

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

**Risca Primary School**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Concerns regarding parking enforcement have been raised with our CEOs.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

No formal reports were required.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

As above.

Comments have been noted.

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- I have been asked to report a number of near misses between oncoming traffic and primary school children/pedestrians at the junction of Tredegar Street, and Tredegar Terrace Risca since CCBC changed the road layout. The introduced one way traffic system on adjoining roads (Graig View and Wesley Place) force large volumes

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

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

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

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

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

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

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

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

As above.