

Information gathered at Task Review meetings since December 2022.

KEY ISSUES IDENTIFIED	EVIDENCE RECEIVED
Is an update of the Resident Parking Policy needed?	<p>Parking restrictions were last reviewed in 2012. (Meeting held on 30th January 2023).</p> <p>The Scrutiny Officer advised Members that on the key question “did the current policy meet the needs of you and your household?” 71% of respondents replied no and 29% of those surveyed thought that it did. (Meeting held on 16th October 2023).</p>
Should the Times of Operation be extended?	<p style="text-align: center;"><u>FOR</u></p> <p>The top policy part that needed updating according to residents was “the maximum times of operation are Mondays to Saturdays, 8am to 6pm” with 91 nominations. (Meeting held on 16th October 2023).</p> <p>The third top theme taken from survey comments was “extend the hours of operation.” 15% of comments. (Meeting held on 16th October 2023).</p> <p>The Chair observed that in his Ward many residents would like the hours of operation to be between 8am and 8pm. (Meeting held on 16th October 2023).</p> <p style="text-align: center;"><u>AGAINST</u></p> <p>The Principal Engineer advised that extending this restriction later into the evening would risk diverting parking enforcement resources from the working day at such locations as schools for example. (Meeting held on 30th January 2023).</p> <p>The Chair highlighted that in Newport some operating restrictions were from 8am to 8pm. The Principal Engineer suggested that this might be appropriate in cities where demand was greater in the evenings because of activities such as sporting</p>

	<p>events for example. (Meeting held on 30th January 2023).</p> <p>It was also suggested to Members that consultation on changes to times of operation should be conducted on a street-by-street basis as part of Traffic Order changes. It was highlighted that some residents with more than one vehicle might prefer ending regulations at 6pm so that additional vehicles can be parked at the end of the working day. (Meeting held on 27th February 2023).</p> <p>Members heard about the challenges posed by a limited traffic enforcement budget and the consequences if times of restricted parking were extended. A thin resource would be spread more thinly if times of operation were extended. (Meeting held on 27th February 2023).</p> <p>The Principal Engineer highlighted the confliction between wanting greater enforcement and extending the hours of operation. As resources would be spread more thinly especially if Sundays were also included. (Meeting held on 16th October 2023).</p> <p>During the ensuing discussion officers outlined some of the challenges associated with extending the hours of operation in terms of the safety of enforcement officers and setting realistic expectations amongst residents. (Meeting held on 16th October 2023).</p>
<p>Limited Waiting in Residential Parking Areas.</p>	<p>The Principal Engineer, Traffic Management advised that historically Limited Waiting Bays had been introduced to allow visitor parking. But as Visitor Permits were now allowed under the current policy the Principal Engineer advised that Limited Waiting Bays would be reduced as part of Phase 3 of the Traffic Order Programme. (Meeting held on 30th January 2023).</p> <p>The Member outlined that in his Ward there was a lot of contention amongst residents with the limited parking arrangements for non-residents on residential streets. The</p>

	<p>Principal Engineer advised that limited waiting restrictions could be removed, and resident parking extended through the Traffic Regulation Order process. The purpose of the scheme criteria was for new resident parking schemes only. The Principal Engineer highlighted the challenges with retrospectively applying a changed parking policy. (Meeting held on 25th May 2023).</p> <p>The second to top policy part that needed updating according to residents was “the non-resident element of parking must be at least 25%” with 90 nominations. (Meeting held on 16th October 2023).</p> <p>The second top theme taken from survey comments was “remove limited parking.” 18% of comments. (Meeting held on 16th October 2023).</p> <p>Another Member outlined the frustration of permitholders in his Ward caused by the large number of motorists using Limited Parking provision on a regular basis. (Meeting held on 16th October 2023).</p>
Greater Enforcement.	The top theme taken from survey comments was the need for greater enforcement. 19% of comments. (Meeting held on 16th October 2023).
Commercial Vehicles.	Too many Commercial Vehicles was a theme arising from survey comments. 12% of comments. (Meeting held on 16th October 2023).
Different ways of working.	<p>One Member reiterated the need for the Group to discuss the criteria for permits and suggested that questionnaires could be sent to residents as part of the annual renewal of current parking permits. (Meeting held on 7th December 2022).</p> <p>A Member of the group asked if a Camera Car would be a more effective enforcement tool rather than foot patrols given that there were 6,200 metres of resident parking within the County Borough. The Principal Engineer advised that this was a good idea but outlined the regulations on what can be enforced via a Camera Car. Only no</p>

	<p>stopping restrictions such as at bus stops and near schools could be enforced. They could not be used for residential parking were issues such as a reasonable observation period was required before issuing a fine. (Meeting held on 30th January 2023).</p> <p>One Member enquired if moving away from parallel parking on one-way streets had been considered. Provided there was adequate road width the Member was of the view that angled parking would be a better use of space. The Principal Engineer advised that echelon parking had been introduced in Nelson but most of the streets under consideration were not wide enough to introduce it. However, he gave assurances it would be one of the considerations under the Phase 3 review. (Meeting held on 30th January 2023).</p>
<p>Factors for consideration.</p>	<p>The Transportation Engineering Manager added that there were significant challenges and as there were more vehicles than parking spaces the final policy would need to be a balance of compromises. He also highlighted the danger of introducing changes which had unintended consequences. (Meeting held on 30th January 2023).</p> <p>The Transportation Engineering Manager warned Members about the risk of raising expectations amongst residents beyond what can be realistically delivered. (Meeting held on 27th February 2023).</p> <p>The Transportation Engineering Manager observed that the survey showed the variety of opinion that existed and how it would be impossible to please everybody. The Group were asked to consider where the balance should be between residents, visitors, and businesses. He highlighted that permitholders were not paying for a space to park, they were paying for the administration and enforcement of the scheme. There was no guarantee of a space. Enforcement Officers did not have access to the DVLA database and could not check addresses for example, they could purely enforce consistently on whether or not a permit was displayed between the</p>

	<p>hours of operation. (Meeting held on 16th October 2023).</p> <p>Members had to consider what provision they wanted for visitors' parking and observed that this was especially important for those receiving care in their homes. (Meeting held on 16th October 2023).</p> <p>Members also suggested using the local media to highlight the enforcement action taking place, this could be press releases on the issue of Penalty Charge Notices. (Meeting held on 16th October 2023).</p>
What Next?	<p>The Principal Engineer advised that wider consultation would be needed for any policy changes which are outside the Traffic Order process. The Transportation Engineering Manager advised that any consultation of this kind would need to be County-wide and more detailed than a survey of the 1,900 households who currently hold parking permits. (Meeting held on 30th January 2023).</p>

Some suggested recommendations based on the evidence received for Member consideration.

- Caerphilly County Borough Council prioritises the provision of bereavement counselling across the County Borough during future meetings with partners.
- Caerphilly County Borough Council uses its influence within the WLGA to recognise the importance of the role played by Psychological Wellbeing Practitioners and recommends a collective appeal from all Welsh Councils for additional funding from the Welsh Government for this vital service.
- Council communications platforms are actively used to promote community health and wellbeing activities such as Bereavement Cafes organised via the Integrated Wellbeing Network.
- Caerphilly County Borough Council liaises closely with partners in order to explore ways of allowing increased community self-determination for post-COVID wellbeing recovery through processes such as Participatory Budgeting.
- Caerphilly County Borough Council actively encourages CCBC staff and Members to undertake Gwent Connect 5 training in order to help improve population mental wellbeing.
- Caerphilly County Borough Council works with partners to develop a "Tool Kit" outlining some of the key symptoms of Mental Health issues and signposting users to the help available such as the Melo website.