

Meeting of:	Cabinet
Date of Meeting:	Thursday, 26 February 2026
Relevant Scrutiny Committee:	Place Scrutiny Committee
Report Title:	Objection Report: The Waterfront, Barry – Proposed Prohibition of Waiting At Any Time Traffic Regulation Order
Purpose of Report:	To advise Cabinet of an objection received and to propose an appropriate way forward.
Report Owner:	Cabinet Member for Neighbourhood and Building Services
Responsible Officer:	Director of Environment and Housing
Elected Member and Officer Consultation:	Operational Manger – Accountancy Baruc Ward Members: Councillors Nic Hodges, Mark Hooper and Steffan Wiliam
Policy Framework:	This report is a matter for Executive decision by Cabinet
<p>Executive Summary:</p> <ul style="list-style-type: none"> • The Waterfront, Barry is a major mixed-use development with residential, retail, and leisure facilities. • Increased traffic volumes and indiscriminate parking have led to obstructions and road safety concerns, particularly at junctions and approaches to traffic signals. • To address these issues, the Council consulted a scheme to introduce a Prohibition of Waiting At Any Time, Traffic Regulation Order at various locations across The Waterfront, namely Ffordd y Milenium, Portland Drive, Ffordd Y Glannau, Ffordd Y Dociau, Clos Tear, Heol Livesey, and Heol Finch. • The statutory consultation commenced on 13th November 2025 and concluded on 5th December 2025. One formal objection was received. No further comments were received from the Baruc ward Members on the report. • Following completion of the consultation, a decision is now required on whether to progress the proposals. 	

Recommendations

1. That Cabinet considers this report and associated Appendix A, and the objection raised in relation to the proposed Prohibition of Waiting At Any Time, Traffic Regulation Order.
2. That in pursuance of recommendation 1, Cabinet approves the proposal for the Prohibition of Waiting At Any Time, Traffic Regulation Order.

Reasons for Recommendations

1. To ensure that all relevant information is considered by Cabinet in reaching a decision.
2. To mitigate the current challenges in relation to indiscriminate parking and safety concerns, and facilitate safe and efficient traffic movement.

1. Background

- 1.1 Several planning applications have been granted for new residential properties on Barry Waterfront. As the majority of sites are now complete, the Council is progressing with the adoption of the roads.
- 1.2 Prior to adoption, the Waterfront Consortium has agreed to fund the creation and installation of a new Traffic Regulation Order to manage safe and efficient traffic movement.
- 1.3 The main road through Barry Waterfront, namely Ffordd Y Milenium directly connects Barry Town and Barry Island and serves a number of local amenities as well as access to the new Welsh-medium primary school, Ysgol Sant Baruc. Consequently, this has resulted in increased volumes of traffic.
- 1.4 The increased use of this route has resulted in some indiscriminate parking at junctions and approaches to traffic signals, which has caused obstructions and raised road safety concerns.
- 1.5 A consultation exercise was undertaken with the residents of the Waterfront during June and July 2025, and their comments were taken into consideration with regard to the extent of the proposed parking restrictions.

2. Key Issues for Consideration

- 2.1 The Council, in order to maintain the free flow of vehicles and improve road safety, instigated and promoted a scheme to introduce a new Prohibition of Waiting At Any Time Traffic Regulation Order as illustrated at Appendix A.
- 2.2 On 5th November 2025, the Head of Neighbourhood Services in conjunction with the Cabinet Member for Neighbourhood and Building Services, gave

approval to serve public notice, of a proposal, to introduce a Prohibition of Waiting At Any Time Traffic Regulation Order.

2.3 The statutory, Legal public notice of the proposal was given on 13th November 2025, inviting objections in writing by 5th December 2025, containing the grounds upon which any objection was being made.

2.4 During the consultation period, only one objection was received as appended below, including the appropriate officer response:

Objection:

I object to the making of the above order on the basis that it will not have any beneficial road traffic effect on the area. The roads were poorly designed at the outset as regards size and this order will not make that poor design better. It may however increase work for parking enforcement, and by the back door, increase council revenue.

Officer response:

The proposed restrictions are necessary to address current safety and access issues caused by indiscriminate parking at junctions and approaches to traffic signals.

Whilst road design limitations are acknowledged, the proposed Traffic Regulation Order will mitigate obstruction, and maintain traffic flow.

Enforcement is a statutory requirement to ensure compliance and safety, and not a mechanism just to generate revenue.

2.5 The public consultation was undertaken for 21 days and included the necessary publication of such Order in line with statutory obligations. On balance, given the positive impact on road safety and traffic flow, it is recommended that the Order be approved and subsequently implemented with the appropriate signage installed.

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

3.1 Long term - The proposed Order 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 by reducing road noise and pollution.

- 3.3** Involvement - The process of developing this scheme has involved communication with the local community and other stakeholders via public notice and press advert thereby contributing and delivering on the involvement agenda. Furthermore, it ensures that all of 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 process of developing this scheme has involved communication with the local community and other stakeholders via public notice and press advert thereby contributing and delivering on the involvement agenda. Furthermore, it ensures that all of the Vale of Glamorgan Council's residents and visitors are involved regarding the management and safety of the local highway network.
- 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 the well-being objectives by protecting and enhancing the natural and build environment.

4. Climate Change and Nature Implications

- 4.1** The contractors appointed to carry out the road marking works on the Vale of Glamorgan's local highway network will be required to contribute to the Council's Project Zero to tackle the climate emergency and contribute to reducing the Council's carbon emissions to net zero by 2030 wherever practical.
- 4.2** The introduction of the Prohibition of Waiting At Any Time could influence a driver's decision on how to get around and could assist to changing driver behaviours and encouraging the use of alternate forms of transport resulting in an effective reduction in traffic. This would have a potential positive impact on the reduction of harmful Nitrogen oxides (NOx) and carbon monoxide (CO) emissions from vehicles which are fine particles and light hydrocarbons which contribute to poor air quality. Any reduction in air pollutants will assist in addressing any local traffic impact on the environment and human health.
- 4.3** It is considered that the proposal will encourage active travel options and therefore in the future potentially assist to reduce the number of journeys by private car. This would assist in an additional positive impact on climate change and nature implications as well as encouraging people to be more active improving their general health and wellbeing.

5. Resources and Legal Considerations

Financial

- 5.1 The cost of the Legal Traffic Regulation Order and implementing the scheme will be fully funded by The Waterfront Consortium.
- 5.2 The Council's own administrative resources would be used to progress the Legal Traffic Regulation Order and met within existing resources.

Employment

- 5.3 There are no employment implications as a result of the recommendations outlined in this report.

Legal (Including Equalities)

- 5.4 There are no Human Rights implications regarding this report.
- 5.5 The Road Traffic Regulation Act 1984 allows Highway Authorities to make and vary Orders to regulate the movement of vehicle traffic and to improve the amenities of an area.
- 5.6 The Council as Highway Authority has a responsibility to improve the safety of the highway user and may be found to be negligent if it does not meet its statutory obligations under the Highways Act 1980 and the Road Traffic Regulation Act 1984.

6. Background Papers

Traffic Management Information File 979.

APPENDIX A

