

**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>

<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.</p> <p>Often it is blocked by vehicles used to carry out work in residents' back gardens. So access is required in both directions.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>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.</p> <p>This lane is public highway so should not be obstructed. If this occurs the Police should be called.</p> <p>Arrangements were made for the vegetation to be cleared.</p> <p>Any instances should be reported to Refuse Department when it occurs.</p> <p>This has been referred to the Highway Maintenance Team.</p> <p>This has been referred to the Highway Maintenance Team.</p> <p>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.</p> <p>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.</p> <p>It is pleasing to hear that the resident welcomes the proposals.</p>
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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.

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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 schools, 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.

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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.

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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.

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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

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)

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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.

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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.

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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.

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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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- 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.

As above.

- 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?

As above.

- 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

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.

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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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