



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 3rd - 19th 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 26th September 2021 to 2nd 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

Libanus Primary	Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun
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

Risca Primary	Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun
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 10th 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 Tywn 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 26th 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 26th 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:
- 30th 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.
 - 7th 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 15th 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.

- 14th August 2020 - The affected schools were provided with full details of the scheme to be sent out on their social media platforms.
- 25th 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 10th 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?'

- 10th 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.'

- 26th 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.
- 9th 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.

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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