

Meeting of:	Cabinet
Date of Meeting:	Thursday, 28 May 2026
Relevant Scrutiny Committee:	Place Scrutiny Committee
Urgent Decision Procedure Used (If yes, why)	Not applicable
Item Type	Part I
Report Title:	Objection Report: Dryden Road, Penarth – Proposed School Street Traffic Regulation Order
Portfolio Holder:	Cabinet Member for Neighbourhood and Building Services
Strategic Leadership Team:	Director of Environment and Housing
Lead Officer:	Engineer, Traffic and Road Safety

1.0 **What is this report about?**

- 1.1 This report advises Cabinet of objections received following the statutory consultation on the proposal to make permanent the School Street closure on Dryden Road, Penarth.
- 1.2 Dryden Road serves Fairfield Primary School and has operated as a School Street under an Experimental Traffic Regulation Order since April 2023, closing the street to motor vehicles during school opening and closing times to create a safer environment for pupils.
- 1.3 Monitoring throughout the experimental period has shown improved levels of road safety, reduced traffic volumes, minimal traffic displacement and increased walking and cycling.
- 1.4 Cabinet approved the proposal to make the Experimental Traffic Regulation Order permanent at its meeting on 11th July 2024. Cabinet Minute C65 refers.
- 1.5 A statutory consultation to introduce the permanent Traffic Regulation Order was subsequently progressed on 19th February 2026 and concluded on 13th March 2026. During this period, three formal objections were received.
- 1.6 Cabinet is now required to consider the objections and determine whether the proposed Traffic Regulation Order should be implemented.

2.0 What are the Recommendations?

	Recommendations – What and How?	Reason for Recommendation – Why?
2.1	That Cabinet considers and determines the objections received in relation to the proposed permanent Traffic Regulation Order for the School Street closure on Dryden Road, Penarth.	To ensure Cabinet fulfils its statutory duty to consider all objections and relevant evidence prior to determining whether the Traffic Regulation Order should be made.
2.2	That, having considered the objections, Cabinet approves the proposal to make the School Street Traffic Regulation Order on Dryden Road, Penarth permanent and authorises the Order to be made and implemented.	To enable the permanent Traffic Regulation Order to be made and implemented, reflecting the positive outcomes of the experimental period, the results of statutory consultation, and the assessment of objections received.
2.3	That all objectors and relevant stakeholders be notified of Cabinet’s decision.	To ensure transparency, procedural fairness and effective communication by formally notifying objectors and relevant stakeholders of Cabinet’s decision and the reasons for it.

3.0 What is the background to this report?

- 3.1 Dryden Road, Penarth, serves as the main access to Fairfield Primary School and experiences high levels of pedestrian activity during school arrival and departure times. Historically, these peak periods have been associated with increased traffic volumes, vehicle congestion, unsafe parking and reduced visibility, resulting in heightened road safety risks for pupils, parents, residents and other road users.
- 3.2 In response to these concerns, and in line with Welsh Government policy to improve road safety and promote active travel, an Experimental Traffic Regulation Order was introduced on Dryden Road in April 2023. The Experimental Order established a School Street Scheme restricting motor vehicle access during school term time between 08:00–09:15 and 15:00–16:00.
- 3.3 The School Street was implemented using physical measures, including prescribed signage and moveable bollards at the closure points, initially supported by staffed operation. The intention of the experimental arrangement was to assess the effectiveness of restricting non-essential motor vehicle traffic during peak school times, while maintaining access for residents and essential users.
- 3.4 Throughout the experimental period, traffic, safety and displacement monitoring was undertaken by officers. The results demonstrated reduced traffic volumes and lower vehicle speeds on Dryden Road during restricted periods, improved conditions for pedestrians and cyclists, minimal impact on surrounding streets, and increased levels of walking and cycling to and from the school.
- 3.5 Based on the positive outcomes of the experimental scheme, a report was presented to Cabinet at its meeting on 11 July 2024 seeking approval to make the experimental School

Street closure on Dryden Road permanent. At this meeting, it was resolved to issue public notice of the proposal to make the Experimental Traffic Regulation Order permanent and grant delegated authority to the Director of Environment and Housing, in consultation with the Cabinet Member for Neighbourhood and Building Services, to agree the final design and extent of the School Street closure. The link to Cabinet Minute C65 is provided below.

[https://www.valeofglamorgan.gov.uk/Documents/ Committee%20Reports/Cabinet/2024/24-07-11/Minutes.pdf](https://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet/2024/24-07-11/Minutes.pdf)

- 3.6 Cabinet was also presented with a report on 19th June 2025 to seek approval to apply for moving traffic contravention powers from Welsh Government. At this meeting it was resolved to apply for moving traffic contravention powers to Welsh Government to assist with the implementation of school streets and agreed to implement the enforcement of moving traffic offences across the Vale of Glamorgan, as necessary. The link to Cabinet Minute C27 is provided below.

[https://www.valeofglamorgan.gov.uk/Documents/ Committee%20Reports/Cabinet/2025/25-06-19/Minutes.pdf](https://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet/2025/25-06-19/Minutes.pdf)

- 3.7 The scheme layout for the is shown on drawing T/23/23/MS (Appendix B).

4.0 What issues are there to be considered?

- 4.1 The statutory legal notice to advertise the proposal to make the scheme permanent was published on 19th February 2026, allowing objections until 13th March 2026 in accordance with the Road Traffic Regulation Act 1984.
- 4.2 In addition to the statutory consultation, wider engagement through a Moving Traffic Enforcement consultation between 9th March and 19th April 2026 was carried out to support the application process for moving traffic contravention powers from Welsh Government. This demonstrated strong support for Moving Traffic Enforcement using CCTV cameras with Automatic Number Plate Recognition (ANPR) to detect illegal manoeuvres, with 78 of respondents commenting on the School Street and 74% strongly agreed that ANPR enforcement is the most effective method.
- 4.3 Three formal objections were received during the statutory consultation period, relating primarily to:
- Clarity of the proposal
 - Resident access and permit arrangements
 - Enforcement using ANPR cameras
 - Perceived impacts on property value and vehicle
- 4.4 Each objection has been responded to in detail within this report, addressing concerns about access, exemptions, enforcement and displacement. The details of each objection are provided with officer responses in Appendix A attached to this report.

4.5 The statutory consultation was undertaken for the full required period of 21 days, and all objections have been carefully considered and responded to. Given that only three objections were received, alongside strong evidence from monitoring and wider consultation demonstrating safety benefits and public support, it is recommended that the objections be considered and the Traffic Regulation Order be approved and implemented.

5.0 How has evidence been used to inform the report, including the views of others?

5.1 Traffic flow, vehicle speed and road safety data collected throughout the Experimental Traffic Regulation Order period have been used to assess the effectiveness of the School Street Scheme. This monitoring demonstrated measurable reductions in traffic volumes during school peak times, improved vehicle speeds and safer conditions for pupils, parents and residents.

5.2 The results of the statutory Traffic Regulation Order (TRO) consultation were carefully assessed, with all formal objections examined in detail. Each objection has been considered individually and is addressed and attached to this report to ensure that all concerns have been fully taken into account, so Cabinet can make an informed decision.

5.3 Where clarification was required, direct correspondence was undertaken with objectors. This engagement provided an opportunity to explain the legal framework of the Traffic Regulation Order, the extent of the proposed restrictions, and the operation of exemptions and access arrangements in practice.

5.4 Feedback from the wider Moving Traffic Enforcement consultation was also taken into account. Responses demonstrated strong public support for enforcement through ANPR technology, reinforcing the position that this is the most effective and proportionate method for ensuring compliance.

5.5 Welsh Government guidance on School Streets, active travel and the use of ANPR enforcement has informed both the design and implementation approach of the scheme. This ensures the proposal aligns with national policy objectives and best practice.

5.6 Comparative evidence from similar School Street schemes implemented elsewhere in the region, including in Cardiff, has also been considered. These schemes have shown sustained safety benefits, effective enforcement outcomes and high levels of public acceptance.

6.0 What are the next steps if the recommendations are approved?

6.1 If approved, the Traffic Regulation Order will be formally sealed in accordance with statutory requirements, making the School Street arrangement on Dryden Road permanent.

6.2 ANPR enforcement arrangements will be finalised as part of the application process for moving traffic contravention powers from Welsh Government.

- 6.3 The resident exemption and permit system will be fully operational prior to the commencement of any enforcement. This will ensure residents and eligible permit holders can access the street during restricted periods without penalty.
- 6.4 All objectors and statutory consultees will be formally notified of Cabinet's decision.
- 6.5 Ongoing monitoring of traffic conditions, compliance levels and safety outcomes will continue following implementation, allowing the Council to review performance and respond to any emerging issues if required.

7.0 How does this report support Vale 2030 and Reshaping?

- 7.1 The proposal supports the Vale 2030 ambition to create healthier, safer communities by prioritising the safety and wellbeing of children and vulnerable road users around Fairfield Primary School.
- 7.2 By reducing unnecessary vehicle movements during school peak times, the scheme encourages active travel choices such as walking and cycling, supporting wider public health objectives.
- 7.3 The reduction in congestion and vehicle emissions contributes to improved local air quality and supports the Council's climate change and decarbonisation commitments.
- 7.4 The School Street scheme aligns with long-term placemaking and sustainable transport objectives by creating a safer, calmer street environment that benefits both residents and the wider community.

8.0 How does this demonstrate the Five Ways of Working?

- 8.1 **Long Term:** The scheme delivers lasting safety benefits by embedding behavioural change and supporting sustainable travel habits from an early age, contributing to improved long-term health and wellbeing.
- 8.2 **Prevention:** By reducing traffic volumes and unsafe driving behaviour during peak school times, the proposal reduces risk and helps prevent collisions occurring.
- 8.3 **Integration:** The proposal integrates highway management, road safety, public health, climate change and education objectives, ensuring a coordinated and balanced approach
- 8.4 **Collaboration:** The scheme has been developed through collaboration with schools, residents, elected members, Welsh Government guidance, stakeholders and enforcement partners.
- 8.5 **Involvement:** Residents and stakeholders have been actively involved through the experimental order, statutory consultation and wider engagement processes, ensuring local views have informed the final recommendation.

Resources

9.0 Finance

- 9.1 The scheme has been fully funded through the Welsh Government Safe Routes in Communities Grant.
- 9.2 The Council's own administrative resources will be used to progress the legal Traffic Regulation Order, should approval be given to overrule the objections.

10.0 Workforce

- 10.1 Progression of the Traffic Regulation Order will be undertaken by the Traffic Management Team within Neighbourhood Services in conjunction with Legal Services.

11.0 Legal and Equalities

- 11.1 An Equalities Impact Assessment has not been completed because the Traffic Regulation Order facilitates exemptions and protects vulnerable road users.
- 11.2 No human rights implications have been identified.
- 11.3 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.
- 11.4 The Council has statutory duties under the Highway Act 1980 and Road Traffic Regulation Act 1984 to improve highway safety.

12.0 Key Contacts

- 12.1 Officer contact details as provided below.

Lead Officer: Wendy Smith – Engineer, Traffic and Road Safety	Democratic Services Officer Matthew Swindell, Cabinet and Committee Services Officer, m1swindell@valeofglamorgan.gov.uk
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Appendices

- Appendix A – 3x Objections and Officer responses.
- Appendix B – Drawing T/23/23/MS.

Background Documents

Traffic Management Information File 968.

3x Objections received and Officer Responses

Objection 1

As a resident at Dryden Road I am concerned about what is actually being proposed by the notices that have been pinned up. It is really unclear. One of my neighbours asked for clarification but was just sent a copy of the notice. This really does NOT explain anything. Therefore I want my objection to the proposal to be lodged UNTIL or UNLESS there is some clarification in plain language as to what the two schedules are and what they mean for residents and their friends and family visiting.

Officer Response 1

- The statutory public notice follows required legal wording.
- Additional clarification has since been provided through direct correspondence with the objector.
- The Traffic Regulation Order does not prohibit access for essential purposes.

Objection 2

I wish to formally object to the proposed Traffic Regulation Order and installation of ANPR cameras on Dryden Road.

While I support efforts to improve safety around the school, the current proposal would impose disproportionate and impractical restrictions on residents and would significantly interfere with normal daily life. The requirement for residents to obtain permits for themselves, visitors, family members, tradespeople, deliveries, and childcare support places an unreasonable administrative burden on households, while leaving approval and exemptions entirely at the discretion of the Council.

In practice, the proposal would restrict access to residents' homes for approximately 11.5 hours per week during term time, making it difficult to manage everyday activities such as visits from grandparents who assist with childcare, emergency tradespeople, and routine deliveries. This level of restriction effectively limits access to our homes and may negatively affect property value.

There is also concern regarding the lack of transparency surrounding the proposal. Key details about exemptions, permit processes, enforcement, and practical implementation have not been clearly communicated. The suggestion that the TRO formalises existing arrangements is misleading, as the introduction of ANPR cameras represents a significant escalation in enforcement.

Finally, the proposal is unlikely to resolve the issues it seeks to address. Traffic congestion, unsafe parking, and visibility hazards primarily occur on surrounding streets. Restricting access to Dryden Road will likely displace these problems.

For these reasons, I urge the Council to reconsider the current proposal and instead work with residents to develop a more practical and proportionate solution that improves safety without placing an excessive burden on those who live on the street.

The proposed solution of having a warden employed for these 11.5 hours (as was communicated by Sustrans) didn't really last that long and should be explored along with other more manageable options.

Officer Response 2

- The use of ANPR is consistent with Welsh Government's guidance and mirrors successful schemes in Cardiff.
- Residents will be exempt once registered, and the permit system will be implemented before cameras become operational.
- Essential servicing access (carers, emergency trades, medical emergencies) will continue to be permitted.
- The Traffic Regulation Order regulates entry by motor vehicle, not access by foot or cycle.
- Data from the experimental scheme shows significant safety improvements, which must be prioritised.
- Displacement was monitored as part of the experimental order with no significant impacts found.

Objection 3

I am writing with regards to the proposed closure to traffic of Dryden Road in Penarth as set out in Plan No. T/23/23/MS. Please note that the articles mentioned on the notice, which supposedly set out the exclusions, are not attached to the order on the Vale of Glamorgan's Council's website and are therefore not available to view. I am a resident of Dryden Road and am objecting to the plans on the basis of the following:

The plan presented previously by Sustrans in conjunction with the Vale of Glamorgan Council during the consultation period for a 'School Street', was approved on the basis that entry to the street would be managed each day by staff at Fairfield Primary School and would therefore allow residents, delivery vehicles, tradespeople/contractors, friends and family and other people visiting residents, to enter and exit the street at anytime.

Based on the proposed closure times, it would mean that friends and family of residents, tradespeople/contractors and deliveries etc. would not be able to access the street for a total of 11.5 hours a week. This would cause major inconvenience for residents and is unreasonable based on the aforementioned plan that was presented during the previous consultation.

If approved, the street closure would impose a new covenant onto properties in Dryden Road, which in turn, would devalue the properties, that have already been impacted by the unwanted, permanent one-way system that means that entry to the street is now via Tennyson Road only. The addition of an 11.5 hour weekly street closure would not only decrease property values but would also likely to lead to difficulty selling the properties in the future.

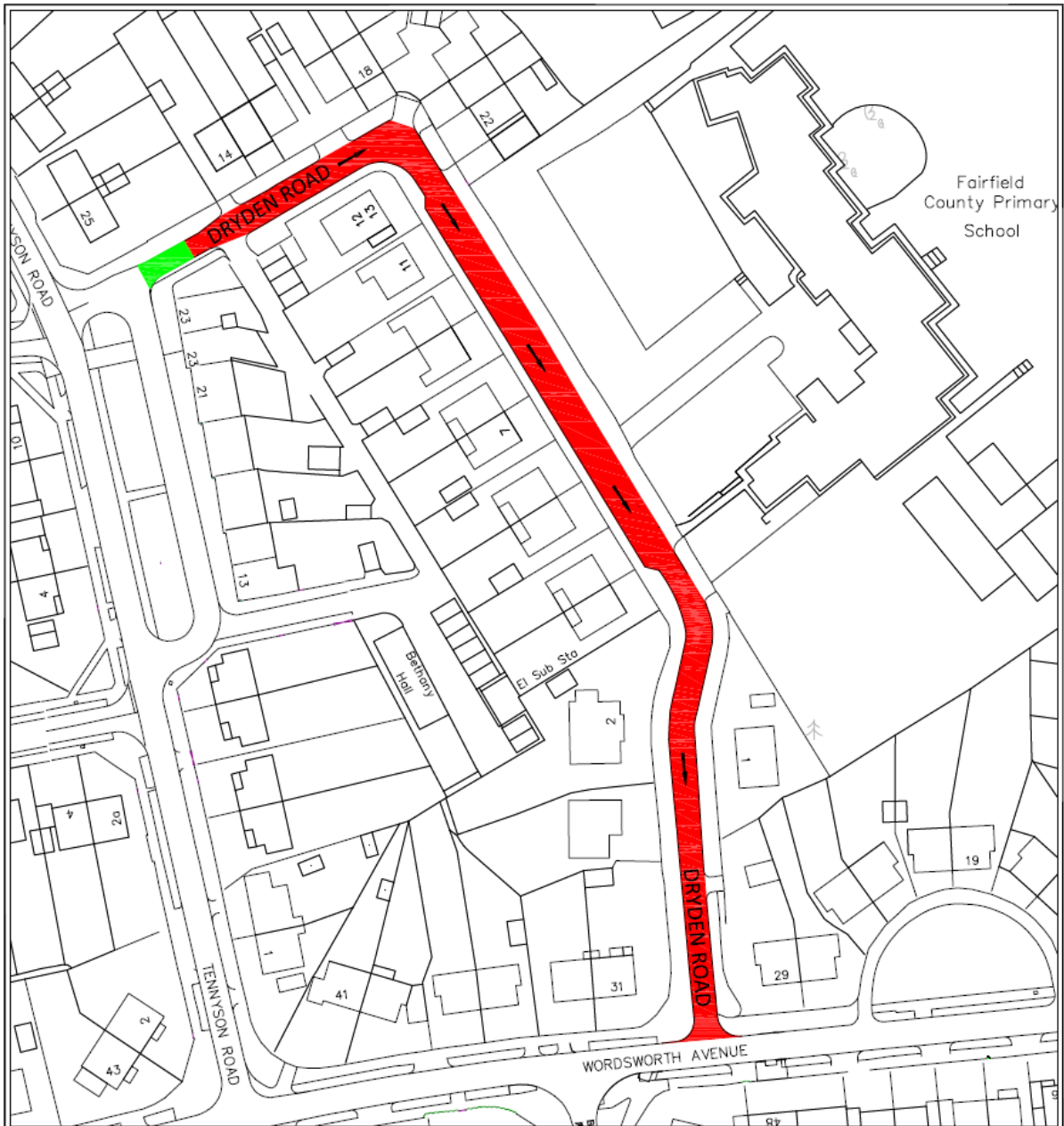
Whilst I am supportive of decreasing traffic and improving safety during school drop off and pick up times, I am objecting to the proposals until further clarification and reassurance is provided on the following points:

- 1. How the Vale of Glamorgan Council intends to monitor and enforce the restrictions?*
- 2. What measure will be put in place to ensure that residents can freely enter and exit the street during the restriction times?*
- 3. What measures will be put in place to ensure that friends and family of residents, tradespeople/contractors, delivery vehicles and other people visiting residents, can enter and access the street during restriction times?*

Officer Response 3

- During the experimental order period, staffed closures were temporary and not sustainable long-term.
- The introduction of ANPR provides consistent, enforceable compliance.
- Exemptions will follow published criteria to ensure transparency.
- The Traffic Regulation Order does not prevent access for emergencies, essential trades or vulnerable visitors.
- No evidence exists that School Streets reduce property value.
- The Traffic Regulation Order targets peak-time unsafe vehicle activity near the school, not resident activity.

APPENDIX 'B'



VALE of GLAMORGAN
 ENVIRONMENT & HOUSING SERVICES

Director:
 Miles Punter

Head of Neighbourhood Services & Transport:
 Emma Reed

BRO MORGANNWG

ENGINEERING DESIGN AND PROCUREMENT

Rev	No	Description of Amendment	Revise	Date
Revisions				

Client: **The Vale of Glamorgan Council**

Key:

- █ Proposed Extents of School Street
- █ Proposed Point Of Closure
- \blackrightarrow Existing One-Way System

Drawing Title: **Dryden Road, Penarth
 Proposed Experimental 'School Street'.**

Drawn: MS	Scale: (@A4)	Drawing No.:
Date: 27/01/23	1:1000	T/23/23/MS
Checked: File		
Date: With/		

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