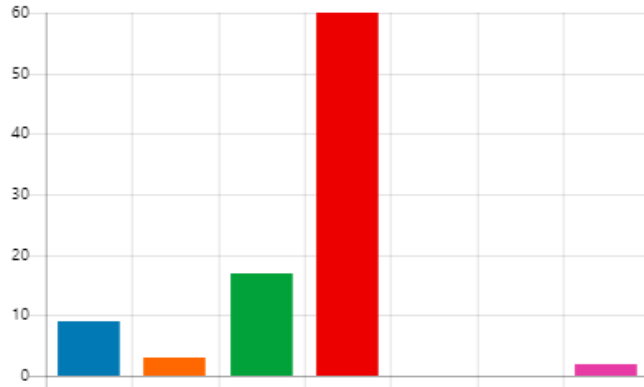
**APPENDIX 3**  
**SUMMARY OF FEEDBACK RECEIVED FROM PUBLIC SURVEYS**

**Twyn Primary School – 91 responses received**

I am responding to this survey..... (please select only one)

[More Details](#)

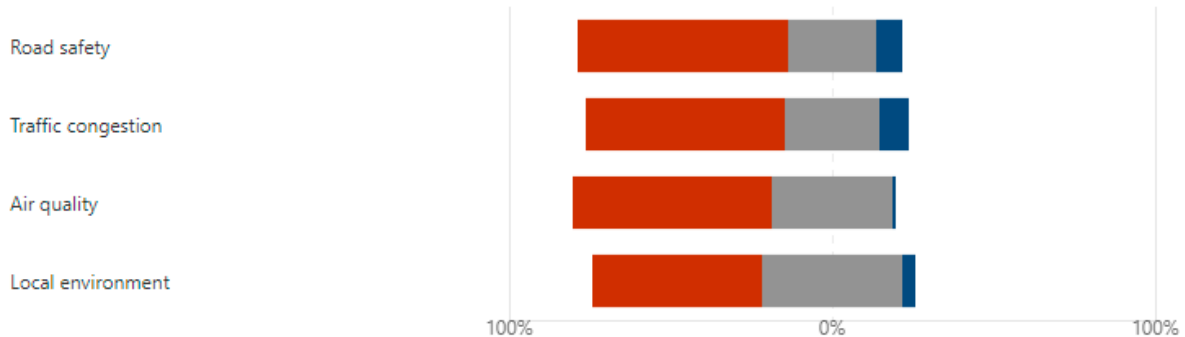
● As a resident of an affected str...	9
● As a pupil of an affected school	3
● School staff	17
● Parent / grandparent / guardi...	60
● Local elected member	0
● Local business	0
● Other	2



What effect do you consider that the experimental scheme has had on the following outside the school?

[More Details](#)

■ Positive ■ No change ■ Negative



Do you consider that the scheme has encouraged more pupils to make their school journey by sustainable forms of transport (e.g. walk, scoot, cycle, public transport)?

[More Details](#)

[Insights](#)

● Yes	48
● No	43



Have you changed the way that you make the school journey? If applicable, please choose below:

[More Details](#)

■ Pre-scheme ■ Post-scheme



Do you consider that the scheme has received adequate or inadequate levels of enforcement by the police for it to be effective?

[More Details](#)

Insights

● Adequate 21  
● Inadequate 70

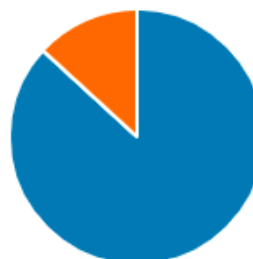


Do you consider that the scheme should remain in place?

[More Details](#)

Insights

● Yes 79  
● No 12



## Demographics

I am

[More Details](#)

[Insights](#)

Female	71
Male	19
Other	0
Prefer not to say	2



Do you consider yourself to have a disability?

[More Details](#)

Yes	6
No	83
Prefer not to say	3

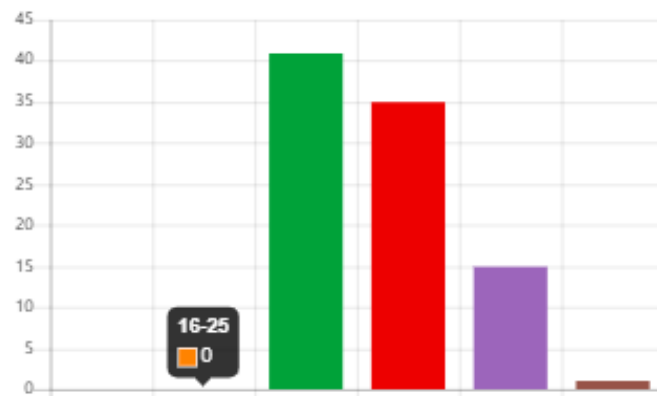


Age group

[More Details](#)

[Insights](#)

<16	0
16-25	0
26-39	41
40-49	35
50-65	15
66+	1



**What additional/alternative measures do you consider would encourage pupils to travel more sustainably?**

- More free parking in town - Twyn centre is used up by workers for whole days.
- Drop off point so parents don't have to park their cars.
- There needs to be better enforcement more frequently considering that there is not supposed to be any vehicles only blue badge holders this is still not adhered to by many.
- Storage in school for bikes or scooters.

- School bus would be a huge benefit.
- Fining the drivers who come along the school roads - many parents still bring their cars down at the start and finish of the day, despite being reminded regularly.
- It depends on the definition of "sustainably". Most children live within walking distance or too close to get a free bus. Free buses could be an option, but not particularly cost effective; in-school incentives such as rewards to children who walk to school, but that's unfair in favour of children who live closer. So difficult to say.
- School bus for those who do not live within walking distance.
- Well it's not really the pupils who need encouraging is it. It's the parents who rock up in their ridiculous land rovers and feel it's their right to park anywhere they want. Stronger consequences for drivers, name and shame. If you want kids to scoot to school, then pavements need to be improved. There are often too many bins on the pavements, to safely scoot and generally narrow in places. Also, too much dog poo around on the pavements. Cleaning and repairing streets and pavements would be good. Free cycling proficiency classes after school weekends.
- Put in a cycle path and pedestrian zone along St Martin's Road. We walk to school, but traffic is so bad on that road there's a lot of air pollution. Many parents walk along here with their children to try and be environmental. However, the cars make it dangerous to cross the road and children suffer from air pollution in the walk in. There needs to be tougher regulations here to protect children if parents that are trying to do the right thing. It's not just children that go to the Twyn school that are affected by the air pollution during school drops offs. It's also St Martin's children and those attending Castell. Car park should be outside of the town Centre (without a park and ride bus), there also needs to be a cycle lane along St Martin's Road for children attending these three schools. There also needs to be speed cameras put in and the limit put down to 20mph.
- Free transport. Park and ride. Enhanced cycle Lanes.
- Teach the parents to park appropriately and introduce more penalties on the restricted areas/time zones as some people just don't listen.
- School bus/class incentives for transport other than car.
- The area needs to be increased. We now walk instead of driving but there is still a lot of traffic on the route as many parents have slipped back into bad habits. My children face a walk along St Martin's Road, where there is constant traffic. This is not fair. The scheme should also cover this area and all areas by schools and their immediate routes into a school.
- Safer roads, slower cars, more pedestrian access.
- None, most with cars are those who work and need to get to work by a certain time and quicker than walking or don't want to get the children wet before they get into school.
- Harsher fines for those disobeying.
- Unfortunately, a lot of parents ignore the road signs and drive down the street anyway. A daily traffic warden would be fantastic or a camera to catch cars and issue tickets. As many people think so far it's just a sign so do as they please.
- More police/warden presence needed to enforce. As many parents ignore signs.
- More encouragement and more resources.
- Walking bus.
- School bus.
- Encouraging employers to allow later starts for working parents
- Entirely pedestrianise the area with paved areas not tarmac roads. Plant more trees and flowers along route. Invest in more local public transport including resolving parking/bus route issues through St Martin's Rd. Install visible, well sign posted, camera monitored, bicycle shelters. Traffic calming speed bumps in ALL side streets. Local volunteers (DBS checked) to form walking groups to and from school. Ensure there are places for all local children at their closest schools and that these schools

are all performing on par with each other. Expand before and after school support so more parents can have the time to make the right choice.

- There needs to be a stronger police presence. Have you also thought of offering rewards to children who cycle in? Pester power and all that.
- None
- I am angry because when my daughter went to the Twyn, I could get fined for driving her in to protect her from road safety and air pollution. Fine. But now she goes to St Martin's no one cares. She is still only eleven years old. She tried to cycle to school once and was fine going through the Castle View estate but nearly got knocked off her bike on St Martin's Road!! Why is there nothing in place to keep her safe? Why do you only care about young children? She walks in now but was greatly removed before half term by a parent taking their child to school! A child in my daughter's class!! Why are parents allowed to drive their children in and hurt my child on the way by driving badly? Also, the air pollution in the walk in. Why do you only care about children that go to the Twyn? Why not high school children? They so have lungs and they still need to cross roads. I am so angry at the fact that you only care about one school!
- I take my children by public-transport, but the cost is incredibly high and adds up. I believe that school children should be able to take public transport for free to encourage uptake.
- Better public transport.
- 'Walking bus' All ages to be offered cycling proficiency at the school. Improved active travel provision in the area which I appreciate is being done with input on commonplace. Regular initiatives run by the schools such as taking part in the Sustrans challenge, sharing information through resources such as Traveline Cymru.
- Walking bus for children.
- Stricter fines.
- Unfortunately, I would say that there was initially significant positive change, but once families felt that it wasn't being policed, they began driving more frequently down these roads. Yesterday when I collected my child from school I noticed that parking was particularly dangerous and there were lots of people parking on double yellow lines and on corners etc.
- Need to break habits and stay consistent in your approaches. The lack of vehicles on the school street is great. really love that action is being taken, but it is pushing the problem to surrounding areas like town streets and castle park. I don't necessarily think the measures are making more people walk / cycle but not having cars outside school is safer. It only works when there is patrol though sadly because people are idiots
- Enforcement of the new policy, no stopping zones etc
- Many parents/guardians ignore the restriction so better enforcement required. School bus covering main catchment areas outside a 15 minute walk.
- Education, incentives.
- Electric bus service for those who live over 1 mile away
- Not sure as it's a primary school and children don't come on their own.
- Current measures only work if police are here to enforce it.
- The scheme only works effectively when it is policed.
- Have a traffic person at the entrance to all the roads by the school and you need to close off other routes by the school.
- Better after school facilities for the children, current after school provider is limited so parents need to rush during their working hours to pick up children so walking/bus is not a suitable mode of transport as it lengthens the time away from work.
- Complete road closure.
- Cycle route through the town.
- Under cover shelter when waiting for school to start/finish.
- More enforcement of the measures.

- Walking bus.
- Police the scheme.
- Getting through to their parents that the street is far too small for all the cars.

### **Do you have any additional comments?**

- Parents just use the lanes that we use to walk to school. Ok the road is quieter, but it cannot be 100% consistently enforced and parents drive too fast in the lanes.
- We are working parents and do not have the time to walk.
- This is a great measure which has increased safety and made the area surrounding the school a better place. Please make it permanent.
- The scheme has put us in a difficult situation whereby we are now forced to park and walk from Morrisons resulting in me continually being late to work (Cardiff).
- Extra enforcement is most definitely required, parents still double park especially outside the nursery building which is extremely dangerous.
- People will only walk if they don't drive due to the weather. A school bus would solve this issue.
- I understand that there are funding issues with policing the road but that seems to be the only way of enforcing the scheme. There have been some close calls regarding the driving and parking around our school.
- A well intentioned, but ill-thought scheme which in my subjective view offers little tangible benefits. I don't feel that it has or is likely to change people's behaviour or perceptions in general and probably causes more disruption than it solves problems.
- The scheme makes it more difficult for those who do not live within walking distance or for parents who have to travel on to their workplace by car. It does not reach road safety to children and in fact does the opposite, encouraging them to walk in the middle of the road and not teaching them how to check both ways for cars. It does not change how people travel to the school. Everyone travels the same way they did before. It's just that for some, the journey is now longer because of having to park further away. The scheme is not enforceable because anyone who is not a parent at the school can still use the roads. Those unfamiliar with the 'rules' around the school go about their business as normal. All in all, the scheme completely fails to meet any of its aims. As suggested, the money would be better spent on a school bus for those outside walking distance.
- There needs to be a higher police presence around schools and cameras put in. You also mention cycle lanes but there aren't any. Hundreds of children walk down St Martin's Road every day and there is not one cycle Lane along this route to protect them (this includes children travelling from Castle View to St Martin's as well as primary school age children walking to Castell or the Twyn). There is no encouragement for children to walk to school either. Many parents are lazy and there is not enough education on the subject. Public transport also needs to be cheaper to encourage this as an alternative. If we can teach children to walk or get public transport when their upping, maybe we can stop the trend of children wanting to drive when they're seventeen. It's one thing putting up a sign and expecting everything to change, it's another thing to change the way people think. This scheme has worked and it is better. However, you need to reach the selfish parents, who don't care. You need to teach people to think of their responsibilities not just their rights. Change can happen but you need to make it happen quicker.
- Needs a holistic approach of improving air pollution across the whole town.
- The system should remain in place for the safety of the children.
- Situation needs more monitoring as the double parking, parking on yellow lines and speed of cars is ridiculous considering its supposed to be a no traffic zone between school pick up and drop offs

- The scheme needs to be extended to cover all schools and all road by the schools (St Martin's Road and Rectory Close). There needs to be a scheme in place to encourage people to cycle and walk. You need a carrot and stick approach.
- It needs to be enforced on a monthly basis. There are still cars on the road during the time zones. If possible, enforcement cameras would be the solution.
- More patrols at school time as no-one has taken it seriously and still continue to drive down the roads.
- Without the scheme there will be a huge risk to children's safety as cars park anywhere and often travel fast as people rush to drop children to school.
- More enforcement needs to be made. As a parent who walks my 4 young children to school daily I'm constantly battling to cross the road safely or even if I can I'm having to let go of my children's hands to squeeze between illegally parked cars blocking the school entrance. More of a daily police presence or cameras which can issue tickets would make people obey the rules More.
- More needs to be done to ensure parents obey the new signs. A police presence once in a blue moon to issue the odd ticket doesn't work it needs to be daily.
- We stopped using the car and started cycling in but the pavement on our road (St Martin's) are not wide enough for cycling as a family. Without cycling paths, the road is too dangerous to cycle on during this peak period as most parents are driving their kids this way as there are so many schools in town. Parents at the Twyn have improved but they haven't anywhere else so the roads into school are so congested. This harms my child when we cycle in so we've gone back to driving. In school, St least children are safe inside. The problem with air quality is on the way into school. A new ring road needs to be put in to take traffic away from the town
- The scheme works when enforcement is in place but then the rules are ignored though it is better than it used to be
- As a Resident of the estate next to the Twyn school - the scheme merely forced all the traffic parking during school hours, to park on the estate. As per postcode. Which I consider to be highly dangerous & an inconvenience.
- It looks to me as though traffic has reduced coming down Southern Street, but there is still a high volume of traffic on East View at peak times. I was worried about the implementation of the scheme originally as I am employed full time and was previously dropping my son to school by car, then rushing straight to work. Since the scheme began we have started walking to school (most days) and we both really enjoy it. It gives us the opportunity to get some calm time and exercise before the day starts/after a stressful day. We will continue walking. However, I am lucky that I am now in the position to work from home and when I do need to attend the office, my employer is quite flexible in me arriving a little later. This isn't the case for other mums I know, who now spend more time driving around Caerphilly trying to park to do the school drop off, or just ignoring the scheme because they need time to get to work by car straight after. To make this scheme more successful CCBC should consider how they can ease some of the pressure on working parents.
- To stop such a positive step forward would be tantamount to manslaughter if a child is hit by a car following removal of the scheme
- You need to put up cameras to take photos of the cars. Also if you want a real impact on air quality in the town you should encourage people (parents and non-parents) to use public transport and put more cycle lanes in place (the only ones around go through rough housing estates - who wants to cycle through those?)
- There is inadequate parking around the school, and these measures have exacerbated the issue. I have no other option to get my children to school other than by car, and the traffic and parking make this stressful.
- Please care about my daughter too. A child doesn't stop needing looking after just because they go to high school. My daughter isn't the only one to be nearly knocked down by a car on her way to St Martin's. That road is a danger to all. Well you Wait for someone to die on St Martin's Road first before you do anything? You need to A) put in another zebra crossing in at the bottom of St Martin's (by the Miners) B)

Change the road to a 10 mph zone 3) Change the road to a pedestrian zone D) Put in a cycling path E) Put in speed bumps F) Put in speed camera (average speed) and advertise them as a deterrent. All children's lives matter not just those under ten!

- I am disabled and need to park close to the school. In order to park I have to be at the for 2.30 in order to get a parking space and some days even then I still can't. The scheme has made no difference as it's not enforced.
- Absolute fail in this trial, without people standing at the top of the affected roads stopping traffic this isn't going to work. Even on the very few occasions that traffic wardens have been present its not stopped people parking and driving down the road. Also as there shouldn't be any cars it makes the roads more dangerous crossing and walking on them as rather there not being any traffic as planned there are. So it either has to be an all or nothing approach. It would also have been useful for the school to publish the map of the no parking areas to make people aware rather than just road names.
- I wasn't aware of any scheme, the traffic and parking is always bad in and around the school area
- It's great to encourage people to walk/cycle to school if the weather isn't wet, the parents do not work and you live relatively close to the school. I live over a mile away from the school and I only have a 20 minute window to get my children to school due to work commitments. One of my children is 4 years old and I cannot expect him to walk that distance back and forth in a reasonable time for me to be able to complete my job. I work around my hours around my children
- I think the scheme in itself is an excellent idea. In the beginning when it was first introduced, it was effective. However, due to the lack of ongoing enforcement, the situation has almost reverted to where it was before the scheme was in place. In order for it to be effective, there needs to be more enforcement or maybe cameras installed as those in private car parks which can see instantly where the rules are being broken and fines can be issued. I fully support the idea of making the streets by the school pedestrianised.
- There have been phases where enforcement was in place and worked. But it's not always there and so people start to drive to the school again. Also, people will just park in Morrison's or surrounding streets so that needs to be looked at. How can you encourage people to do their complete journey walking or cycling? Because it seems a huge amount are driving as close as they can and then walking. What are their obstacles and how can they be encouraged to make a change? Car sharing maybe be the best and only option for some. I am fortunate that I live close by and work from home.
- There is no presence from enforcement officers making sure the scheme works. There are parents parking on the zig zags outside the school/stopping in the road to drop children off/double parking blocking other cars in no change has been made.
- Unfortunately people are starting to ignore the scheme and are returning to driving even during prohibited times. At the start of the scheme it was enforced with wardens stopping access but this no longer happens. I have only seen the police enforcing on one occasion and needs reinforcing for this to be a success
- Make it stricter and have harsher fines. Free parking in Twyn can park between 8.45-9-15 2.45-3.20
- This is really important for the children at this school. In Cardiff, such schemes are policed with cameras and fixed penalty notices. It is my opinion that these schemes are more effective because people believe that they will really be penalised. Please continue the scheme for the safety of the children.
- More policing to ensure its enforced. My children have been endangered by cars on several occasions by stressed rushed drivers dropping children to school. They shouldn't be allowed near the school.
- I live in Southern Street and my daughter attends the Twyn School. I feel the road closure is a much safer environment for school times. I do think this needs to be



enforced as when it first started it was brilliant, but people have resorted back to driving down the street again.

- Need more enforcement. Get children on board by a school campaign, a drawing competition or something.
- Needs to be policed or camera ticketing otherwise returns to normal.
- I always have chosen to walk my children back and forth to school (weather permitting). I do not park directly around the school if I do drive. I am in full support of the area around the school being closed off to parking. Parents park illegally and in dangerous situations. With so many children leaving the school grounds safety of the children is paramount.
- It is easy to accidentally drive down the road at the time of closure, maybe painting the times on the road. More enforcement may be helpful too.
- It's a fantastic scheme not only for environmental reasons but also safety. Each of my 4 children have attended Twyn since 2004, the car usage and bad parking in the roads around the school has increased massively. My two eldest children caught the school bus until it was stopped. **BRING BACK THE BUS!**
- The issue at the Twyn is parking. The restrictions have helped with safety.
- Unless it is enforced people will ignore anything in place as the nearest parking is Morrison's, the Twyn car park which normally is pay and display or on the road along north view terrace which is dangerous.
- Should consider automatic rising bollards at the end of the roads, would be cheaper in long run than employee people to enforce. Should consider stopping cars go past the school via Lon-Y-Twyn road.
- You need to have cameras enforcing it / police it regularly until parents get the message.
- There are other routes by the school that weren't closed off as other roads were so in my opinion it was not worth doing. Do all roads or none at all.
- The current scheme is a barrier for working parents as if I am stopped from driving my child to school, I would not get into work on time.
- Fully pedestrian roads will be so beneficial to the safety of all children and carers. I strongly feel that it should be fully enforced.
- I have no problem with no parking around the school, but I take and pick my children to school I go straight to work but there is no parking near the school as the car park near is always full with all the workers from the town.
- Better enforcement and more obvious signs and road markings would make the scheme more successful. Also educating people about the health and environmental benefits.
- this has overall been a positive scheme for parking up and traffic congestion. however, people still drive down the street and the children jump out of the car. This is sometimes chaotic and dangerous.
- Lon Y Twyn was not closed off or manned and not included in the scheme. Therefore those parents/carers that were determined to drop their children off outside the school, and that would be more than 60% of the pupils simply went that way and was able to join Southern St. My son was in a wheelchair Sept 2020 and I walked to school every day, there was no room on the pavement and additional was unable to use the road as it was still being used by majority of vehicles despite the restriction. We were almost run over and I was swore at in front of my children by someone who was illegally using the road.
- After initial good adherence by the public (mainly due to police enforcement), parents & pupils seemed to be slipping back into their old ways and cars are appearing again.
- This Morning - 10.11.21 Very near miss with a pedestrian and a car that was stuck in traffic on the junction of East View and Southern St. Car was blocked in my other cars and decided to reverse, nearly hitting a pedestrian, luckily the individual was able to move out of the way of the car, if t had been a child in a buggy, they would

have been hit and crushed! The traffic this morning was queuing up Southern St and East View.

- Scheme worked at first but many parents are now driving down the street again at times they shouldn't.
- This scheme worked perfectly well when managed by the traffic wardens, it was wonderful for residents, this has only been enforced by the police once on the 27th April 2021, which is not enough
- Travel for the children is now much safer and traffic congestion has all but disappeared – it's so much better !!

**If your responses to the above questions have been affected either positively or negatively or you feel that any of these proposals will affect you differently as an individual because of any of the following (age, disability, ethnic origin, gender, gender reassignment, marital status, religious belief or non-belief, use of Welsh language, BSL or other languages, nationality or responsibility for any dependents) please give details below.**

Relevant comments have been included in the IIA

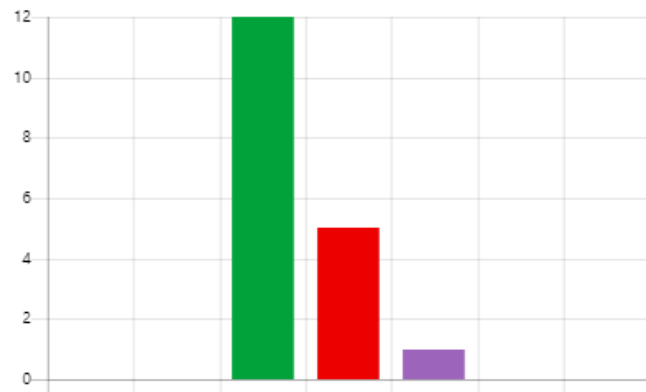
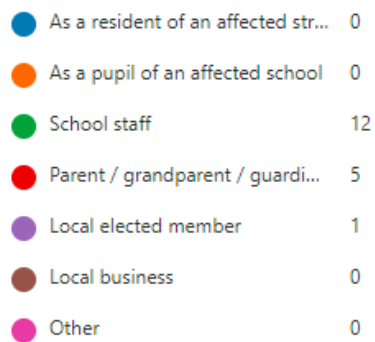
- Wardens were making disabled people park further away. I think this is wrong. I am able to walk but have seen elderly grandparents struggling.
- Van Road is too busy and needs speed bumps, I have two children one with learning difficulties and cars speed down the road which is dangerous
- I see no change, parents still drive down the street apart from the one day when parents were getting tickets I feel that did help but it is an inconvenience when not enough spaces to park for the number of children
- I think it is a great idea to make this more of a permanent feature for the safety of our children. Especially being a school in the town centre where there is more traffic than usual. Also, for residents of the street unable to park their cars outside their own houses due to inconsiderate parents who don't want to walk their children to school in the rain. There are also many car parks in town also free to park in. Being a school in the town centre it should be for residents within walking distance anyway. The only other suggestion I would have is for the school to offer a drop off and collection point for parents needing to rush to work, however they do offer a breakfast club which opens at 8am.
- I think if enforced properly it will be a great way to keep our children safe walking to and from school. Also, for the residents of the surrounding streets. There are many free car parks in and around the town.
- Apart from disability and access I don't see how any of the other arguments could have any grounds or relevance when compared to the safety of our children. We have to be inclusive, and we have to put our children first.
- Because the scheme is not enforced, I am affected in a negative way due to being disabled. I feel extreme stress when I have to pick up my child as I have to get to the school early enough to be able to park and some days it's just not possible. Some disabled parking spots would be beneficial.
- I have to use my disability blue badge when parking close to the school but the spaces are always being taken up by people parking where they shouldn't.
- Young children cannot be expected to walk over a mile each way to school.
- Please keep the existing regulations. There are so many positives to the introduction of the new scheme. Cleaner air, fitter children/parents, less congestion, less likelihood of accidents due to reduction in volume of cars, far less noise due to reduced traffic.

## Libanus Primary School – 18 responses received

I am responding to this survey..... (please select only one)

[More Details](#)

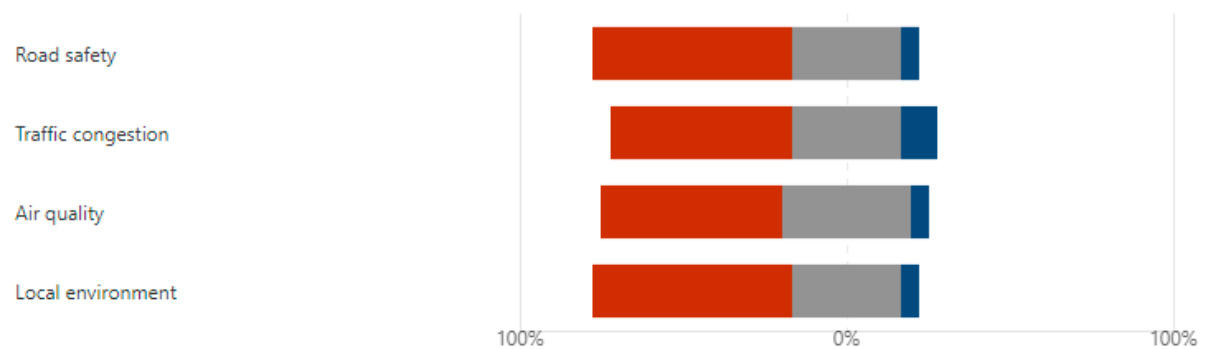
[Insights](#)



What effect do you consider that the experimental scheme has had on the following outside the school?

[More Details](#)

Positive No change Negative



Do you consider that the scheme has encouraged more pupils to make their school journey by sustainable forms of transport (e.g. walk, scoot, cycle, public transport)?

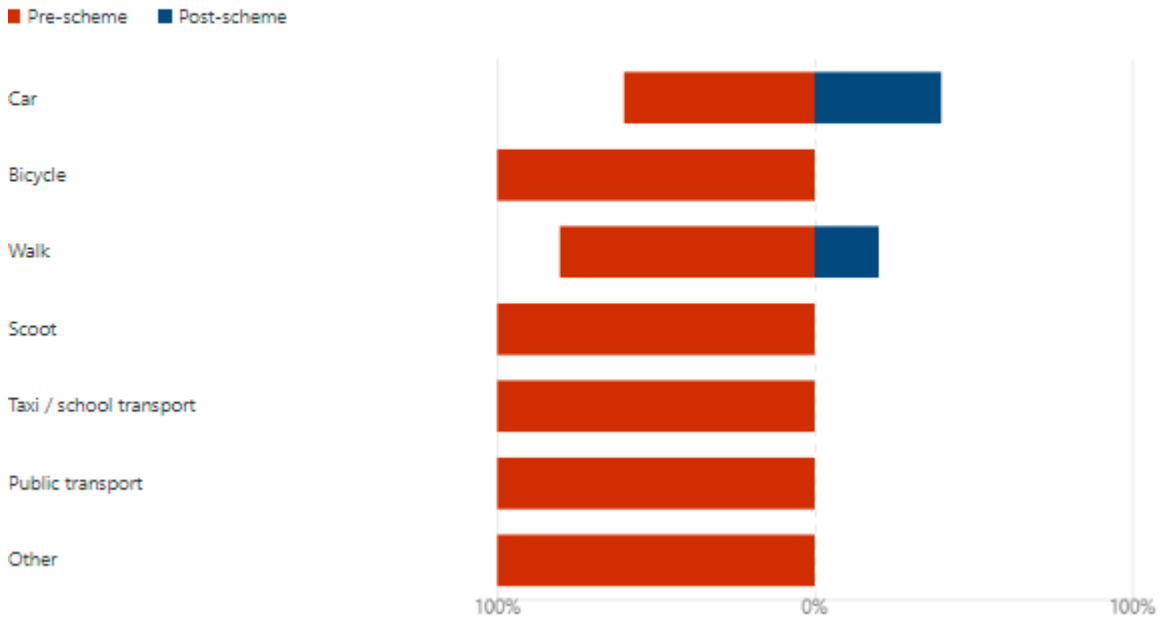
[More Details](#)

[Insights](#)



Have you changed the way that you make the school journey? If applicable, please choose below:

[More Details](#)



Do you consider that the scheme has received adequate or inadequate levels of enforcement by the police for it to be effective?

[More Details](#)

[Insights](#)

- Adequate 5
- Inadequate 13



Do you consider that the scheme should remain in place?

[More Details](#)

- Yes 17
- No 1



**About the respondents**

## I am

[More Details](#)

[Insights](#)

Female	15
Male	2
Other	0
Prefer not to say	1



## Do you consider yourself to have a disability?

[More Details](#)

[Insights](#)

Yes	1
No	16
Prefer not to say	1

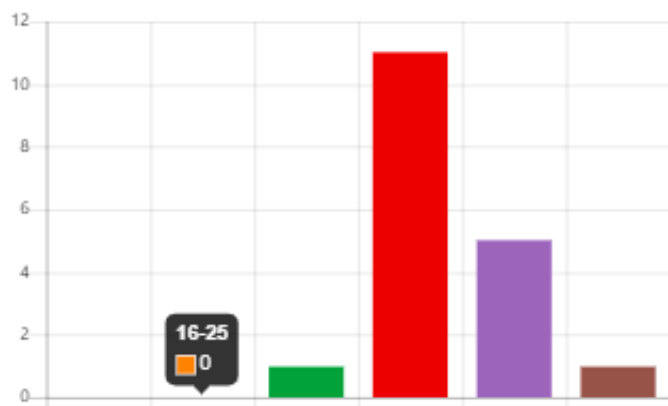


## Age group

[More Details](#)

[Insights](#)

<16	0
16-25	0
26-39	1
40-49	11
50-65	5
66+	1



## What additional/alternative measures do you consider would encourage pupils to travel more sustainably?

- A dedicated park and walk area for the parents who live out of catchment and can't walk all of the way. They could park up and walk safely to school.
- Facilities for bikes. Safe crossing on the main road. Many times the person responsible for road safety is off sick.
- Something more needs to be put in place as many parents have ignored this and still drive through during busy school hours.
- The street to be manned.
- Safe crossing areas on main roads prior to arriving at school. Crossing patrols present at all start and finish times for pupils. When a crossing patrol is absent they

aren't replaced and there have been long periods whereby there are no crossing patrols to help pupils cross the busy roads safely.

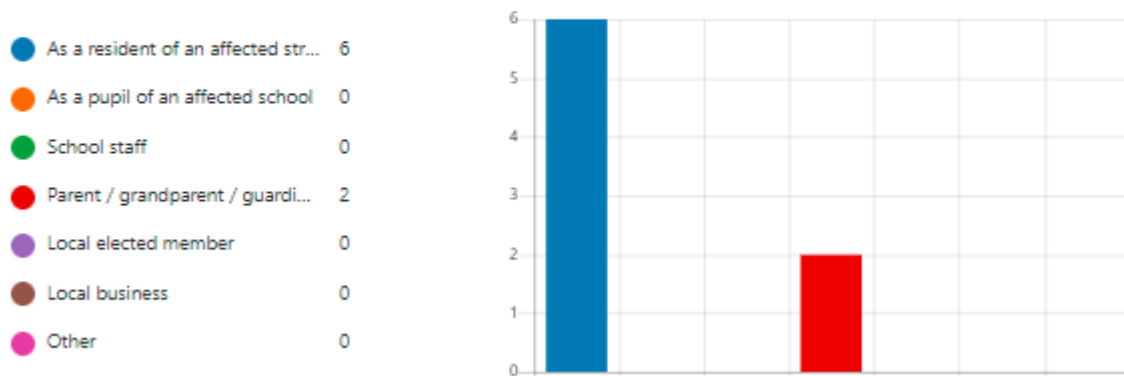
**Do you have any additional comments?**

- The scheme has received almost no level of enforcement and so many parents and the community have taken no notice of the restriction. For it to work properly there must be regular police presence or barriers or bollards installed.
- People were sticking to it but no more vehicles driving through and parking, the road is so busy more reinforcements needed.
- Tougher enforcements so people will follow the rules.
- There is no safe way for the children to cross if the safety crossing patrol person is off sick as parents are encouraged to park in the free car park opposite the dog groomers. No facilities for the children to park up bikes and very little for scooters. Children walk up the middle of the road thinking no traffic will be there and cars use the road whether they have a disable badge or not. I don't believe this has been a success.
- A lot of parents have ignored this and still drive through or park while dropping off or picking up, many parents who have previously received tickets have still gone on to park in the street and if the police are not there one day still park or drive through unfortunately.
- Needs more policing as many still using the road and no checks are being made.
- Cars have started coming up the road the wrong way on the one-way system again
- The scheme only seems to be effective when wardens or police are present. We have had lots of complaints, arguments, dangerous driving even after the scheme has been set up.
- If parents are expected to park in local car parks for a short stay whilst they walk their children to school safely, parking charges should remain free for the window of their drop off and pick up.
- Put signs up on the road to state regulations.

## Risca Primary School – 8 responses received

I am responding to this survey..... (please select only one)

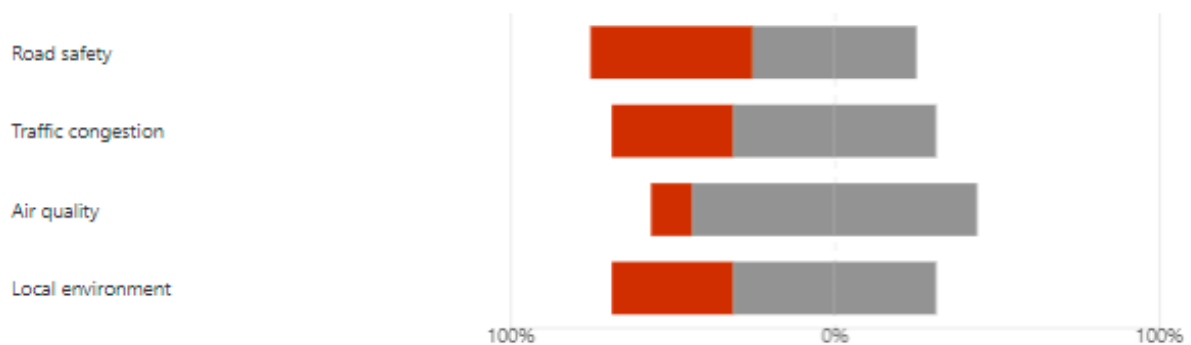
[More Details](#)



What effect do you consider that the experimental scheme has had on the following outside the school?

[More Details](#)

Positive No change Negative



Do you consider that the scheme has encouraged more pupils to make their school journey by sustainable forms of transport (e.g. walk, scoot, cycle, public transport)?

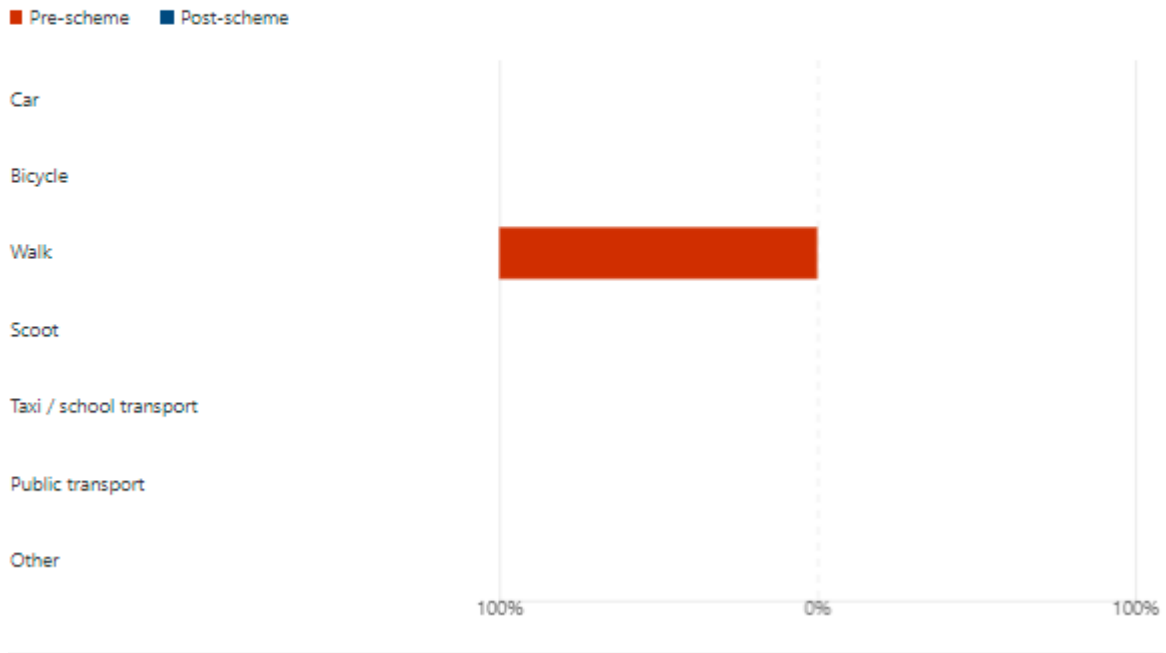
[More Details](#)

Yes	0
No	8



Have you changed the way that you make the school journey? If applicable, please choose below:

[More Details](#)



Do you consider that the scheme has received adequate or inadequate levels of enforcement by the police for it to be effective?

[More Details](#)

- Adequate 1
- Inadequate 7



Do you consider that the scheme should remain in place?

[More Details](#)

- Yes 7
- No 1





10. If the experimental pedestrian and cycle zone is removed do you consider that the one-way traffic restriction should remain in place?

[More Details](#)

● Yes	6
● No	2



### About the respondents

I am

[More Details](#)

● Female	7
● Male	0
● Other	0
● Prefer not to say	1



Do you consider yourself to have a disability?

[More Details](#)

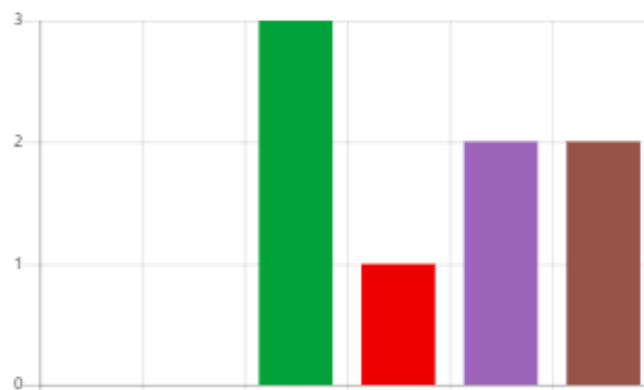
● Yes	1
● No	5
● Prefer not to say	2



Age group

[More Details](#)

● <16	0
● 16-25	0
● 26-39	3
● 40-49	1
● 50-65	2
● 66+	2



**What additional/alternative measures do you consider would encourage pupils to travel more sustainably?**

- As pupils are not the ones making the decisions on how they get to school we need to get the message out to parents who make these decisions.
- Ask their parents to stop parking illegally in residential areas around times they shouldn't.
- Nothing, all the parents want is to get their children to school by the quickest and safest method. (car)
- Cycle schemes if possible.
- Bike riding lessons in school time and help for parents who can't afford bikes.
- Whilst there was a warden on end of street parents did not drive in road. As soon as no warden signs were disregarded and road was chaotic again.

**If the experimental pedestrian and cycle zone is removed do you consider that the one-way traffic restriction should remain in place?**

- Yes
- No
- Yes
- Yes
- No
- Yes
- Yes
- Yes

**Do you have any additional comments?**

- One way system has been positive however not enough enforcement as cars still coming down street at school start and end of day also cars parked in street when nursery coming out at 11.20am.
- If the scheme was enforced properly parents might understand they shouldn't be using the street. Also you allow 1 hour for non-permit holders in a street that already hasn't enough space for the residents who actually live here. Some parents have no care where they dump their cars and some even come into the street earlier just to park up because they can! You need to remove the 1 hour wait for non-residents and enforce the changes you have tried to implement rather than putting a great idea here and doing nothing to make sure it works! The school has continuously reminded parents not to park here but they ignore the pleas. I have previously reported and sent pictures of the inconsiderate parents using the street and the enforcement officers came out after school started and after school finished which resulted in no change at all. There are already insufficient parking spaces for residents which results in us parking elsewhere and we then incur parking fines.
- The head teacher of Risca Primary did away with the bike racks for more car parking spaces within the school grounds and she discouraged the children from using their bikes. The only time it stops parents parking down Graig View is when the traffic wardens is in the area - apart from that no parent takes any notice. They park on double yellow lines and on my drop kerb outside by driveway. They do not care. People still do not use the one-way system in the correct manner.
- It isn't being used correctly, not monitored enough. Parents/guardians still using our streets to park in, when really they shouldn't be in our streets at the time zones stated etc , it's not as many as before the scheme though, so think the scheme is

working a little bit , the adjoining road Tredegar terrace gets very congested at school time but road users seem to be dealing with that quite well.

- I feel (and I speak for most residents on Graig View that I have spoken to) that although this has good intentions it was doomed to fail from the beginning. Without enforcement, traffic restrictions are completely ignored (and it is impossible to have an officer on site twice a day in perpetuity). All it has done is push the vehicles into Gwendoline Road (which has become a no-go area at certain times of the day due to weight of vehicles). It is no exaggeration to say that around 20 cars a day drive the wrong way up the one-way system and this has only lead to conflict on the road. As for safety, the scheme has made this decline if anything as it has made cars have to use the Tredegar Terrace junction onto the main road (which is nowhere near wide enough for two-way traffic, I understand it may pass as it is an historic access/egress but is naïve to increase the increase its use and traffic drives along the footway as it is just not wide enough) instead of the Danygraig Road access which is far wider and suitable. The scheme also does not take into account access for vehicles for the shops. The entrance/parking area to the side/rear of Wesley Place (not the Rugby Club Car Park) has been used by the shop providers for decades but the scheme would not allow them to now do this and turn shop provider movements into criminal actions.
- The scheme worked very well when someone was checking the cars dropping or picking up from the school, but once that stopped everything went back to how it used to be. Parents stop outside the gates and take their child in, leaving their car in the middle of the road, god forbid if an emergency vehicle wanted to come down the street. They even park on the pavement and take children into school. One day a child is going to step into the road to pass the cars and is going to get knocked over. What was the point of issuing residents with permits when nobody takes any notice of the rules regarding travelling down the street during the designated times. I know funds are very restricted with regard to policing the situation, but does it take a child to get knocked over for something to be done.
- If the scheme is removed the one-way system has to be kept for child safety
- Before one way system was introduced road was unsafe for children crossing. Cars mounting pavements parking pavements.

**If your responses to the above questions have been affected either positively or negatively or you feel that any of these proposals will affect you differently as an individual because of any of the following (age, disability, ethnic origin, gender, gender reassignment, marital status, religious belief or non-belief, use of Welsh language, BSL or other languages, nationality or responsibility for any dependents) please give details below.**

Relevant comments have been included in the IIA.

- I do feel the scheme has sort of worked well, just needs more monitoring I think, as people still parking in our streets to drop children off, when in those times they shouldn't be down here unless they got permits

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## CABINET – 9<sup>TH</sup> FEBRUARY 2022

**SUBJECT: B4251 YNYSDDU TO WYLLIE HIGHWAY IMPROVEMENT**

**REPORT BY: CORPORATE DIRECTOR FOR ECONOMY AND ENVIRONMENT**

### **1. PURPOSE OF REPORT**

- 1.1 This report is provided for Cabinet to consider if further road safety measures should be implemented along the B4251 or whether the existing and newly introduced control measures are sufficient.

### **2. SUMMARY**

- 2.1 This report summarises the position in relation to road safety measures already implemented along the B4251 between Wyllie and Ynysddu and sets out options for further safety works for cabinet consideration in light of the substantial removal of tree cover adjacent to the road.
- 2.2 A road safety review of the above road was undertaken in March 2020. This review did not recommend the installation of a Vehicle Restraint System (VRS) or other additional fencing. However, the road safety review report recommended other road safety measures, stating that overall, the road was in good condition and well maintained.
- 2.3 Road safety measures suggested by the report were implemented during the summer of 2020. These measures included, resurfacing, chevron signing and speed limit reduction.
- 2.4 Following the completion of these safety measures a significant tree felling operation commenced in September 2020 to remove "Ash Dieback". The removal of these substantial trees opened-up the embankments and created additional perceptions of danger and renewed requests for a VRS. In November 2020 a review of the site was undertaken to consider the concerns being raised.
- 2.5 This review examined a number of options that sought to address the concerns being raised. These options included the installation of VRS, the installation of fencing and "do nothing"

### **3. RECOMMENDATIONS**

Cabinet is asked to consider the content of this report and endorse the following

recommendations:

- 3.1 Taking into consideration all the relevant factors, to support the installation of a concrete post and chain-link fence along this section of highway.
- 3.2 Should scheme progression be approved, to approve and allocate funding from the Corporate Projects capital budget to enable the design and construction of the B4251 Highway Safety Improvement scheme to progress at an estimated cost of £350k.
- 3.3 To approve funding from the Corporate Projects capital budget for the advance design fees already incurred in undertaking this study of £50k.

#### **4. REASONS FOR THE RECOMMENDATIONS**

- 4.1 While various recommended safety measures were put in place following the safety review in March 2020, the removal of mature trees along this route renewed public concerns of road safety prompting officers to review further safety options. The measures recommended are considered the most appropriate for this section of road and are in accordance with relevant design standards.

#### **5. THE REPORT**

- 5.1 A safety Improvement Study was commissioned with AMEY consultants in March 2020. The study area focused on the then de-restricted section of the road (road has now had a 40mph restriction placed on it) which begins at the north end of Ynysddu and terminates just south of the Gelligroes roundabout on the A472 and also included the 40mph section leading to the roundabout at that time. The road runs north to south adjacent to the Sirhowy River, it has 5 no. bus stops and a bridge over the Sirhowy river. There are reflective road studs throughout the de-restricted section. The street lighting in the area was changed from permanent lighting to a part-night regime between midnight and 5.30am in 2010 in accordance with the inter urban route policy for part night lighting.
- 5.2 The road is classified as a Single carriageway (S2), with several bends and straight sections. The carriageway is approximately 10.0m wide with a 1.8m footway running the length of its western edge (these dimensions vary in places, but not significantly). It has a central hatched area, which serves to increase separation of opposing traffic flows and reduce lane widths. The centre of the road is crowned however the radii are super-elevated. There is currently one section of VRS, approximately 20m in length, on the eastern edge before the parapet of the river over-bridge. The verge areas on both sides of the road are predominantly lined with established mature trees, however, many of these were removed in September 2020 as part of the ash die back programme. Due to the lack of a continuous footway on the eastern edge there are no formal pedestrian crossings.
- 5.3 There are eight bends along the section of road which were part of the review. The stretch of road within the study area is a well-established route which does not conform to current highway design standards like many of the roads within the country. The speed limit was previously designated as 60 mph but was later reduced to 40 mph, as recommended in the report. This speed reduction reduced the potential to cause a hazard for all road users.

- 5.4 A Speed Limit Review exercise carried out by the Authority prior to the 40mph change identified that the average speed of traffic within the then national speed limit (60mph) section of road was 40.5mph. This figure is well below the maximum 60mph limit allowed on a de-restricted road of this type and as such demonstrates that the majority of drivers navigate the road at an appropriate speed for the conditions.
- 5.5 Since 2014 there have been 9 no. recorded accidents within the area of the study with 5 of these classed as 'slight accidents'. The data shows that the accidents are spread throughout the entire length of the study area, including one 'slight' accident within the then 40mph section at the north end of the route. Although the majority of accidents appear to have occurred on straight sections it must be noted that the straight sections are relatively short, the longest being approximately 300m and at the average speed (40.5mph as outlined in Section 5.4 above) the bends are encountered in quick succession. Therefore, even when on a straight section the driver is always exiting a bend or preparing to enter the next.
- 5.6 The police reports for the accidents do not identify any direct cause from the road layouts or features.
- 5.7 A visual inspection of the road was undertaken as part of the study where the condition of the following features were observed.
- **Carriageway surface** – Generally in good condition. Two areas of depressions noted and resurfacing works undertaken in Sept 2020 to rectify these as recommended has been completed.
  - **Kerbing** – Varying upstands but the majority were in good condition. Some unevenness noted but kerbs still aligned which still delineate the edge of carriageway so is not considered a hazard. Some vegetation clearance was also required on a small 25m section which has been completed.
  - **Road markings** – Gateway features, central hatching and bus stop markings were all in good condition and well maintained.
  - **Road studs** – Installed throughout the national speed limit area were all in good condition. It was noted two number were missing which have now been replaced.
  - **Signage** - There are various road traffic signs throughout the study area. All signs and reflective bollards were in good condition. Routine cleaning and vegetation clearance was recommended and undertaken while additional signage was installed in 2020 as recommended by the report.
  - **Street lighting** – Street lights were upgraded to LED's in 2019 and were all in good condition. This road has been subject to part night lighting between the hours of midnight and 5.30am since 2010.
  - **Carriageway falls and drainage** – As an existing aged road, drainage is likely to be substandard when compared to new guidance. However, the survey was conducted on a wet day with intermittent rainfall during which the drainage appeared to be working as intended. There were several instances of minor ponding against the kerb line, but no major areas extending across the running lane. Two gullies appeared to be blocked and routine maintenance has addressed these concerns.
  - **Bus stops** – Bus stops are located within the best locations possible, however, there are some issues whereby cars have to overtake stationary buses, although the reduction of the speed limit to 40mph has reduced this risk. It should be noted that a footpath only exists on one side of the carriageway.
  - **Existing safety fence (VRS)** – There is approximately 20m of safety fence on the

south bound approach to the river bridge. The end terminal does not comply with current standards. CCBC have a Capital works programme addressing similar issues around the County Borough that they are actively working through.

5.7.1 A Road Restraint Risk Assessment Process (RRRAP) was previously independently undertaken in 2019 that identified areas where VRS could be considered based on the road having a 60mph speed limit. However, this kind of assessment is not strictly suitable for this stretch of road as it is predominantly written for use on high speed trunk roads and motorways i.e. roads constructed to appropriate design standards and having speed limits of 50mph or greater. The Provision of Road Restraint Systems on Local Authority Roads (PRRSLA) offers more appropriate guidance to Local Authorities on the provision of Road Restraint Systems. This guidance can be utilised by local highway authorities to create a pragmatic system for decision making. Based on the assumption that the speed was to be reduced to 40mph, a draft risk scoring assessment in accordance with the PRRSLA guidance was undertaken and the result scored 9 (9-13pts = Medium priority). See Table 4 and 5 in Appendix 1. It should also be noted, as mentioned in the PRRSLA guidance the installation of VRS can itself cause a hazard; this is due to VRS being designed and tested to be impacted at a certain angle at a certain speed. The use on particularly tight radii can cause the impact angle to be far too steep which will then become a hazard in itself to the occupier of an errant vehicle and other vehicles on the road at that time. There is the possibility that the VRS will deflect any errant vehicle back into the line of oncoming traffic.

## 5.8 CONCLUSION

Due consideration is needed to determine what if anything is required here when balanced against the facts of the historical accident statistics and police reports along with improvements and speed reduction already implemented in 2020.

The previous independent report discounted the reconstruction of the highway and the installation of safety fence (VRS). This is further supported when the type of roads for which VRS is designed to be used on is considered and the fact that the installation of a VRS on the stretch of road would be a non-compliant design which has the potential to cause serious accidents.

However, it is possible that a wooden post and rail or concrete post and chain-link fence could be installed which may reduce the risk of a vehicle leaving the road given the topography of the area. This would also provide some form of protection to both pedestrians and vehicles. A timber post and rail fence or concrete post and chainlink fence would cost around £300k to £350k respectively and could be erected relatively quickly.

The do-nothing option based on the actions already implemented (reduction in speed limit to 40mph, installation of new chevrons and some additional resurfacing) is also a viable option which members of Cabinet can consider

A summary of the works already undertaken and future options includes:

- Road Safety Review – **Completed**
- Reduction of speed limit – **Completed**



- Installation of additional Chevron signs – **Completed**
- Minor resurfacing works – **Completed**

To do nothing with reliance on the measures already taken above is an option. If this is not desirable, then further options include:

- Further detailed design and supervision for installation of VRS, estimated cost of £50k. Initial unbudgeted costs of circa £50k have already been incurred and will be required in addition to the £1.65M for the installation of a non-compliant VRS system.
- Erection of a timber post and rail fence (with metal stock proof netting) – Estimated at £300k
- Erection of concrete post and chain-link fence (the recommended option)– Estimated at £350k

## **6. ASSUMPTIONS**

- 6.1 A detailed design and contract estimation have been undertaken to ensure that costs provided are achievable. The current volatile market does present some cost uncertainty of labour and materials which will be mitigated against by using internal resources and approved suppliers where possible.

## **7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT (IIA)**

- 7.1 The proposed works form part of our Highway maintenance work stream and as such do not require an IIA.

## **8. FINANCIAL IMPLICATIONS**

- 8.1 There is currently no specific funding set aside to progress any of the options outlined above. Should any of the above schemes move to progression then the finance would need to be provided to fund £1.65m for the VRS option, or £300k for the timber post and rail fence or £350k for the concrete post and chain-link fence. In addition circa £50k has already been spent on initial design fees (unbudgeted) and will need to be considered and added to the funding relating to the option selected by Cabinet. The current construction market and material supply volatility could, however, affect these budget estimates.
- 8.2 Taking into consideration all the relevant factors, the recommendation in this report is to support the installation of a concrete post and chain-link fence at an estimated cost of £350k. As already outlined, costs of £50k have been incurred in relation to advance design fees. It is recommended that the total costs of up to £400k should be funded from the Corporate Projects capital budget.

## **9. PERSONNEL IMPLICATIONS**

- 9.1 None

## **10. CONSULTATIONS**

10.1 The views of the consultees listed below have been incorporated and addressed within the report. There were no views which differ from the recommendations.

## 11. STATUTORY POWER

11.1 There is no statutory power or guidance binding the authority to undertake the works. Should the decision to progress be made works will be undertaken in accordance with our statutory duties under the Highways Act 1980 to maintain the highway.

11.2 This is a cabinet function.

Author: Chris Adams, Highway Engineering Group Manager

Consultees: Cllr Jamie Pritchard, Cabinet Member for Environment and Infrastructure  
Christina Harray, Chief Executive  
Cllr Philippa Marsden, Leader of Council and Local Ward Member (Ynysddu)  
Cllr John Ridgewell, Local Ward Member (Ynysddu)  
Cllr Colin Gordon, Local Ward Member (Pontllanfraith)  
Cllr Gez Kirby, Local Ward Member (Pontllanfraith)  
Cllr Mike Adams, Local Ward Member (Pontllanfraith)  
Cllr Tudor Davies, Chair of Environment and Sustainability Scrutiny Committee  
Cllr Adrian Hussey, Vice Chair of Environment and Sustainability Scrutiny Committee  
Mark S Williams, Corporate Director for Economy and Environment  
Marcus Lloyd, Head of Infrastructure  
Robert Tranter, Head of Legal Services and Monitoring Officer  
Stephen Harris, Head of Financial Services & S151 Officer  
Clive Campbell, Transportation Engineering Group Manager  
Gareth Richards, Highway Services Group Manager  
Kevin Kinsey, Principal Engineer  
Anwen Cullinane, Senior Policy Officer – Equalities, Welsh Language

Appendix 1 Table 4 & 5 from PRRSLA (See below)

**APPENDIX 1**

TOTAL RISK RANKING SCORE	CATEGORY	OUTCOME
14 or more	Higher Priority	(see Table 5.2)
9-13	Medium Priority	
0-8	Lower Priority	

**Table 6.9 - Resultant Risk Categories**

CATEGORY	RISK LEVEL	OUTCOMES
Higher Priority Site	Risk cannot be accepted save in extraordinary circumstances.	Where the risk assessment has defined a site as Higher Priority the installation of a RRS is justified in terms of the level of risk. Further consideration is then required to determine if the site meets the other appraisal criteria. Even at high risk sites non-RRS interventions may reduce the risk to a level where a RRS can be omitted.
Medium Priority Site	Intervention may be required to introduce control measures to drive residual risk towards the Lower Priority Site category. The residual risk can be tolerated only if further risk reduction is impracticable or requires action that is grossly disproportionate to the reduction in risk achieved.	Where the risk evaluation has identified a site as Medium Priority a RRS may be justified however a non-RRS approach to reducing the risk may prove sufficient to negate the need for a RRS. If suitable effective measures cannot be introduced then the appraisal process would normally continue in order to consider the other criteria.
Lower Priority Site	Level of risk regarded as generally acceptable. Further effort to reduce risk is not likely to be required as resources to reduce risk would be grossly disproportionate to the risk reduction achieved.	Where the risk evaluation identifies a site that is lower priority further appraisal is not required and the level of risk does not normally support installation of a RRS. Simple low cost measures that could reduce the risk can still be considered.

**Table 5.2 - Site Risk Categories**

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