

Meeting of:	Cabinet
Date of Meeting:	Thursday, 22 October 2026
Relevant Scrutiny Committee:	Place Scrutiny Committee
Item which the Chair has decided is urgent (Part I) (If yes, why)	Not Required
Urgent Decision Procedure Used (15.14 of the Constitution) (If yes, why)	Not Required
Item Type	Part I
Report Title:	Objection Report: Clos Cymmer, Barry – Proposed Prohibition of Waiting At Any Time Traffic Regulation Order
Portfolio Holder:	Cabinet Member for Neighbourhood and Building Services
Strategic Leadership Team:	Director of Environment and Housing
Lead Officer:	Owen Davies – Traffic and Road Safety

1.0 What is this report about?

- 1.1 Clos Cymmer, Barry, is a narrow street situated within Barry Waterfront with private parking bays throughout one side of its length.
- 1.2 Visitors to Barry Waterfront and surrounding residential areas frequently park their vehicles along the length of Clos Cymmer.
- 1.3 This has resulted in persistent instances of indiscriminate and obstructive parking, including vehicles blocking private parking bays and restricting the free flow of traffic.
- 1.4 These issues have given rise to legitimate highway safety and access 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 Clos Cymmer, 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 6th August 2026 and 27th August 2026 in accordance with legislative requirements, during which two formal objections were received.
- 1.7 This report presents the details of the objections, the Council's officer responses, and seeks Cabinet's determination on 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 as outlined in this report for proposed Traffic Regulation Order for Prohibition of Waiting At Any Time Traffic Regulation Order for Clos Cymmer, Barry.	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 for Prohibition of Waiting At Any Time Traffic Regulation Order for Clos Cymmer, Barry, and authorises the Order to be made and implemented.	To enable the Traffic Regulation Order to be made and implemented reflecting the reasons outlined in this report, 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 Clos Cymmer serves residential properties with private parking bays and is located within Barry Waterfront.
- 3.2 The street is used for informal parking by both residents and visitors to the surrounding residential area of the Barry Waterfront development.
- 3.3 This pattern of parking has resulted in vehicles obstructing access to and egress from the private parking bays and reducing the effective width of the carriageway, thereby restricting the free flow of traffic.
- 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/26/33/OD at Appendix A.

4.0 What issues are there to be considered?

- 4.1 On 1st August 2026, 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 6th August 2026, inviting written objections by 27th August 2026.
- 4.3 Two formal objections were received in response to the consultation, one of which was submitted shortly after the consultation deadline but was accepted and considered. The objections and corresponding Officer responses are detailed at Appendix B.
- 4.4 The objections raised a number of concerns, including:
- The potential impact of the restrictions on parking for residents, visitors, carers and service providers.
 - The view that restrictions should be limited to the side of Clos Cymmer opposite the existing residential parking bays.
 - Concern that the proposed restrictions are excessive and that a more limited restriction could address the identified access and traffic flow issues.
 - The possibility of enforcement action being taken against vehicles legitimately using the existing parking bays.
 - The view that vehicles do not routinely cause an obstruction and that residents and visitors generally park considerately.
 - A request for evidence of the obstruction, access and road safety concerns that led to the proposal.
- 4.5 Each aspect of the objections has been carefully considered by officers, who have concluded that:
- Site observations have confirmed that vehicles regularly park at the ends of the residential parking bays, obstructing the adjoining footway and restricting pedestrian movement.
 - Vehicles parked in these locations also impede access to and egress from the residential parking bays and reduce the effective width of the carriageway.
 - The existing residential parking bays would remain available for use and would not be affected by the proposed Traffic Regulation Order.
 - The restrictions would apply to waiting on the highway adjacent to and at the ends of the parking bays, rather than to vehicles parked legitimately within the designated bays.

- Statutory exemptions would permit the loading and unloading of vehicles.
- A more limited restriction, or restrictions on only one side of the carriageway, would not adequately address the identified footway, access and obstruction issues.
- The proposed restrictions are necessary and proportionate to protect pedestrian movement, maintain access to the residential parking bays, improve traffic flow and enhance road safety.
- Full details of both objections and comprehensive Officer responses can be found at Appendix 'B'.
- It is therefore recommended that the objections are not upheld and that the Order be made as advertised.

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

- 5.1 The proposal has been informed by concerns raised regarding vehicles obstructing access to and egress from the residential parking bays and restricting the free flow of traffic along Clos Cymmer. Site observations undertaken by officers confirmed that these issues regularly occur.
- 5.2 The findings from the site observations were used to determine the nature and extent of the proposed Prohibition of Waiting At Any Time restrictions, with the aim of maintaining access to the residential parking bays, improving traffic flow and enhancing road safety.
- 5.3 The Local Members for Baruc Ward were consulted on 22nd May on the proposal and raised no objections or comments. The proposal was subsequently advertised in accordance with the statutory Traffic Regulation Order consultation process, providing residents and other stakeholders with an opportunity to submit representations.
- 5.4 The objections received during the consultation process have been carefully considered by officers. The concerns raised, together with the site observations, operational requirements and relevant legislative considerations, have informed the recommendations contained within this report.

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 objectors 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 enhances the character of the local environment 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:** Helps deliver broader transport, environmental and wellbeing goals by encouraging changes in travel behaviour and facilitating modal shift to more sustainable forms of transport.
- 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 Waterfront Consortium.
- 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 a contractor of the Waterfront Consortium in consultation of Vale of Glamorgan Council.

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 ("RTRA 1984") under section 122 imposes a duty on a Local Authority where they are the relevant Highways Authority to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as is practicable and the provision of suitable and adequate parking facilities on and off the highway. Sections 1 and 2 of the RTRA 1984 gives the power to the Council, as the relevant highway authority, to make orders where expedient to regulate the movement of vehicle traffic and to improve road safety and the amenities of an area.

11.4 The Order has been advertised in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, and under regulation 13, the Council must then consider every objection duly made and not withdrawn before deciding whether to make the order.

11.5 The Council must consider all objections duly made and not withdrawn before deciding whether to make the Orders, with or without modification.

11.6 Once an Order is made any person may apply to the High Court within six weeks of the making of an Order to question its validity on the grounds set out in Part VI of Schedule 9 to the RTRA 1984.

12.0 Key Contacts

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

Lead Officer: Owen Davies – Traffic and Road Safety odavies@valeofglamorgan.gov.uk	Democratic Services Officer Matt Swindell - Cabinet and Committee Services Officer mlswindell@valeofglamorgan.gov.uk
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Appendices

Appendix A – Drawing T/26/33/OD

Appendix B – Objections and Officer Responses

Background Documents

Traffic Management Information File 1005

Appendix A

Plan Reference number - T/26/33/OD



Appendix B

Objection 1:

I wish to object to part of the proposed Traffic Regulation Order for Clos Cymmer. I support the introduction of double yellow lines on the side of the road opposite the existing parking bays, as this is where the current issues arise. Vehicles parking on that side of the road restrict residents' ability to manoeuvre in and out of the parking bays and can impede the free flow of traffic, including refuse and emergency vehicles.

However, I object to restrictions being introduced alongside the existing parking bays. The bays form part of the original design of this relatively new development and provide essential parking for residents, visitors, carers and service providers.

In my view, double yellow lines on the opposite side of the road would address the access and traffic flow issues without affecting the usability of the parking bays. Extending the restrictions to the parking bay side of the street is therefore unnecessary and may result in enforcement action against vehicles legitimately using the bays.

I respectfully request that the Council retain the existing parking bays and limit the proposed restrictions to the opposite side of the road.

Officer response 1:

The proposal was developed in response to concerns regarding motorists parking in a manner that obstructs access to and egress from the residential parking bays and restricts the free flow of traffic along Clos Cymmer. Site observations have confirmed that these issues regularly occur.

The proposed Prohibition of Waiting At Any Time restrictions have been designed to maintain access to the residential parking bays, improve the free flow of traffic and enhance road safety along the length of Clos Cymmer.

The existing parking bays would remain available for use and would not be affected by the proposed Traffic Regulation Order. The restrictions would apply to waiting on the highway adjacent to the bays, not within the designated parking bays themselves.

Officers consider that restricting parking on only one side of the road would not fully address the obstruction issues identified on site. The proposed restrictions on both sides of the carriageway are necessary to ensure adequate carriageway width is maintained for residents, service vehicles, refuse collection vehicles and emergency vehicles.

Consequently, officers are satisfied that the proposed Traffic Regulation Order remains necessary and proportionate in the interests of maintaining access, improving traffic flow and enhancing road safety. It is therefore recommended that the objection is not upheld and that the Order be made as advertised.

Objection 2:

I am writing to formally object to the proposed Prohibition of Waiting at Any Time Order on Clos Cymmer, Barry, as set out in the consultation notice dated 6 August 2026.

I appreciate that there may be concerns around access, visibility and road safety, and I fully support measures that are necessary to ensure that the road remains safe and accessible. However, I do not believe that a blanket prohibition of waiting along the proposed section is proportionate or takes sufficient account of the impact it will have on residents.

To my knowledge, vehicles currently parked along this section of Clos Cymmer do not routinely cause obstruction. Residents are mindful of parking considerately and ensuring that sufficient space remains for other vehicles to pass safely. In particular, where residents have visitors, we take care to ensure that their vehicles do not obstruct the carriageway or impede access.

The proposed restriction would nevertheless have a significant impact on residents' ability to have friends and family visit their homes. Visitors currently use the road for parking, and removing this option would substantially restrict residents' ability to receive visitors. This is particularly concerning for visitors who may have mobility difficulties or otherwise be unable to walk a significant distance.

I am therefore concerned that the proposed Order does not sufficiently balance the practical needs of residents against the problem it is intended to resolve. If the issue relates to visibility, access or obstruction close to the junction, I would ask the Council to consider whether this could be addressed through a more limited restriction covering the specific area of concern, rather than imposing a prohibition along the entire proposed length.

I would also be grateful if the Council could provide the evidence or assessment that has led to the proposed restriction, including details of any identified incidents, access problems or road safety concerns associated with parking on this section of Clos Cymmer.

For these reasons, I respectfully request that the proposed Order is not implemented in its current form.

I would be grateful if my objection could be formally recorded and considered as part of the consultation process.

I appreciate that the stated deadline for objections was 27 August 2026 and apologise for submitting this representation shortly after that date. However, I would be grateful if you would nevertheless accept and consider my objection, given that the proposal directly affects residents' ability to have visitors to their homes.

Officer response 2:

The proposed restriction has been developed in response to concerns regarding vehicles parking along Clos Cymmer in a manner that obstructs access to and egress from the residential parking bays and restricts the free flow of traffic. Site observations undertaken by officers have confirmed that these issues regularly occur and have, on occasions, prevented residents from accessing or leaving the private parking bays.

The purpose of the proposed Prohibition of Waiting At Any Time Traffic Regulation Order is to maintain access to the residential parking bays, improve the free flow of traffic along Clos Cymmer and enhance road safety for all highway users. The proposal has therefore been designed to address the obstruction issues identified along the length of the street, rather than at a single isolated location.

Officers acknowledge the concerns raised regarding parking for visitors, carers and service providers. However, the existing residential parking bays would remain available for use and would not be affected by the proposed Traffic Regulation Order. The restrictions would apply to waiting on the highway adjacent to the bays, not within the designated parking bays themselves.

The proposed restrictions would not prevent vehicles from stopping for permitted purposes, such as loading and unloading, where undertaken in accordance with the relevant legislation. Statutory exemptions would also apply, including those relating to emergency vehicles and other authorised activities. Essential access to properties would therefore be maintained.

In considering the extent of the proposed restrictions, officers are satisfied that a more limited scheme would not adequately address the obstruction and access issues identified on site. Restricting parking at only selected locations could result in vehicles continuing to park elsewhere along the street, where they may impede access to the residential parking bays and reduce the effective width of the carriageway.

With regard to the request for evidence, the proposal was developed following concerns raised regarding obstructive parking and subsequent site observations undertaken by officers, which confirmed that access and traffic flow issues regularly occur along Clos

Cymmer. The proposal is therefore based on the conditions observed on site and the need to maintain suitable access for residents, service vehicles, refuse collection vehicles and emergency vehicles.

Consequently, officers consider that the proposed Traffic Regulation Order is necessary and proportionate to address the identified obstruction, access and road safety concerns. It is therefore recommended that the objection is not upheld and that the Order be made as advertised.