

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 data-bbox="152 328 1086 528">• 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 data-bbox="152 600 1086 1238">• 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 data-bbox="152 1278 1086 1382">• 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	<p data-bbox="1120 328 1556 352">These comments are welcomed.</p> <p data-bbox="1120 600 2072 895">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 data-bbox="1120 1278 2072 1406">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.

- 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.
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.
- 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?
- 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.

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 pupil would only be eligible if he is a blue badge holder.

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

- 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 15th 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.

<p>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.</p>	<p>This matter has been brought to the attention of the Trading Standards Department.</p>
<ul style="list-style-type: none"> • 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. 	<p>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.</p>
<ul style="list-style-type: none"> • 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. 	<p>As above.</p>
<ul style="list-style-type: none"> • 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 	<p>As above</p>

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 2nd 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 2nd 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.