

Matter which the Chairman has decided is urgent by need to take a prompt decision to improve highway safety at the locations specified.	
Meeting of:	Cabinet
Date of Meeting:	Monday, 21 June 2021
Relevant Scrutiny Committee:	Environment and Regeneration
Report Title:	Objection Report: Barry Island Proposed Amendments to Traffic Regulation Orders
Purpose of Report:	To advise Cabinet of an objection and observations received and to propose an appropriate way forward.
Report Owner:	Report of the Cabinet Member for Neighbourhood Services and Transport
Responsible Officer:	Miles Punter - Director of Environment and Housing Services
Elected Member and Officer Consultation:	<p>Cabinet Member for Neighbourhood Services and Transport</p> <p>Cabinet Member for Education and Regeneration</p> <p>Accountant Neighbourhood Services and Transport Services</p> <p>Legal Services (Committee Reports)</p> <p>Operational Manager Regeneration</p> <p>Head of Regeneration and Planning</p> <p>Enforcement Manager</p>
Policy Framework:	This report is a matter for Executive Decision by Cabinet
<p>Executive Summary:</p> <ul style="list-style-type: none"> • There are a number of existing Traffic Regulation Orders on Barry Island which were introduced many years ago. Several improvements to these existing restrictions are required to regulate parking and improve the free flow of vehicles. • Furthermore, there are areas of unrestricted highway where vehicles are parking causing a road safety risk by preventing access for emergency vehicles and the proposed new restrictions will resolve this issue and generally improve road safety for both pedestrians and motorists. • The statutory legal consultation for the new and proposed amendments began on the 6th May 2021 and concluded on the 28th May 2021. During that time one formal objection and additional observations to the proposal were received. 	

- Cabinet is asked to consider the objection. It is recommended that the objection is rejected and the new and amended Traffic Regulation Order is implemented.

Recommendations

1. That Cabinet reject the objection to the proposal for the reasons contained in this report and that the proposed Amendment Traffic Regulation Order be implemented.
2. That the objector is advised of this decision.

Reasons for Recommendations

1. To allow the Traffic Regulation Order to be made and implemented.
2. To confirm the Council's position.

1. Background

- 1.1 Barry Island is a very popular tourist destination attracting visitors throughout the calendar year. The demand for on street parking is very high and it is considered that by implementing proposals to prevent obstructive parking road and pedestrian safety would be improved.
- 1.2 There are several existing Traffic Regulation Orders on Barry Island which were introduced many years ago. Improvements to these existing restrictions are required to regulate parking and improve the free flow of vehicles.
- 1.3 Furthermore, there are areas of unrestricted highway where vehicles are parking causing a road safety risk by preventing access for emergency vehicles. The proposed new restrictions aim to resolve this issue.
- 1.4 There are several existing limited waiting restrictions on Station Approach Road, Breaksea Drive and the unnamed lane that leads to the cricket and bowls sports ground that are seasonal, restricting parking from 1st June until 8th September annually. However, Barry Island now attracts visitors throughout the calendar year and therefore it is proposed to revoke these seasonal restrictions and enforce parking all year round. This will enable the turnover of car parking spaces allowing more people to enjoy the facilities offered at Barry Island.
- 1.5 Paget Road is a no through road and on the north western side opposite property numbers 1-6 Western Arcade, it has been ascertained that vehicles are parking on the existing no waiting at any time restriction causing a road safety risk by preventing access for emergency vehicles. Site observations have confirmed this unacceptable practice.
- 1.6 To prevent these parking obstructions and improve access and egress it is proposed to introduce a No Loading and Unloading at Any Time Traffic Regulation Order on this section of Paget Road. This will allow access to be maintained.

- 1.7** On Friars Road and the unnamed lane that leads to the bowling green and cricket sports ground, it has been witnessed that visitors are parking on the existing sections of unrestricted adopted highway causing obstruction to both vehicular and pedestrian access. Therefore, it is proposed to introduce a Prohibition of Waiting at Any Time and a No loading and Unloading at Any Time Traffic Regulation Order to address the obstructive parking at both locations and improve road and pedestrian safety.
- 1.8** The introduction of these lengths of no loading and unloading at any time may cause some displacement of vehicles especially for disabled person, Blue Badge holders. There are twelve existing disabled persons' parking places on streets at Barry Island. It is proposed to create an additional thirty-one disabled person, Blue Badge spaces making a total of forty-three Blue Badge holder parking bays on Friars Road and Paget Road.
- 1.9** To create these additional disabled persons' parking places, it is proposed to revoke sections of the existing Limited Waiting Traffic Regulation Order, and revoke small sections of the existing No Waiting at Any Time Traffic Regulation Order, which is considered as no longer fit for purpose. Furthermore, it is proposed to revoke the existing Police Vehicle and RNLI Parking Place Traffic Regulation Order, as both the Police and RNLI vehicles can use the existing emergency vehicles parking place on Paget Road which is to remain.
- 1.10** To compensate for the loss of general use parking on Friars Road, it is proposed to introduce limited waiting parking bays on Station Approach Road, on both sides of the carriageway between its junctions with Breaksea Drive and Friars Road, which will create fourteen spaces and will assist with the demand for general on-street parking.
- 1.11** Ffordd Y Glannau is the main access road into Barry Island's Harbour Road car park. Motorists are parking their vehicles on this unrestricted section of highway causing an obstruction to the access and egress of the car park.
- 1.12** To maintain the free flow of traffic and prevent this obstructive parking on Ffordd Y Glannau it is proposed to introduce a No Waiting, Loading and Unloading at Any Time Traffic Regulation Order so access can be maintained at all times.
- 1.13** On Paget Road it is proposed to install an electronic charging point for the use of taxis, however due to cabling issues with Western Power have advised they could not safely accommodate a charging point next to the existing taxi rank. Therefore, it is proposed to create an additional small taxi rank within close proximity to the existing rank on Paget Road in order for the electric charging point to be installed.
- 1.14** Full details of all the proposals are detailed in the schedule at Appendix 'A' and shown on plan reference T/20/20/B/WS within that Appendix.

- 1.15** On the 19th April 2021 the Cabinet Member for Neighbourhood Services and Transport and the Head of Neighbourhood Services and Transport gave approval to give public notice of a proposal to introduce the New and Amended Traffic Regulation Order.
- 1.16** The statutory legal public notice of the proposal was given on the 6th May 2021, inviting objections in writing, by the 28th May 2021 containing the grounds upon which any objection was being made.

2. Key Issues for Consideration

- 2.1** During the consultation period one objection raising four separate concerns to the proposals was received from a landlord of a property in the apartment block in the Clos Onnen development which is accessed from Ffordd Y Glannau. A copy of the objection is attached at Appendix B and the concerns summarised with responses below.

Concern 1:

- 2.2** There is very limited parking for residents within the development, and no visitor spaces. There is no room, therefore, for my contractors to park when they visit to carry out statutory landlord checks. At the moment the contractors (and myself as landlord) are able to park safely and without causing obstruction on Ffordd y Glannau.

Officer response 1:

- 2.3** The parking requirements within Clos Onnen, the development which the objector is referring to, were reviewed as part of the planning approval process in accordance with the Council's standards and deemed appropriate for the scale of this development.

Concern 2:

- 2.4** It is also necessary for other trades electricians/plumbers to visit from time to time to carry out essential work or repairs when the property is occupied. This can involve bulky and heavy equipment, and will be much harder to arrange without safe on street parking reasonably close to the property.

Officer response 2:

- 2.5** It is not the responsibility of the Highway Authority to provide parking for occasional visits for the use of tradesmen. Furthermore, it would be more advantageous and convenient for the tradesman's vehicle to be parked within Clos Onnen if working on a property at this location, as this would avoid having to carry heavy equipment from Ffordd Y Glannau.

Concern 3:

- 2.6** I do not see that restricting parking on Ffordd Y Glannau will alleviate parking on Barry Island – given the availability of established car parks both on Barry Island, beyond Ffordd Y Glannau, and the overspill car park adjacent to Ffordd Y Glannau.

Officer Response 3:

- 2.7** The proposed introduction of the parking restrictions on Ffordd Y Glannau is to prevent obstructive parking and maintain the free flow of vehicles entering and existing Harbour Road car park.

Concern 4:

- 2.8** That at least one side of Ffordd y Glannau be removed from the proposed order.

Officer Response 4:

- 2.9** Ffordd Y Glannau is the main entrance/exit route into Harbour Road car park therefore it is necessary to introduce the restriction on both sides of the carriageway so two-way flow can be adequately and safely maintained, to avoid congestion within the area.
- 2.10** In addition to the above objection an additional email was received from a resident of Ffordd Y Glannau, which is attached at Appendix 'C' for information. The resident stated they objected to the proposals for Ffordd Y Glannau, however no reasons were contained within their email outlining their objection. Therefore, as the statutory legal requirements for an objection were not met, this correspondence cannot be considered as an objection. Appendix C is therefore for information purposes only and to clarify the position to Cabinet.
- 2.11** Further general comments have been received from a local business by email which is attached at Appendix 'D'. The contents of the email were purely observations and the writer did not state they objected to the proposals. The officer response is highlighted in red on the appendix and again this is for information purposes only and to clarify the position to Cabinet.

3. How do proposals evidence the Five Ways of Working and contribute to our Well-being Objectives?

- 3.1** Long term - The proposals will safeguard the Councils long-term strategy regarding parking and ensure it has robust measures in place to provide a safe and secure environment for the Vale of Glamorgan's residents and visitors.
- 3.2** Integration – The introduction of the proposed Order demonstrates an integrated approach to manage the local highway network. It also balances the

need to maintain good highway infrastructure whilst contributing to the longer-term policy of reducing future impact on local communities by ensuring efficient use of the local highway network and by minimising the future impact on residents arising from migration of parking from charged car parks nearby.

- 3.3** Involvement – The process of developing this scheme has involved communication with the local community and other stakeholders, including a full initial letter drop to each household within the zone, seeking views on the proposals to introduce residents parking. After fully considering the responses received public notice was given, posted within the affected streets and in the press, thereby contributing and delivering on the involvement agenda. Furthermore, it ensures that the Vale of Glamorgan Council’s residents and visitors are involved regarding the management and safety of our local highway network.
- 3.4** Collaboration – The proposal has involved working in collaboration with South Wales Police and local residents ensuring that there is a unified and majority interest in delivering the scheme benefits described within the report.
- 3.5** Prevention - The proposal will contribute to preventing any incidents of anti-social behaviour in respect of illegal and obstructive parking and play a fundamental role in our well-being objectives by protecting and enhancing the natural and built environment for local residents.

4. Resources and Legal Considerations

Financial

- 4.1** The cost of the Order and implementing the scheme is estimated to be in the region of £30,000, which will be funded from the Traffic Management Operational Budget 2021/22.
- 4.2** The Council’s own administrative resources will be used to progress the legal Order, should approval be given to overrule the objection.

Employment

- 4.3** Progression of the Traffic Regulation Order will be carried out by the Traffic Management team within Neighbourhood Services and Transport and the Legal Department.
- 4.4** The implementation of the regulatory signs and road markings on site will be managed and undertaken by the Council’s own in-house resource.

Legal (Including Equalities)

- 4.5** There are no Human Rights implications with regard to this report.

- 4.6** The Council, as Highway Authority has a responsibility to ensure the safety of the highway user and may be found negligent if it does not meet its statutory obligations under the Road Traffic Regulation Act 1984 and the Road Traffic Act 1988.

5. Background Papers

None.

APPENDIX 'A'

SCHEDULES

SCHEDULE 1

Proposed Limited Waiting 9am until 9pm 2 hours no return within 2 hours

Breaksea Drive

On the north west side from a point 62 metres south west of the junction of Adar Y Mor in a south westerly direction for a distance of 60 metres. (1)

On the north side from a point 47 metres west of the junction with Friars Road in an westerly direction for a distance of 85 metres. (2)

On the north side from a point 21 metres west of the junction with Friars Road in a westerly direction for a distance of 5 metres. (3)

On the south east side from a point 60 metres south west of the junction with Adar Y Mor in a south westerly direction for a distance of 60 metres. (4)

On the south side from a point 117 metres west of the junction with Friars Road in a westerly direction for a distance of 19.5 metres. (5)

On the south side from a point 67 metres west of the junction with Friars Road in a westerly direction for a distance of 35 metres. (6)

On the south side from a point 11 metres west of the junction with Friars Road in a westerly direction for a distance of 20 metres. (7)

Paget Road

On the north west side from the boundary line between property numbers 2 and 3 in a south westerly direction for a distance of 89 metres. (8)

On the south east side from the boundary line between property numbers 10 and 11 in a south westerly direction for a distance of 81 metres. (9)

On the south east side from a point 60 metres north east of the junction with the unnamed lane leading to Barry Island Sports Ground in a generally north easterly direction for a distance of 14.5 metres. (10)

Unnamed Lane leading to Barry Island Sports Ground

On the north east side from a point 9 metres north west of the junction with Paget Road in a north westerly direction for a distance of 21 metres. (11)

Station Approach Road

On the north side from a point 45.4 metres east of the western boundary line of property number 2 in an easterly direction for a distance of 54.6 metres. (12)

On the north west side from a point 32 metres south west of the north eastern building line of Barry Island Station in a south westerly direction for a distance of 8.7 metres. (13)

On the north west side from a point 2 metres south west of the north eastern building line of Barry Island Station in a south westerly direction for a distance of 21 metres. (14)

On the south side from a point 60 metres east of the junction with Paget Road, in an easterly direction for a distance of 45 metres (15)

On the south east side from a point 2 metres south west of the north eastern building line of Barry Island Station in a south westerly direction for a distance of 39.6 metres. (16)

On the west side from a point 51.3 metres south of the junction with Breaksea Drive, in a southerly direction for a distance of 40 metres (17)

On the east side from a point 48.6 metres south of the junction with Breaksea Drive, in a southerly direction for a distance of 42 metres (18)

SCHEDULE 2

Proposed Limited Waiting 9am until 9pm 2 hours no return within 2 hours except Resident Permit Holders

Friars Road

On the south west side from a point 160 metres west of the junction with Station Approach Road, in a north westerly direction for a distance of 19.5 metres. (19)

SCHEDULE 3

Proposed No Waiting At Any Time

Unnamed Lane leading to Barry Island Sports Ground

On the south side from the rear eastern boundary of property number 10 Paget Road, in a westerly direction for a distance of 44.8 metres contiguous with existing no waiting at any time restriction. (20)

On the north west side from the south western building line of property number 12 Paget Road in a north easterly direction for a distance of 18 metres. (21)

On the north west side from the north eastern building line of property number 10 Paget Road in a north easterly direction for a distance of 9 metres to run contiguous with existing. (22)

SCHEDULE 4

Proposed No Waiting, No loading or Unloading At Any Time

Friars Road

On the north side from the junction with Station Approach Road, in a westerly direction for a distance of 52 metres contiguous with existing no waiting at any time restriction. (23)

On the north side from a point 69 metres west of the junction with Station Approach Road, in a westerly direction for a distance of 38 metres (24)

On the north side from a point 143.5 metres west of the junction with Station Approach Road, in a north westerly direction for a distance of 74 metres (25)

On the south side from the junction with Station Approach Road, in a westerly direction for a distance of 18 metres contiguous with existing no waiting at any time restriction. (26)

On the south side from a point 88 metres west of the junction with Station Approach Road, in a westerly direction for a distance of 22 metres (27)

On the south side from a point 143.5 metres west of the junction with Station Approach Road, in a westerly direction for a distance of 16.5 metres (28)

On the south west side from a point 180 metres west of the junction with Station Approach Road, in a north westerly direction for a distance of 15 metres (29)

Ffordd Y Glannau

On the north west side from a point 16 metres south west of the junction with Ffordd y Mileniwm, in a south westerly direction for a distance of 76 metres. (30)

On the south east side from a point 14 metres south west of the junction with Ffordd y Mileniwm, in a south westerly direction for a distance of 56 metres. (31)

On the south east side from a point 76 metres south west of the junction with Ffordd y Mileniwm, in a south westerly direction for a distance of 21 metres. (32)

SCHEDULE 5

Proposed No Loading At Any Time

Breaksea Drive

On the north west side from a point 122 metres south west of the junction with Adar y Mor, in a south westerly direction for a distance of 30.7 metres. (34)

On the north west side from the junction with Station Approach Road in a north easterly direction for a distance of 33.8 metres. (35)

On the south east side from a point 37.4 metres north east of the junction with Station Approach Road, in a north easterly direction for a distance of 32.7 metres. (36)

On the south east side from the junction with Station Approach Road in a north easterly direction for a distance of 28.4 metres. (37)

Station Approach Road

On the north west side from the junction with Breaksea Drive in a south westerly direction for a distance of 40.1 metres. (38)

On the north west side from a point 21.9 metres west of the north eastern building line of Barry Island Station, in a south westerly direction for a distance of 9.1 metres. (39)

On the north side from the junction with Paget Road, in an easterly direction for a distance of 61 metres. (40)

On the south side from the junction with Paget Road, in an easterly direction for a distance of 49 metres. (41)

On the south side from a point 2.8 metres west of the north eastern building line of Barry Island Station in a general easterly and then southerly direction for a distance of 75.8 metres. (42)

On the east side from the junction with Breaksea Drive in a southerly direction for a distance of 40.8 metres. (43)

On the east side from the southern building line of Rumba Bar/Teddy T's (The Dolphin Public House) in a southerly and then easterly direction for a distance of 17 metres. (44)

On the west side from the junction with Friars Road in a northerly direction for a distance of 53.6 metres. (45)

On the south side from the junction Friars Road in an easterly direction for a distance of 39.3 metres. (46)

Harbour Road

On the south west side from the junction with Paget Road in a north westerly direction for a distance of 28.6 metres. (47)

Paget Road

On the north west side from the junction with the Unnamed Lane leading to Barry Island Sports Ground, in a general south westerly then south easterly then north easterly direction around the cul-de-sac end, for a distance of 149.5 metres (48)

On the north west side from the junction with the Unnamed Lane leading to Barry Island Sports Ground, in an north easterly direction for a distance of 8.6 metres. (49)

On the west side from the junction with Harbour Road, in a generally southerly direction for a distance of 53.1 metres. (50)

On the east side from the junction with Station Approach Road, in a northerly direction for a distance of 22 metres. (51)

Unnamed Lane leading to Barry Island Sports Ground

On the north east side from the junction with Paget Road in a north westerly direction for a distance of 8.6 metres. (52)

On the north east side from a point 30.2 metres north west of the junction with Paget Road, in a north westerly direction for a distance of 9.5 metres. (53)

On the south west side from the junction with Paget Road in a north westerly direction for a distance of 34.7 metres. (54)

SCHEDULE 6

Proposed Disabled Persons Parking Place

Paget Road

On the south east side from a point 8.7 metres south west of the junction with Friars Road in a south westerly direction for a distance of 19.3 metres. (55)

On the south east side from a point 25 metres north east of the junction with the unnamed lane leading to Barry Island Sports Ground, in an north easterly direction for a distance of 35 metres. (56)

Friars Road

On the south side from a point 18 metres west of the junction with Station Approach Road in a westerly direction for a distance of 33.6 metres.(57)

On the south side from a point 69 metres west of the junction with Station Approach Road, in a westerly direction for a distance of 19 metres. (58)

On the south side from a point 110 metres west of the junction with Station Approach Road, in a westerly direction for a distance of 33.5 metres. (59)

On the south west side from a point 194.5 metres west of junction with Station Approach Road, in a north westerly direction for 22.9 metres. (60)

SCHEDULE 7

Proposed Taxi Rank

Paget Road

On the south east side from the boundary line between property numbers 10 and 11 in a north easterly direction for a distance of 12 metres. (61)

REVOCATIONS

SCHEDULE 8

Revoke the existing Limited Waiting 8am-6pm 2 hours no return within 2 hours

Paget Road

On the north west side from the boundary line between property numbers 2 and 3 in a south westerly direction for a distance of 72.7 metres. (8)

On the south east side from a point 11.8 metres north east of the boundary line between property numbers 10 and 11 in a south westerly direction for a distance of 108.8 metres. (9 & 61)

On the south east side from a point 4.4 metres north east of the boundary line between property numbers 7 and 8/9 in a south westerly direction for a distance of 7.5 metres. (10)

SCHEDULE 9

Revoke the existing Limited Waiting 9am-6pm 2 hours no return within 2 hours

Friars Road

On the south side from a point 69 metres west of the junction with Station Approach Road, in a westerly direction for a distance of 19 metres. (58)

On the south side from a point 19.8 metres west of the western kerb line of Station Approach Road in a westerly direction for 33.7 metres. (57)

SCHEDULE 10

**Revoke the existing Limited Waiting 9am-6pm 2 hours no return within 1 hour
1st June until 8th September**

Breaksea Drive

On the north west side from a point 35.3 metres south west of the south western building line of property number 22 Gwennol y Mor in a south westerly direction for 57.1 metres. (1)

On the north side from the eastern boundary line of the Red Cross Centre in a westerly direction for 86.5 metres. (2)

On the north side from a point 21 metres west of the junction with Friars Road in a westerly direction for 5 metres. (3)

On the south east side from a point 57 metres south west of the junction with Adar Y Mor in a south westerly direction for 56.8 metres. (4)

On the south side from a point 31.8 metres east of the junction with Adar Y Mor in an easterly direction for 25.1 metres. (5)

On the south side from a point 65 metres east of the junction with Adar Y Mor in an easterly direction for 35 metres. (6)

On the south side from a point 5 metres east of the south western building line of property numbers 1 to 3 Breaksea Court in an easterly direction for 10 metres. (7)

Station Approach Road

On the north side from a point 36.8 metres east of the junction with Paget Road in an easterly direction for 56.6 metres. (12)

On the north side from the eastern building line of Barry Island Station in a westerly direction for 26.4 metres. (14)

On the south side from a point 36.8 metres east of the junction with Paget Road in an easterly direction for 57.1 metres. (15)

On the south side from a point 2.8 metres west of the eastern building line of Barry Island Station in a westerly direction for 42.1 metres. (16)

Unnamed lane leading to Barry Island Sports Ground

On the north east side from a point 8.6 metres north west of the junction with Paget Road in a north westerly direction for a distance of 25.8 metres. (11)

SCHEDULE 11

Revoke the existing Limited Waiting 9am-6pm 2 hours no return within 2 hours except resident permit holders

Friars Road

On the south side from a point 8.5 metres east of the boundary line between property numbers 2 and 3 in an easterly direction for 33 metres. (59)

On the south side from a point 31.4 metres west of the western building line of property number 1 in a westerly direction for 27.6 metres. (60)

SCHEDULE 12

Revoke the existing Limited Waiting Monday to Saturday 8am-7pm 20 minutes no return within 40 minutes

Station Approach Road

On the north side from a point 31 metres west of the eastern building line of Barry Island Station in a westerly direction for 9.1 metres. (13)

SCHEDULE 13

Revoke the existing No Waiting At Any Time

Station Approach Road

On the east side from a point 13 metres north of the entrance to Nells Point Car Park in a northerly direction for a distance of 33.5 metres. (Bus Bay)

SCHEDULE 14

Revoke the existing No Waiting, No Loading or Unloading At Any Time

Paget Road

On the south side from the boundary line between property numbers 7 and 8/9 in a westerly direction for a distance of 13.9 metres. (10 & 56)

On the south side from a point 35.2 metres east of the eastern building line of property number 10 in an easterly direction for 4 metres. (56)

SCHEDULE 15

Revoke the existing Police Vehicle and RNLI Parking Place

Paget Road

On the south east side from a point 8.7 metres south of its junction with Friars Road in a south westerly direction for a distance of 19.3 metres. (55)

SCHEDULE 16

Revoke the existing Disabled Persons Parking Place

Friars Road

On the south side from a point 8 metres west of the boundary line between property numbers 2 and 3 in a westerly direction for a distance of 19.5 metres. (19)

Paget Road

On the south side from a point 6.1 metres east of the western boundary line of property numbers 8/9 in an easterly direction for a distance of 22.5 metres. (56)

APPENDIX 'B'

THE VALE OF GLAMORGAN COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING AND PARKING PLACES) (CIVIL ENFORCEMENT) (AMENDMENT) (NO 7) ORDER 2021

I wish to object to the above mentioned proposed order in so far as it relates to Ffordd Y Glannau for the following reasons:

I am the owner and landlord of a property in the apartment block in the development which is access from Ffordd y Glannau.

There is very limited parking for residents within the development, and no visitor spaces. There is no room, therefore, for my contractors to park when they visit to carry out statutory landlord checks, such as Gas Safety checks. At the moment the contractors (and myself as Landlord) are able to park safely and without causing obstruction on Ffordd y Glannau.

It is also necessary for other trades eg electricians/plumbers to visit from time to time to carry out essential works or repairs when the property is occupied. This can involve bulky and heavy equipment, and will be much harder to arrange without safe on street parking reasonably close to the property.

I do not see that restricting parking on Ffordd y Glannau will alleviate parking on Barry Island - given the availability of established car parks both on Barry Island, beyond Ffordd y Glannau, and the overspill car park adjacent to Ffordd y Glannau.

That at least one side of Ffordd y Glannau be removed from the proposed order.

APPENDIX 'C'

I refer to the council road actions (REF IF 805) for the proposed parking restrictions for Ffordd Y Glannau road.

As you are aware that I have previously ask for this road outside of the four (4). houses on Ffordd Y Glannau for permission of "Permit Parking" (ref 7274169). I object to the plans proposed (REF IF 805) that the road should be a No Parking/unloading restrictive area in the aforementioned area of the Four(4). Houses on this road.

APPENDIX 'D'

I just wanted to share my thoughts about the changes proposed for parking. I'll make these comments as per the consultation process too so they're on record.

There are some positives:

No new charging

Minor reduction in total number of free to use parking spaces

Increased parking for Blue Badge Holders

The proposals have some negatives:

Removal of all day, free to use parking - year round access to this on former 'bus stop' on Station Approach Road. **This unrestricted parking was unsustainable and ineffective in dealing with parking demands of the resort. The additional time limited parking bays will encourage turnover and in doing so should actually provide additional parking capacity throughout the day for visitors to enjoy the amenities and facilities on offer.**

Reduction of all day, free to use parking - Sept 9th to May 31st on Station Approach Road. **See comments above – the parking remains free to use.**

Removal of 2 hour limit parking on Friars Road for non blue badge holders. **See comments below regarding blue badge holder spaces.**

Additional restrictions potentially affect businesses at a point when they are trying to recover from Covid-19, and may discourage businesses at a point when the council trying to attract new businesses to the Railway Station and Nells Point toilet block developments. **The additional limited wating restrictions are considered to increase parking turnover and therefore capacity throughout the day and this in turn will assist visitors accessing businesses and improving profitability.**

Overall, I feel that there is potential to reduce amenities available for visitors, and Barry Island residents and workers may be affected adversely. **See previous comments on increased parking capacity. The Council does not provide parking for business owners and shop workers at any location throughout the Vale, albeit we have now introduced a season ticket charge for Barry Island car parks which may assist those workers who wish to commute by car. The resort has good public transport links available including cycle infrastructure for those who wish to use alternate modes / active travel. The Council will this summer be introducing Resident permit Parking zones in many residential areas around the island to address parking displacement negatively impacting residents.**

More visitors will need to use car parks with their unfair charging regime - £1 for one hour is fine, but to switch straight over to £6 for any time greater is disproportionate **Flexible payment options for parking is available via the Council's parking app.**

Potential of too many Blue Badge holder spaces - how has the requirement along Friars Road been assessed - what is the science that has come up with a several fold increase? The worst possible result would be empty spaces especially in winter.

Risk of visitors to Barry Island avoiding parking charges and using residential streets as a result of

these proposals - whilst the separate residents parking proposal protects some residents closer to the sea front, will visitors now move further out to the likes of Phyllis St., and McQuade Place whether there is already very limited resident parking, and where streets are narrow, and with existing parking roads are narrow enough to only allow one car in either direction. **There is no specific requirement for disabled parking provision on-street, however, the new parking arrangements prioritise disabled parking provision within 50 metres of facilities which is only right and proper. It is essential that the needs of mobility impaired people is taken into account in the planning and design of new parking schemes. There is significant alternate parking space available for other motorists on-street which is free of charge, albeit this is now time limited but will encourage turnover and hopefully in doing so actually provide additional parking capacity throughout the day for short-term visitors. Those who wish to visit for the day should be encouraged to use the off-street car park facilities.**

I understand the need for the council to generate revenue, and I'm fully supportive of charged for parking - it's a fact of life. It is important too, to have adequate Blue Badge parking.

We need a balanced, fair parking regime on Barry Island, and I have my concerns around this proposal. **I believe that the proposed on-street parking arrangements, together with existing off-street car parks does offer that balanced and fair parking regime, albeit if David or others business owners have any specific suggestions for the future then we are happy to listen and consider.**

I hope that there will be a review of the effectiveness of the changes at some point in the future (this should be set at time of implementation), and an understanding by the council that these changes are not necessarily a positive change at this time when businesses are trying to recover from the impacts of coronavirus.

Most of my concerns would be allayed by a fair parking change structure. At the moment Henry Danter's Fairground parking is much more user friendly.