

Meeting of:	Cabinet
Date of Meeting:	Thursday, 09 July 2026
Relevant Scrutiny Committee:	Place Scrutiny Committee
Item which the Chair has decided is urgent (Part I) (If yes, why)	Not applicable
Urgent Decision Procedure Used (15.14 of the Constitution) (If yes, why)	Not applicable
Item Type	Part I
Report Title:	Objection Report: Bendrick Road, Barry – Proposed Disabled Persons’ Parking Place 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 an objection received following the statutory consultation for a proposed Disabled Persons’ Parking Place on Bendrick Road, Barry.
- 1.2 The proposal was progressed following an application from a qualifying resident who meets the Council’s adopted Policy and criteria for the provision of a disabled persons parking place.
- 1.3 The statutory consultation to introduce the new Traffic Regulation Order was undertaken in accordance with the Road Traffic Regulation Act 1984, which commenced on 16th April 2026 and concluded on 8th May 2026.
- 1.4 One formal objection was received during the consultation period.
- 1.5 Cabinet is now required to consider the objection and determine whether the proposed Traffic Regulation Order for the Disabled Persons’ Parking Place 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 objection received in relation to this report and approves the implementation of the proposed Traffic Regulation Order for a Disabled Persons' Parking Place on Bendrick Road, Barry.	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 the objector be notified of Cabinet's decision.	To ensure transparency, procedural fairness and effective communication by formally notifying objectors of Cabinet's decision and the reasons for it.

3.0 What is the background to this report?

- 3.1 The Council receives requests for Disabled Persons' Parking Places from residents who experience mobility difficulties, do not have access to off-street parking and encounter challenges in securing parking in close proximity to their property.
- 3.2 Requests are assessed against set eligibility criteria contained with Council Policy, including possession of a valid Blue Badge and the lack of suitable off-street parking.
- 3.3 The applicant at Bendrick Road meets the Council's criteria and therefore a proposal was developed for an on-street Disabled Persons' Parking Place.
- 3.4 The purpose of the parking place is to improve accessibility and safety for the applicant by providing parking as close as reasonably practicable to their home.
- 3.5 The proposal was advertised through statutory consultation procedures, allowing residents the opportunity to comment or object.
- 3.6 The scheme layout for the proposal is shown on drawing reference T/26/12/WS which provide in Appendix A attached to this report.

4.0 What issues are there to be considered?

- 4.1 One formal objection was received during the statutory consultation period, raising the following key concerns:
- Existing parking pressures on the street.
 - Perceived unfairness of allocating a space to one resident where others may also have needs.
 - Concerns about vehicle ownership levels at nearby properties.
 - Request for a wider parking strategy (e.g. resident permit scheme).

- Impact on availability of parking for other residents

4.2 Officer responses to the key concerns are as follows:

- Parking pressures do not justify withholding disabled parking provision where a demonstrable need has been identified.
- The allocation of a Disabled Persons' Parking Place is based on individual assessed need, not a comparative exercise between residents.
- Vehicle ownership at nearby properties is not a material consideration in determining disabled parking eligibility.
- The proposal of a resident permit scheme falls outside the scope of this proposal.
- The disabled bay will have minimal parking impact within the street and will be available for use by all Blue Badge holders. The provision supports accessibility , for disabled residents.

4.3 The objection has been carefully considered and is addressed in detail within this report. The concerns raised by the objector are set out alongside the corresponding officer responses in Appendix B attached to this report.

4.4 The statutory consultation was undertaken for the full required period of 21 days, and the objection have been carefully considered and responded to. Given that only one objection was received, it is recommended that the objections be overruled 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 The application was assessed in accordance with the Council's established criteria for Disabled Persons' Parking Places. The criteria ensures that all requests are considered consistently, fairly and transparently, based on demonstrated need and eligibility.

5.2 A detailed site assessment was undertaken by officers to evaluate the suitability of the proposed location. This included the undertaking of parking surveys to assess existing parking demand and the level of need within the area, alongside consideration of the layout and characteristics of the highway network and road safety implications. The surveys identified a consistently high demand for parking, with no on-street spaces available during the periods when observations were undertaken.

5.3 The objection received during the statutory consultation period has been fully reviewed and carefully considered. The issues raised have been assessed in the context of the Council's established criteria, the specific circumstances of the application, and the wider highway environment.

5.4 In reaching a recommendation, due regard has been given to the Council's statutory obligations under equalities legislation, including the need to support residents with disabilities, as well as its duty to promote road safety and ensure the safe and efficient use of the highway network.

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, enabling the lawful implementation of the Disabled Persons' Parking Place.
- 6.2 The Disabled Persons' Parking Place will then be implemented on site at Bendrick Road, including the installation of the appropriate carriageway markings and associated traffic signage, in accordance with relevant regulations and guidance.
- 6.3 The Objector will be formally notified of Cabinet's decision.
- 6.4 Following implementation, the site will be subject to ongoing monitoring as part of routine highway management activities, allowing the Council to review the effectiveness of the provision and respond to any issues that may arise.

7.0 How does this report support Vale 2030 and Reshaping?

- 7.1 The proposal supports the Vale 2030 ambition to create healthier and safer communities by improving accessibility for residents with mobility impairments. By facilitating the provision of convenient on-street parking close to the resident's property, the scheme helps to reduce physical barriers and contributes to a more inclusive local environment.
- 7.2 The provision of a Disabled Persons' Parking Place promotes independence, dignity and overall wellbeing by enabling easier access to homes and essential services. This reduces reliance on others for transport and minimises the risks associated with parking at a distance, particularly for residents with limited mobility.
- 7.3 The proposal aligns with the Council's equality duties and wider public health objectives by supporting vulnerable road users and ensuring that transport infrastructure is accessible to all. It reflects a commitment to reducing inequalities, encouraging community inclusion, and improving quality of life for residents with disabilities.

8.0 How does this demonstrate the Five Ways of Working?

- 8.1 **Long Term:** The proposal supports the long-term objective of creating inclusive and accessible communities by providing appropriate infrastructure that meets the ongoing needs of residents with mobility issues.
- 8.2 **Prevention:** By enabling parking provision in close proximity to the resident's property, the proposal reduces the need for individuals with limited mobility to travel longer distances on foot. This helps to minimise the risk of trips, falls, and other safety hazards, thereby contributing to the prevention of potential harm.
- 8.3 **Integration:** The proposal demonstrates a joined-up approach by aligning transport planning with wider public health, wellbeing, and equality objectives. It supports the integration of highway management responsibilities with the Council's commitment to creating inclusive and healthier communities.

- 8.4 **Collaboration:** The development of the proposal reflects engagement between Council officers, the applicant, and local residents through the statutory consultation process. This ensures that differing views are considered as part of a balanced and informed decision-making process.
- 8.5 **Involvement:** The statutory consultation provided an opportunity for residents and stakeholders to express their views. The consideration of the objection within this report demonstrates that local feedback has been taken into account and has informed the overall assessment of the proposal.

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 The Council's own administrative resources will be used to progress the legal Traffic Regulation Order, should approval be given to overrule the objection.

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.
- 10.2 Installation of the required road markings and signage will be carried out by an approved Council 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 Officer contact details as provided below.

Lead Officer:
Wendy Smith – Engineer, Traffic and Road Safety

Democratic Services Officer
Matt Swindell
Cabinet and Committee Services Officer.
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Appendices

Appendix A – Drawing T/26/12/WS

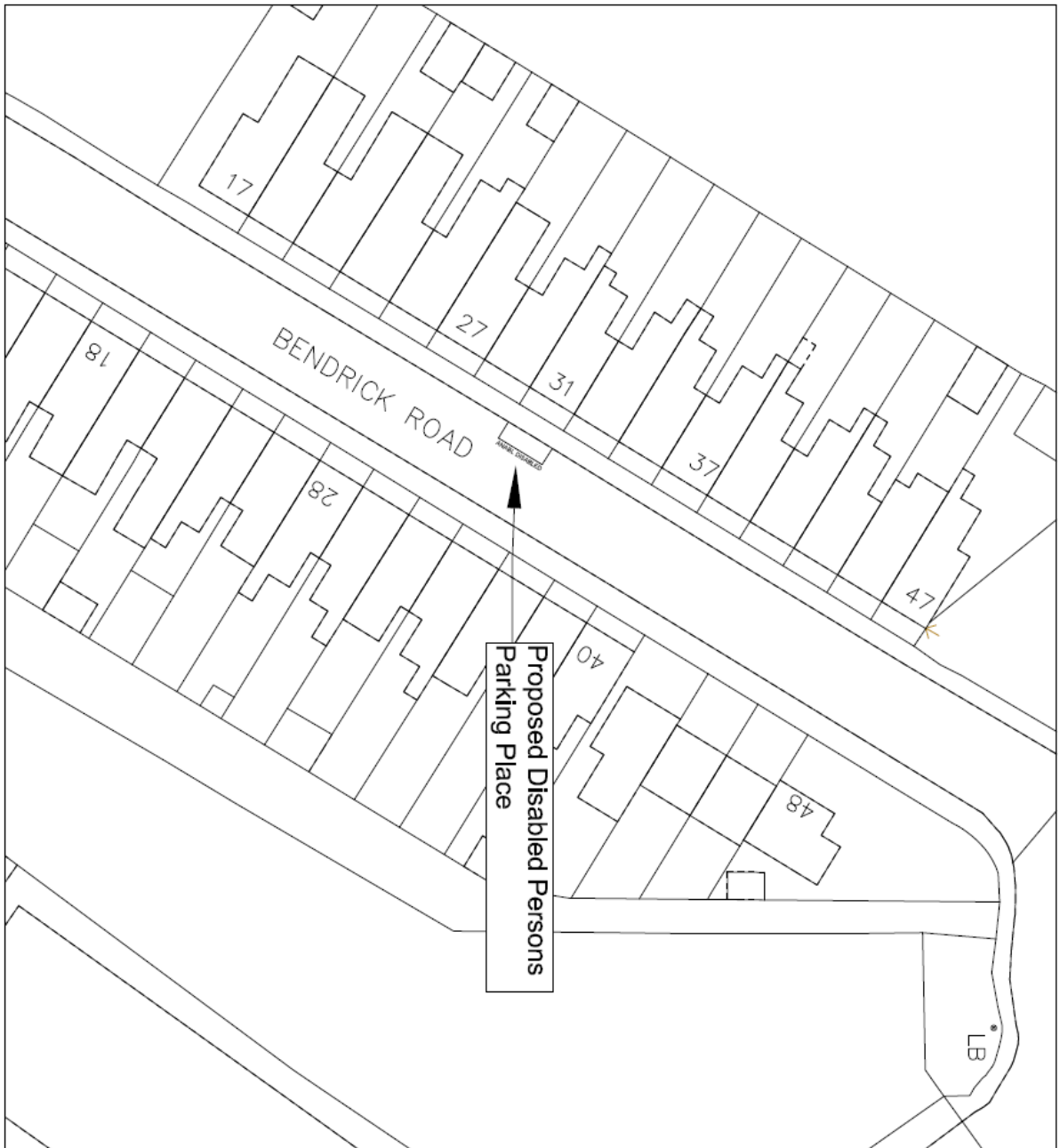
Appendix B – Objection and Officer response

Background Documents

Traffic Management Information File 998

Appendix A

Drawing T/26/12/WS



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 Ordnance Survey 100029424
 © Hereford & Worcester Local Council 2025
 Arching Ordnance 100029424

Ref	Description of Amendment	Proposed	DLN No	Date

VALE of GLAMORGAN
 ENVIRONMENT AND HOUSING SERVICES

BRO MORGANNWG
 ENGINEERING

Client
 The Vale of Glamorgan Council

Project
 Bendrick Road (31), Barry

Previous Site
 Proposed Disabled Persons Parking Place

Drawn	Scale	Project No.	Drawn No.
date: 04/02/26	NTS	AX55	T/26/12/WS
Checked	Date	Issue	Rev

Objection:

I wish to formally object to the proposal for an individual disabled parking bay on this street. While I fully recognise and support the need for accessible parking for residents with disabilities, this is not an isolated case. There are multiple individuals living on this street who would equally qualify for such provision. However, the current layout and limited parking capacity make the allocation of individual designated bays impractical and inequitable for the wider community. The street is already under significant parking pressure, and introducing a single allocated space would further reduce availability for other residents, potentially increasing congestion and obstruction. It is essential that any decisions made take into account the broader impact on all households, rather than addressing individual cases in isolation. Additionally, the property at number X currently has four vehicles associated with it, despite only three licensed drivers. This situation is already contributing to ongoing parking difficulties, with vehicles frequently occupying spaces outside neighbouring properties. This highlights an existing imbalance in parking usage that is adversely affecting other residents. As a one-car household, I am already regularly forced to park on adjacent roads, such as Hayes Road, particularly when returning home late, due to the lack of available spaces on my own street. This is not a sustainable situation, impacts my own safety having to walk to my residence late at night, and reflects a wider issue that requires a more comprehensive solution. In light of the above, I strongly urge the council to prioritise a holistic review of parking provision in the area. Consideration should be given to introducing a residential parking scheme, such as limiting permits to one per household, alongside an assessment of how best to accommodate the needs of disabled residents in a fair and balanced manner. A broader parking strategy would be far more effective than implementing measures that risk exacerbating an already constrained situation.

Officer Response:

The Council acknowledges that parking pressures exist within the area, however, this is a common characteristic of many residential streets across the Vale of Glamorgan. While such pressures are recognised, they do not, in isolation, constitute sufficient grounds to refuse the provision of a Disabled Persons' Parking Place where a clear and evidenced need has been established.

The provision of a Disabled Persons' Parking Place is determined on the basis of individual assessed need, in accordance with the Council's established criteria. It is not intended to be a comparative exercise between residents, but rather a mechanism to support those with significant needs.

The applicant has been subject to a formal assessment process and has been found to meet all relevant eligibility requirements, including possession of a valid Blue Badge, and a lack of suitable off-street parking provision.

The primary purpose of the parking bay is to assist the applicant in maintaining independence, dignity and safe access to their property. By enabling parking in close proximity to their home, the proposal reduces the physical challenges and potential risks associated with accessing vehicles over longer distances.

The proposed Disabled Persons' Parking Place is for the use of any Blue Badge holder and therefore retains a level of flexibility within the existing parking arrangements.

Whilst the concerns raised in relation to wider parking management, such as the potential introduction of a residents' parking scheme, are noted, these considerations fall outside the scope of this specific proposal. Any such measures would require a separate review process, including broader consultation and assessment.

Issues relating to the number of vehicles associated with individual properties, or how residents choose to utilise available parking, are not material considerations in the determination of a Disabled Persons' Parking Place. The assessment is instead focused on highway safety, accessibility, and policy compliance.

In determining this proposal, the Council must balance the needs of the wider community with its statutory responsibilities to promote accessibility and equality. This includes ensuring that residents with disabilities are not disproportionately disadvantaged in accessing their homes and local services.