

<b>Meeting of:</b>	<b>Cabinet</b>
<b>Date of Meeting:</b>	<b>Thursday, 25 June 2026</b>
<b>Relevant Scrutiny Committee:</b>	Place Scrutiny Committee
<b>Item which the Chair has decided is urgent (Part I)</b> (If yes, why)	Not applicable
<b>Urgent Decision Procedure Used (15.14 of the Constitution)</b> (If yes, why)	Not applicable
<b>Item Type</b>	Part I
<b>Report Title:</b>	Objection Report: Windsor Terrace Lane, Penarth – Proposed Prohibition of Waiting At Any Time Traffic Regulation Order
<b>Portfolio Holder:</b>	Cabinet Member for Neighbourhood and Building Services
<b>Strategic Leadership Team:</b>	Director of Environment and Housing
<b>Lead Officer:</b>	Engineer, Traffic and Road Safety

## 1.0 **What is this report about?**

- 1.1 Windsor Terrace Lane, Penarth, is a narrow residential access lane located in close proximity to the town centre, providing access to dwellings, garages and rear entrances.
- 1.2 Owing to its central location, the lane is frequently used by visitors parking for nearby shops and amenities.
- 1.3 This has resulted in persistent instances of indiscriminate and obstructive parking, including vehicles blocking private driveways and garages and restricting the free flow of traffic.
- 1.4 These issues have given rise to legitimate highway safety, access, and amenity concerns for residents, pedestrians and service vehicles.
- 1.5 In response, the Council has promoted a proposal to introduce a Prohibition of Waiting At Any Time Traffic Regulation Order along Windsor Terrace Lane, in order to manage parking, improve safety and maintain access.

- 1.6 As part of the Legal process to create a new Traffic Regulation Order a statutory consultation was undertaken between 8 January 2026 and 20 January 2026 in accordance with legislative requirements, during which one formal objection was received.
- 1.7 This report presents the details of an objection, the Council’s officer response, and seeks Cabinet’s determination on whether the proposed Traffic Regulation Order should be implemented.

**2.0 What are the Recommendations?**

	<b>Recommendations – What and How?</b>	<b>Reason for Recommendation – Why?</b>
2.1	That Cabinet considers and determines the objection received in relation to the proposed Prohibition of Waiting At Any Time Traffic Regulation Order for Windsor Terrace Lane, Penarth.	To ensure Cabinet fulfils its statutory duty to consider the objection and relevant evidence prior to determining whether the Traffic Regulation Order should be made.
2.2	That, having considered the objection, Cabinet approves the proposal to make the Prohibition of Waiting At Any Time Traffic Regulation Order for Windsor Terrace Lane, Penarth.	To enable the Traffic Regulation Order to be made and implemented, following the results of statutory consultation, and the assessment of the objection received.
2.3	That the objector 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 Windsor Terrace Lane serves residential properties with garages and rear accesses and is located within easy walking distance of Penarth town centre.
- 3.2 The lane has increasingly been used for informal parking by visitors and employees of nearby shops and local amenities, frequently for extended periods of time.
- 3.3 This pattern of parking has led to vehicles obstructing driveways and garages and reducing the effective carriageway width.
- 3.4 Officer site observations have confirmed that such parking behaviour restricts access for residents and service vehicles and presents road safety concerns.
- 3.5 To address these issues, the Council promoted a Prohibition of Waiting At Any Time Traffic Regulation Order, as illustrated on drawing reference T/25/77/WS at Appendix A.

#### **4.0 What issues are there to be considered?**

- 4.1 On 5 December 2025, approval was granted by the Head of Neighbourhood Services, in consultation with the Cabinet Member for Neighbourhood and Building Services, to advertise the proposed Traffic Regulation Order.
- 4.2 Statutory public notice of the proposal was published on 8 January 2026, inviting written objections by 30 January 2026.
- 4.3 One formal objection was received within the consultation period which is detailed at Appendix B.
- 4.4 The objection raised a number of concerns, including:
- Access arrangements for residents, deliveries, refuse collection and tradespeople.
  - The perceived loss of on-street parking and the potential for parking displacement to nearby lanes.
  - Alleged impacts on highway safety, emergency access and quality of life.
  - Equality considerations, particularly in relation to disabled residents and visitors.
- 4.5 Each aspect of the objection has been carefully considered by officers, who have concluded that:
- The Traffic Regulation Order applies solely to the adopted public highway and does not affect private land or property rights.
  - Statutory exemptions permit loading, unloading, refuse collection and emergency access, ensuring continued servicing of properties.
  - The restriction is necessary and proportionate in preventing obstructive parking and improving safety and accessibility.
  - Any potential displacement of parking to surrounding streets does not outweigh the identified safety and access issues within Windsor Terrace Lane itself.

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

- 5.1 Officers have undertaken site visits and observations which have consistently identified obstruction and restricted access caused by parked vehicles.
- 5.2 The proposal has been developed and consulted upon in accordance with the Road Traffic Regulation Act 1984.
- 5.3 Local residents and stakeholders were provided with the opportunity to submit representations during the statutory consultation period.
- 5.4 The objection received has been fully assessed and addressed within this report, alongside operational and legislative considerations.

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

- 6.1 The Traffic Regulation Order will be formally made, sealed and brought into effect.

- 6.2 Associated road markings will be installed to clearly indicate the Prohibition of Waiting At Any Time.
- 6.3 The objector and other relevant consultees will be notified of Cabinet's decision.
- 6.4 The restriction will be enforced in accordance with the Council's existing parking enforcement arrangements.

## **7.0 How does this report support Vale 2030 and Reshaping?**

- 7.1 The proposal supports the Vale 2030 vision by promoting safe, accessible and well-managed neighbourhoods.
- 7.2 It contributes to community wellbeing and environmental quality by reducing obstructive and inappropriate parking.
- 7.3 The report aligns with the Council's Reshaping Services agenda through the efficient, proportionate and preventative management of the highway network.

## **8.0 How does this demonstrate the Five Ways of Working?**

- 8.1 **Long-term:** Supports the Council's long-term approach to parking management and highway safety.
- 8.2 **Prevention:** Seeks to prevent safety risks and access problems arising from obstructive parking before incidents occur.
- 8.3 **Integration:** Aligns local highway management with broader transport, environmental and wellbeing objectives.
- 8.4 **Collaboration:** Reflects engagement with local residents and stakeholders through statutory consultation.
- 8.5 **Involvement:** Ensures that those affected by the proposal are given a formal opportunity to comment.

## **Resources**

### **9.0 Finance**

- 9.1 The costs associated with making the Traffic Regulation Order and implementing the restriction will be met from the Traffic Management operational budget 2026/27.
- 9.2 Existing Council administrative resources will be used to progress the Traffic Regulation Order.

## 10.0 Workforce

- 10.1 Progression of the Traffic Regulation Order will be undertaken by the Traffic Management Team in conjunction with Legal Services.
- 10.2 Installation of the required road markings will be carried out by an approved contractor.

## 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 **Who are the primary officers to contact with any comments and/or queries on the report?**

Lead Officer: Wendy Smith – Engineer, Traffic and Road Safety	Democratic Services Officer Matt Swindell Cabinet and Committee Services Officer. <a href="mailto:mlswindell@valeofglamorgan.gov.uk">mlswindell@valeofglamorgan.gov.uk</a>
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## Appendices

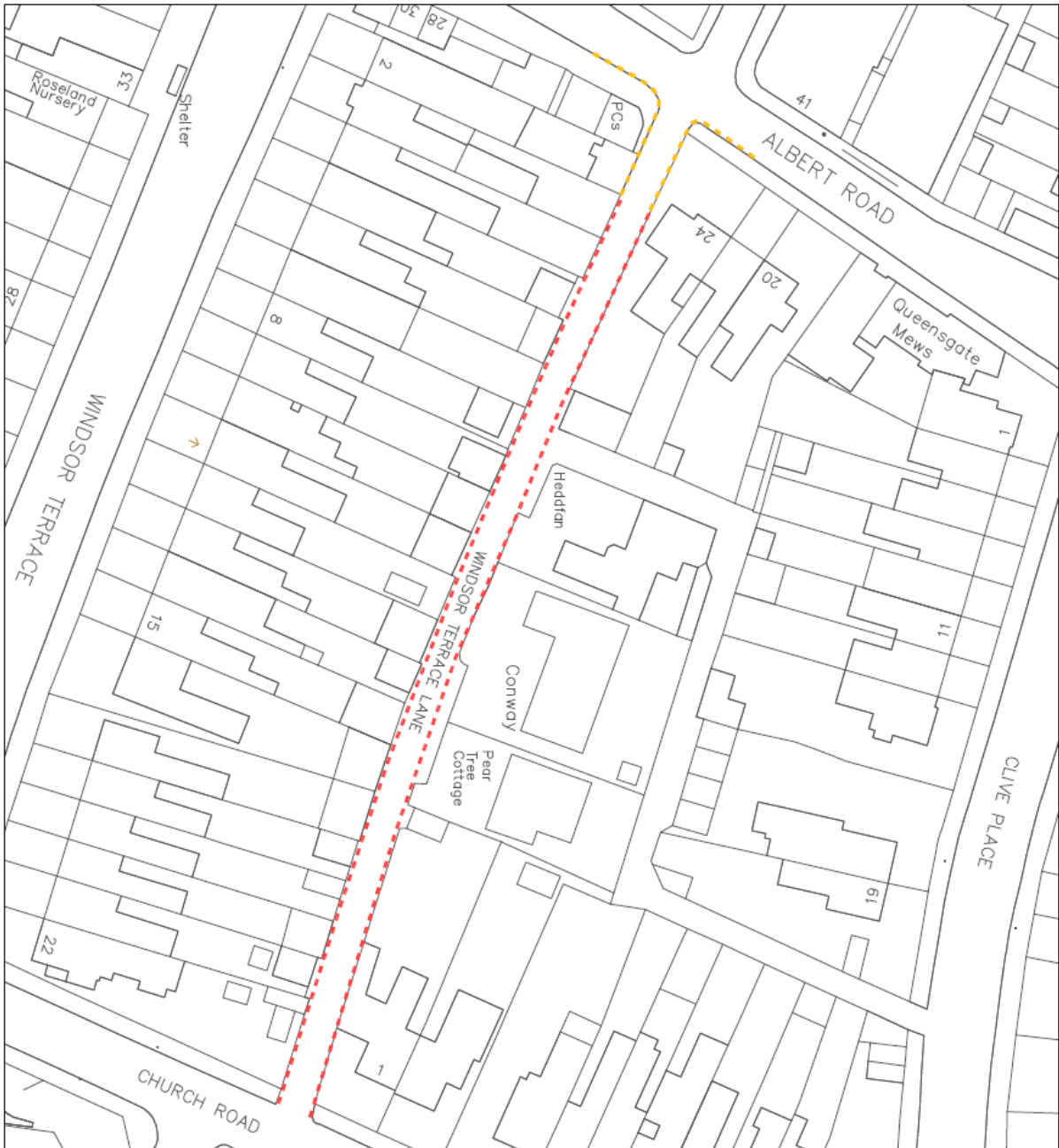
- Appendix A – Drawing T/25/77/WS.
- Appendix B – Objection and Officer Response.

## Background Documents

Traffic Management Information File 993.

Appendix A

Plan reference T/25/77/WS



KEY

- ▬ Proposed Prohibition of Waiting At Any Time Traffic Regulation Order
- ▬ Existing Prohibition of Waiting At Any Time Traffic Regulation Order

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No.	W	Impediments & Restrictions	Notations	DN	ST	DM

**VALE of GLAMORGAN**  
 ENVIRONMENT AND HOUSING SERVICES

**BRO MORGANNWG**  
 Bro Morgannwg

**ENGINEERING**

**Client**  
 The Vale of Glamorgan Council

**Project**  
 Windsor Terrace Lane, Penarth

**Drawn: TTH**  
 Proposed Prohibition of Waiting At Any Time Traffic Regulation Order

Form: WSM/RI	Scale: N/A	Project No: AK65	Drawn: TTH
Date: OCT2025	Rev: 01	Issue: 01	Rev: 01

**Objection:**

*We strongly object to the planned proposal to put in place a “ Prohibition of Waiting Anytime Order” in Windsor Terrace Lane.*

*The entrance to our home faces this lane. As such we have deliveries, refuse collections and trades people who need to attend our home for extended periods of time. We have a small patch of ground that is indented onto our land that provides parking for us at present but this is already often of insufficient size to accommodate our vehicle and the work peoples’ vans required. Should the restrictions go ahead, this small patch of our land which is maintained by ourselves, will be in heavy demand and used by all and sundry thus making it dangerous not only when accessing our property but also making it very difficult to park our own car.*

*The lane is wide enough to accommodate two large cars/ vans quite easily. This prohibition order causes a loss of valuable on-street parking for residents, their visitors, and local businesses. As Windsor Terrace Lane is a wide lane, there are no issues at present regarding access for emergency vehicles.*

*On the other side of the lane facing our home are garages of houses that front Windsor Road. These older houses need a lot of maintenance and trades people need access to these houses. These houses are terraced houses and so trades people cannot go round the side of the house to access. They need access to the rear of the buildings, often requiring parking up. We have great concerns over the health and safety implications of such people having insufficient time to unload goods, which potentially creates risks if forced to rush or park further away.*

*The proposed restrictions simply move any parking problem ( which I have never witnessed,) to an adjacent lane thus causing congestion and access issues there instead. For example, our home backs onto another much narrower lane. The back of our home faces the garages of houses that front Clive Place. This lane is so narrow that there is only room for one vehicle. This lane is already well used. Once parking is prohibited in Windsor Terrace Lane, this lane behind our house will become much busier with people parking in order to gain access to their properties on Windsor Terrace, trades people and deliveries thus creating a whole range of new risky and dangerous issues.*

*At present some shoppers in Penarth use the lane for parking but that is usually at either end of the lane. It is our understanding that the prohibition order starts 64m into the lane extending down the body of the lane and stopping 64 m before the end of the lane. As such it will not prevent the ends of the lane being used for parking.*

*We feel that the implementation of such a prohibition order would not make the lane safer. There are no issues at present with visibility as the lane is straight. It has no bends and is not near a school entrance. Indeed, the prohibition order will generate such pressure the on delivery and trades people causing them to act with increased urgency and speed when setting down/ picking up, with the consequence that the lane will become much more dangerous for all users.*

*The restrictions will not prevent drivers using the lane as a short cut. It is these drivers looking for a quicker route who drive too fast and cause issues with pedestrians.*

*On a personal note we fear that such an order will adversely affect the quality of our lives making it much more difficult to live in our home. Since we have been living here, there has been no issues regarding lane access or safety. People give and take and rub along quite*

*happily. The prohibition notice will put a stop to all that.*

*We understand that the rationale for this order is to ensure that this lane space is used efficiently and safely for all users, including pedestrians and emergency vehicles. However, the proposed restrictions will severely limit access for essential services, deliveries, or residents and discriminate against disabled users who rely on unrestricted access for vehicles for access. The lane will become less safe and more hazardous for all users as a result.*

**Officer response:**

The proposed restriction has been developed in response to repeated instances of vehicles parking along Windsor Terrace Lane in a manner that obstructs private driveways and garages and restricts the free flow of traffic. These obstructions have been observed by officers and present road safety and access concerns for residents and service vehicles.

The proposed Traffic Regulation Order does not prohibit access to properties. Vehicles may still stop for the purposes of loading and unloading where permitted by legislation, and statutory exemptions apply for refuse collection and emergency vehicles. As such, essential servicing of properties can continue.

With regard to the use of private land, the Traffic Regulation Order applies only to the adopted public highway and does not alter or affect private land ownership or use. The purpose of the restriction is to prevent obstructive parking on the carriageway, not to redirect parking onto private land.

Whilst the lane may appear wide enough to accommodate parked vehicles, parking along its length significantly reduces the effective carriageway width, particularly when larger vehicles such as refuse wagons or delivery vans are present. This restricts the ability for vehicles to pass safely and compromises access.

The potential for displacement parking into nearby roads has been considered. However, this does not outweigh the need to address the existing obstruction and safety issues within Windsor Terrace Lane itself. The primary function of the lane is to provide safe access to properties rather than to operate as informal long-stay parking.

In relation to tradespeople and servicing access, the proposed restriction does not prevent vehicles from stopping to load and unload in accordance with legislation. The Order is intended to prevent long-stay and obstructive parking, not essential access.

The proposed Traffic Regulation Order is not intended to address speeding or shortcutting traffic. Its purpose is to prevent obstruction and improve safety and accessibility for all users of the lane, including pedestrians.

In terms of equality considerations, the proposed restriction applies consistently to all users and does not remove access to properties. The Council has a statutory duty to manage the highway network in a manner that prioritises safety for all users, including vulnerable road users.