

Matter which the Chairman has decided is urgent by need to take a prompt decision to improve highway safety at the locations specified.

Meeting of:	Cabinet
Date of Meeting:	Monday, 21 June 2021
Relevant Scrutiny Committee:	Environment and Regeneration
Report Title:	Objection Report: Barry Island, The Knap and Ogmores-by-Sea Proposed Resident Only Permit Parking Areas Traffic Regulation Order
Purpose of Report:	To advise Cabinet of the objections received and to propose an appropriate way forward.
Report Owner:	Report of the Cabinet Member for Neighbourhood Services and Transport
Responsible Officer:	Miles Punter - Director of Environment and Housing Services
Elected Member and Officer Consultation:	Cabinet Member for Neighbourhood Services and Transport Cabinet Member for Education and Regeneration Accountant Neighbourhood Services and Transport Services Legal Services (Committee Reports) Operational Manager Regeneration Head of Regeneration and Planning Enforcement Manager
Policy Framework:	This report is a matter for Executive Decision by Cabinet.

Executive Summary:

- At its meeting of Monday 27th July 2020, Cabinet agreed to a new Resident Parking Controls Policy, as well as granting delegated authority to the Director of Environment and Housing, in consultation with the Cabinet Member for Neighbourhood Services and Transport, to design residential parking schemes for the locations listed in the report. Those locations included Barry Island, The Knap and Ogmores-by-Sea.
- Delegated authority was also granted to the Director of Environment and Housing in conjunction with the Cabinet Member for Neighbourhood Services and Transport, to engage with the residents in the areas identified, to formulate the most suitable design plans for these schemes prior to formally advertising the plans to seek their views and then going forward with a draft Traffic Regulation Order, should there be suitable consensus.
- Informal consultation took place in all of the aforementioned areas, with letters being issued to all residents who would be affected by any potential scheme at Barry Island (including Adar y Mor, Gwalch y Penwaig, Gwennon y Mor & Heol Gylfinir, Earl Crescent, Redbrink Crescent, Dyfrig Crescent, Marquis Close & Redbrink Crescent, Friars Road and Plymouth Road); The Knap (including Heol-Y-Bryn, Heol-y-Gaer, Glan-y-Mor & Maes-y-Coed and Birch Grove); and Ogmores-by-sea (including Main Road, Marine Drive, Marine Walk and Seaview Drive).
- The consultation took place during October 2020 and concluded on Sunday 1st November 2020. From the questionnaire responses, there was overwhelming support for the introduction of resident parking controls. Consequently, it was proposed that new Resident Only Permit Parking Areas be introduced in Barry Island, The Knap and Ogmores-by-Sea.
- The statutory legal consultation began on the 29th April 2021 and concluded on the 21st May 2021. During that period of time, thirteen formal objections: six in Barry Island, three in The Knap and four in Ogmores-by-Sea (three were from the same property) to the proposals were received, together with eleven in support: one in The Knap and ten from Ogmores-by-Sea (two were from the same property) and two queried the proposals: one from Barry Island and one from Ogmores-by-Sea.
- Having considered the objections and given responses to them the Report recommends that the Proposed Resident Only Permit Parking Areas Traffic Regulation Order be implemented.

Recommendations

1. That the objections to the proposals be rejected for the reasons contained in this report and the Proposed Resident Parking Controls Traffic Regulation Order be implemented at Barry Island, The Knap and Ogmore by Sea as detailed in the plans attached at Appendix A
2. That the persons who made representations to the proposals are advised of this decision.

Reasons for Recommendations

1. To enable the Order to be made.
2. To confirm the Council's position in respect of the objections made.

1. Background

- 1.1 Several reports have been submitted to Cabinet, to enable the Council to move forward with car park charges and to have the mechanism to deal with the subsequent parking displacement.
- 1.2 Cabinet considered a report on Monday 27th July 2020: Car Parking Displacement – Coastal Areas and other Locations with High Visitor Numbers (relevant minute C314). The purpose of that report was to agree appropriate arrangements to protect residential areas from the effects of high levels of visitor parking. A link to this is shown below:
[https://www.valeofglamorgan.gov.uk/Documents/ Committee%20Reports/Cabinet/2020/20-07-27/Minutes-20-07-27.pdf](https://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet/2020/20-07-27/Minutes-20-07-27.pdf).
- 1.3 On 16th March 2021, the Cabinet Member for Neighbourhood Services and Transport and the Head of Neighbourhood Services and Transport gave approval to give public notice of a proposal to introduce a Resident Only Permit Parking Areas Traffic Regulation Order in Barry Island, The Knap and Ogmore-by-Sea. Drawing Numbers T/20/57/AA, T/20/58/AA, T/20/59/AA, T/20/60/AA, T/20/61/AA, T/20/62/AA, T/20/63/AA, T/20/64/AA, T/20/65/AA & T/20/68/AA are attached as Appendix A.
- 1.4 The statutory legal public notice of the proposal was given on the 29th April 2021, inviting objections in writing, by the 21st May 2021 containing the grounds upon which any objection was being made.
- 1.5 Residential parking controls at Cosmeston and Cowbridge are to be considered via another report on this agenda. The only remaining area from the Cabinet decision referred to above is Llandough and this report will follow shortly.

2. Key Issues for Consideration

- 2.1** During the consultation period thirteen formal objections: six in Barry Island, three in The Knap and four in Ogmores-by-Sea (three were from the same household), together with eleven in support: one in The Knap and ten from Ogmores-by-Sea (two were from the same household) and two querying the proposals: one from Barry Island and one from Ogmores-by-Sea.
- 2.2** A copy of all the support, objection and comments letters received are attached at Appendix B to this Report and the concerns raised are summarised below, together with the officer responses to each of the point of concern raised within them. In addition, at Appendix C are comments and queries that were raised through the consultation. These have been responded to as necessary. Also, at Appendix D are the supporting comments received.

Concern 1: Barry Island (Zone BIZ06)

- 2.3** “Why I fully support restrictions to Plymouth road and Redbrink Crescent this will just push those not wishing to pay for public parking to use Amherst Crescent, Phillis Street, Iver Street and Clive Road for this reason I'm object consideration should be given to make the whole island residential permits”.

Officer response 1:

- 2.4** It is not inconceivable that extraneous parking will displace into areas outside of the proposed permit parking zones, however, at this stage, the extents of any potential displacement are unknown. Should this proposal be implemented, then those areas will be monitored and if parking does become an issue then they could be included in future proposals.

Concern 2: Barry Island (Zone BIZ05)

- 2.5** “Whilst I agree with the change in parking arrangements in principle, it should be obvious to most that the new restrictions on Redbrink crescent will simply result in people wishing to park up locally to access Jackson’s Bay parking on the south side of Friars Road. This would result in significant narrowing of traffic in both directions making it a virtual single track road.
- 2.6** This is the only access road to the estate built on Friars Point, and there have also been instances where emergency ambulances are called to Island View residential home and the emergency services such as Coastguard, Fire service etc. attending Friars Point. I would strongly suggest that the south side of Friars Road is also made double yellow to prevent this inevitable bottleneck from happening”.

Officer response 2:

- 2.7** Friars Road has no provision for extraneous parking, therefore, only residents and their visitors who display a permit will be eligible to park in the road. Should this proposal proceed, then all roads will be monitored, to ensure that highway safety is not compromised and the safe and expeditious passage of traffic is maintained.

Concern 3: Barry Island (Zone BIZ05)

- 2.8** "I was pleased to see the consultation for changes to parking on Barry Island. With restrictions to parking on a number of roads on the Island, not having yellow lines opposite the houses on Friars Road, will in essence mean that Friars Road will become one car wide at busy times of the year with residents parking on the housing side of the road and visitors on the opposite. Coupled with the access needed to the residential care home and the potential for ambulances to attend, it could mean that Friars Road would become impassable. This is not only inconvenient but could be dangerous to those needing to access or leave via Friars Road, especially in cases of emergency. I would like to see that Friars Road is treated the same as other roads on Barry Island that this consultation relates to and yellow lines are placed on the opposite side of the road.

Officer response 3:

- 2.9** Friars Road has no provision for extraneous parking, therefore, only residents and their visitors who display a permit will be eligible to park in the road. Should this proposal proceed, then all roads will be monitored, to ensure that highway safety is not compromised and the safe and expeditious passage of traffic is maintained.

Concern 4: Barry Island (BIZ06)

- 2.10** "I wish to object to the proposed parking scheme at Plymouth road. This has no benefit whatsoever for the residents. The residents seem to be the ones who are going to suffer. Example if I return home in the evening to a local football match or Day tripper parked outside my home with no available spaces. I then have to park in Amherst crescent and go home. If the visitors then leave and I am expected to move my vehicle as my permit only covers my street? This is not encouraging anyone to use any of the car parks!
- 2.11** The road that runs up to the steps over the train station would have been ideal for controlled parking for football events and pushing tourists or visitors into the carpark. Can the residents have a copy of the results of the survey that was carried out sent to them. I would bet that this proposal isn't in line with the results of the survey!"

Officer response 4:

- 2.12** Plymouth Road will have limited waiting bays to cater for tourism / outdoor activities associated with the nearby Maslin Park. However, the rest of the road will be subject to permit parking, which will be allocated to residents and their visitors.
- 2.13** Those who do not possess a permit and park outside of the limited waiting bays will be parking in contravention of the Traffic Regulation Order and this would be dealt with by way of a Penalty Charge Notice.
- 2.14** This proposal is designed to protect parking for residents and their visitors, therefore, extraneous parking should not be an ongoing issue.

Concern 5: Barry Island (BIZ03)

- 2.15** “We are disappointed that none of our suggestions have been encompassed in your parking plans, yet we live right in the middle of this issue and watch on a daily basis, throughout the year what really happens.

I would like to object on the following basis:

- (1) Implementing a plan which includes areas of “no waiting at any time” reduces available the amount of parking for all, residents and visitors alike.
- (2) We believe a one way system would be more effective, will allow the maximum number of parking spaces, will prevent the need for parking on the pavement as passing will not be an issue. It would also ensure emergency vehicles, delivery trucks, sometimes even buses etc can pass through safely and without delay.
- (3) There would also be fewer collisions. We have had our own car shunted twice and our wing mirror damaged and seen several other collisions due to angry drivers attempting to pass through gaps which are too narrow or park in a hurry. The argument of increased speed of drivers does not convince those who live here – many people drive much too fast anyway and in any event speed bumps could prevent this.
- (4) Some residents have calculated the number of vehicles on the streets affected and given the number of properties divided into flats, plus the nursing home, community centre etc in the area, there will be insufficient spaces for the number of permits which can be legally applied for with this plan, it makes no sense to waste kerb space with no waiting areas.
- (5) There are a small number of residents with legally parked, taxed and insured work vehicles and campervans which will exceed the size of vehicles allowed to have permits. These vehicles will need to pay to park or have vehicles

stored elsewhere away from their homes. This will cause these residents significant additional cost and inconvenience. There will also be an ecological disadvantage in that extra driving will be required to drive to and return to storage to allow loading and unloading these vehicles before and after use. It is unfair to penalise residents when visitors won't experience these restrictions.

- (6) We will personally incur an additional cost of around £600 per annum for storage, which now we are retired we can ill afford and may cause us to have to sell our van, potentially at a loss. We worked hard to save to buy it and looked forward to our retirement years of frequent use. Your new rules may deprive us of this. We have only 2 vehicles (including our van) and several years ago, due to the parking issues we were experiencing then, went to the additional cost of having a hardstanding/parking area built at the rear of our property. This means that even if our van did take 2 places, (which it doesn't, as your FAQs suggests), we won't exceed that to which we are entitled under the new permit scheme. This feels extremely unreasonable and unfair that having gone to this expense, we will now pay again. We have never had any complaints from neighbours regarding the van and we have never had cause to complain about other larger vehicles
- (7) The size of individual vehicles is not the problem here, it is the sheer volume of traffic and demand for access to local beaches and walks where parking is free – if car parks were cheaper or free, or where reasonably priced annual car park passes could be purchased, visitors would use the car parks. If this scheme is to have any impact, it will need to be rigorously enforced. I object to my council tax being used to fund a scheme which I am convinced will not work, but will involve significant cost to implement and enforce”.

Officer response 5:

- (1) The provision of “no waiting at any time” provides a safe opportunity for opposing vehicles to pass safely, without causing localised congestion.
- (2) Whilst a one-way system would allow for additional on-street parking and reduce any delay to emergency services, it would have the potential to increase traffic speeds, due to the absence opposing traffic, this would be more pertinent when the Crescent would be lightly trafficked. Higher traffic speeds tends to be a concerns over longer lengths of one-way routes and this inevitable leads to requests for traffic calming, which is not acceptable for many residents due to issues with noise and vehicle emissions and pollution.

Furthermore, a one-way system would generate a more convoluted route for residents, their visitors, or tourists, as they may try to continually make a loop around nearby residential streets, in an attempt to try and find a parking space if none were immediately available.

The location of the Crescent, in relation to the nearby junctions, would necessitate a wider review of the extents and direction of a proposed one-way system. This would need to be undertaken to avoid a driver committing to a particular route, upon which they are confronted by a pair of “no entry” signs. The decision would result in making a u-turn in a nearby junction, or driving along another residential route to return back to where they started. For the aforementioned reasons, a one-way system, is not recommended as the current proposal provides a safe option, which balances the need for parking and two-way traffic.

- (3) As mentioned in point 1 above, the provision of no waiting at any time would provide safe passing places that will potentially reduce the potential for minor damage to parked cars.
- (4) As mentioned in point 2 above, traffic calming does not prevent speeding issues, as there are consequential effects that are not acceptable to other residents such as vehicle noise whilst going over a hump, acceleration, vehicle emissions and some do not want calming outside their house.

The resident raised concerns regarding minor damage to parked vehicles, the implementation of no waiting at any time would mitigate such incidents.

It is acknowledged that the permit will not guarantee a parking space in a road, or street in which a resident resides, which is why zones have been proposed, this gives an opportunity to park where spaces are available.

- (5) A recommendation has been made in the Cabinet objection report: Cowbridge and Cosmeston Proposed Resident Only Permit parking Areas Traffic Regulation Order to be considered on 21st June 2021, to revise paragraph 4.14 of the Resident Parking Controls policy:

“Vehicles which exceed 2.44 metres in height and 5.49 metres in length or have more than eight seats, in addition to the driver’s seat, or exceed a maximum mass of 3.5 tonnes will not be eligible for a resident parking permit and must not display a visitor permit within designated Resident Permit Parking Bay schemes where there are marked bays. However, in designated Resident Permit Parking Areas where there are no marked bays, motor caravans and campervans which exceed 2.44 metres in height and 5.49 metres in length, or exceed a maximum mass of 3.5 tonnes, will be eligible for a resident parking permit as long as the vehicle is registered at the property. Visitor permits are NOT permitted for such vehicles in these areas”. This change will deal with concerns of larger vehicle not being eligible for a permit in all parking zones.

- (6) The proposed amendment to the Resident Parking Controls Policy, as mentioned in point 5 above, will mitigate the concerns raised.

(7) The car park charges are comparable to other coastal areas, unfortunately, the provision of such amenities cannot remain free as there are associated costs with maintenance and upkeep.

Enforcement will be undertaken to ensure that only vehicles displaying a valid permit, or have a dispensation certificate are legally allowed to park in the zones.

The Civil Parking Enforcement Service is self-funding, with any surplus being allocated to services, as defined in the Traffic Management Act 2004. It is not envisaged that the service will require funding at this time.

Concern 6: Barry Island (BIZ03)

2.16 "I run a ***** from my home in *****and wanted to reach out to you ahead of the implementation of the residents parking scheme.

2.17 As I understand I will be issued one resident permit and one visitor permit. I fear with the only free parking for the beach being located on our road that I will not have enough parking for my *****customers. My business is listed on the NNDR list.

2.18 Bearing in mind that this address functions as a domestic property and a business and I pay council tax and am on the non-domestic rates register, can I ask what provision will be made for my business? Will I be issued with business permits for customers and staff?

Officer response 6:

2.19 Residents will be allocated a permit for their vehicle(s), together with a visitor permit. Customers visiting the business, can either use the visitor permit, park in a limited waiting bay, within the curtilage of the property (driveway or garage if applicable), or they can load/unload on the no waiting at any time restrictions. Unfortunately, there are no alternative permits, or other special dispensations for businesses.

Concern 7: The Knap (TKZ01)

2.20 "I wish to register an objection to the proposed changes in parking arrangements on Maes Y Coed. I am not opposed to the introduction of Residents Permit Parking however I object to the exclusion from these new arrangements of the properties at 1 - 39 Glan Hafren, Maes Y Coed. Exclusion disadvantages myself and fellow residents of Glan Hafren because unlike owners of other properties in Maes Y Coed we will be unable to apply for a Residents Parking Permit and this has potential to cause us some difficulty. Additionally, it feels simply unfair given that we contribute on equal terms to the amenities and services in the area by

means of our Council Tax contributions. Exclusion feels discriminatory and unjustified.

- 2.21** Under these new arrangements should the occasional need arise to park on Maes Y Coed I will be prevented from doing so legally as I am unable to apply for a permit despite being a resident of Maes y Coed. As well as considering my objection, will you please explain the rationale of your decision to exclude us and explain how you expect me (us) to behave if an occasional need arises to park on the road fronting our properties. I feel it's reasonable to point out that the need is likely to be occasional, not habitual, however it's incorrect to assume that there will never be a need.
- 2.22** I have communicated with you previously in this process specifically because we were excluded from the consultation stage and despite my asking it still has not been explained to me why these properties have been excluded from the entire process.
- 2.23** In an earlier telephone call to your offices, seeking the reason for our exclusion from the residents' consultation exercise I was told casually that "probably you're out of scope because the scheme excludes private forecourted properties". To some extent I can understand the thinking on that basis however every house in Maes Y Coed and Heol Y Bryn has a garage and a private driveway, both of which negate the need to park on Maes y Coed / Heol Y Bryn. Similarly houses in Heol Y Gaer have either a garage and a driveway or simply a driveway.
- 2.24** I fail to see how each if these properties is differently served than the properties at Glan Hafren. I am struggling to understand why we residents of Glan Hafren are not been given equal opportunity to apply for Residents Parking Permits.

Officer response 7:

- 2.25** Whilst Glan Hafren is a private residential development, with on-site parking, the current Resident Parking Controls Policy does not preclude such developments from being included within the zone. Paragraph 1.20 outlines where such controls will not be provided:
- 2.26** "The provision of Resident Parking Controls specifically precludes new developments which would be expected to provide suitable parking on site. Resident Parking Controls will also not be considered where on-street parking capacity is affected by short stay parking by non-residents, e.g. local shops, parents dropping children at school, visitors to GPs, visitors to community/faith centres. Other parking controls may be considered where necessary to address highway safety and congestion".
- 2.27** Parking for residents within the curtilage of Glan Hafren, should be sufficient for the size of the development, however, this might not be the case for their

visitors This will be kept under review and if necessary a further report can be made to consider other zones or areas to be included in zones.

Concern 8: The Knap (TKZ01)

- 2.28** “With reference to the proposal for residents parking restrictions in the Maes Y Coed area of the Knap I would like to register my objection to the proposal on the following grounds:
- 2.29** Having lived at this address for 20 years I can state that I have never had any problem with people from outside of the area parking outside our property and causing inconvenience. Even during the Covid period of last year few people from outside the area parked in the road. My objection to the restrictions is centred around the lack of provision for permits for visitors to residents in the street. Members of both my family and my wife’s visit regularly and under the proposed scheme they would no longer be able to park outside our property. This would cause great inconvenience to them and to us. I can see no benefit to us or other residents in the street. I urge you to reconsider the proposal”.

Officer response 8:

- 2.30** Whilst the resident may not have experienced problems with parking outside their property, there have been historical concerns raised with obstructive parking and congestion around The Knap, which not only affects residents but visitors alike.
- 2.31** The parking controls are proposed to address those issues, which would encourage visitors to use the car parks in the area, whilst providing a safer environment for residents and vulnerable road users such as pedestrians and cyclists.

Concern 9: The Knap (TKZ01)

I am the ***** of Glan Hafren Company Ltd and reside at *****

- 2.32** I wish to record an objection to proposed changes to the parking arrangement on behalf of flats 1 - 39 Glan Hafren, Maes Y Coed.
- 2.33** As residents of Maes Y Coed we have not been given the opportunity to take part in the consultation process of the proposed changes, this I understand ended in November 2020. I cannot understand why we we’re unfairly excluded when this clearly will affect all of us living in Glan Hafren.
- 2.34** We have not been treated equally other residents of Maes Y Coed, which also reside in private properties with garages and driveways will be able to apply for parking permits. Yet we have been excluded and won’t be able to apply for parking permits as residence.

- 2.35** Other than the garages we have limited parking and some of the flats are two and three bedroom flats. Under the new arrangements should the occasional need arise to park on Maes Y Coed we no longer be legally be able to do this.
- 2.36** I feel that we are being treated unfairly, as we all pay council tax and contribute to amenities and services. The proposed changes are not treating the residents of Glan Hafren, Maes Y Coed, fairly.
- 2.37** If the proposed changes go ahead could you confirm that residents of Glan Hafren will included and be able to apply for a resident parking permit please”.

Officer response 9:

- 2.38** As mentioned in the officer response to point 7 above, whilst Glan Hafren is a private residential development, with on-site parking, the current Resident Parking Controls Policy does not preclude such developments from being included within the zone. Paragraph 1.20 outlines where such controls will not be provided:
- 2.39** “The provision of Resident Parking Controls specifically precludes new developments which would be expected to provide suitable parking on site. Resident Parking Controls will also not be considered where on-street parking capacity is affected by short stay parking by non-residents, e.g. local shops, parents dropping children at school, visitors to GPs, visitors to community/faith centres. Other parking controls may be considered where necessary to address highway safety and congestion”.
- 2.40** Parking for residents within the curtilage of Glan Hafren, should be sufficient for the size of the development, however, this might not be the case for their visitors. This will be kept under review and if necessary a further report can be made to consider other zones or areas to be included in zones. .

Concern 10: Ogmores-by-Sea (OSZ02)

- 2.41** “I own the property Ogmores by Sea *****. This email is letting you know that we object to the proposed residential parking at sea view drive.
- 2.42** There are a few days of the year that parking can be a problem however once the cat lark can open up further then this will alleviate the difficult people have parking. We do not want residential parking and do not see the need for it”.

Officer response 10:

- 2.43** Parking issues in Ogmores-by-Sea have always been problematic, especially on days of exceptionally nice weather, bank holidays etc. The Council has deployed temporary “no stopping” cones, augmented with signs, advising motorists not to

parking during certain days/hours and the potential for a £30 fine for parking in breach of the notice.

- 2.44** Target enforcement has also been undertaken, sometimes in collaboration with South Wales Police to deal with dangerous and obstructive parking. These parking issues are not unique to Main Road, as extraneous parking quickly displaces into Seaview Drive and the side streets it serves.
- 2.45** The measures should be implemented to address these issues, which would encourage visitors to use the car parks in the area, whilst providing a safer environment for through traffic and for residents. Furthermore, correspondence has been received supporting these proposals, which will improve the quality of life for residents.

Concern 11: Ogmores-by-Sea (OBZ02)

- 2.46** “I am writing to object to the residents parking scheme for sea view drive, The scheme will only incur extra cost for the council where money is better spent elsewhere, I have attached two photos of a standard day and evening of the road. And you can see that there is no issue of parking. The road does get busy on hot days but all properties have off road parking negating the need to enforcement. The tiered parking has made a huge change in the carpark, however allowing this to open later than 8pm (to just after sunset) in the summer as people want to watch the sunset causes the influx of parking and that is when the parking enforcement expires. So putting in a parking permit zone defies all logic and would bring more chaos and complaints admin to the area. I think a few have spoilt the image of ogmores on one event and the whole year has not been taken into context.
- 2.47** Also when restrictions allow we have a numbers of visitors to the property and then they will have trouble finding a visitor space as this will be taken by beach users with lack of road space available to them!”

Officer response 11:

- 2.48** Whilst the scheme will incur an initial outlay for the Legal costs, associated signing and ongoing issuing of permits, the benefits of the controls will engender a safer highway with reduced congestion and improving the quality of life for residents with the absence of the associated anti-social behaviour.
- 2.49** Encouraging the use of nearby car parks will maximise revenue and any associated enforcement, will cover the costs of the scheme. Any surplus income will be allocated to improving services, as defined in the Traffic Management Act 2004.
- 2.50** The Council has proposals to install a new ANPR (Automatic number plate recognition) barrier system to regulate vehicle access and car park usage at the

Rivermouth car park this summer. When installed this will assist in managing safe and convenient access for the many visitors who enjoy the area in a respectful manner as well as preventing any inappropriate access when the car park is closed. Whilst under the current temporary arrangements the car park is closed at 8pm, following installation of the ANPR barrier the Council intends review the opening and closing times for the car park with relevant stakeholders.

- 2.51** The resident mentions that their visitors have trouble finding a parking space, as these are taken by beach users. The controls will operate over a 24 hour period, 365 days of the year, together with their off-street parking, the resident and their visitors should have ample opportunity to park.

Concern 12: Ogmores-by-Sea (OBZ02)

- 2.52** I am making an objection to the proposed parking permits for Ogmores By Sea on Seaview Drive to the above plan.
- 2.53** The family have had a house in Ogmores since ***** and parking has never been an issue. It is only busy on the 1 or 2 days a year in warm weather which is definitely manageable.
- 2.54** Permit Parking would restrict my family from visiting and would not allow local residents who walk their dogs or go for a walk or run for 1 hr on the beach as they have done for the last 20 years to park.
- 2.55** You are proposing 1 permit per household and 1 visitor. Most people have 2 cars per household in the village and a drive way for 1 car, as the public transport is not sufficient for everyday use. What happens to these residents where do they park their car?
- 2.56** The coast and outside space is for everyone to enjoy and now more than ever it is important for people to enjoy outside spaces getting fresh air and exercise. By putting the parking restriction in place you are limiting people's access to coastal areas for exercise and enjoyment. It's actually lovely to see people coming to the seaside to enjoy it.
- 2.57** This permit issue has arisen from the minority of disgruntled residents who will complain about people enjoying the countryside and seaside which is for everyone. It's always the minority which seem to dictate.
- 2.58** Alternatives which cost very little to implement should be tried before introducing an expensive scheme especially at a time when the Councils have been told to reduce spending and cut costs.
- 2.59** This issue of parking has only arisen since the car park at Ogmores by Sea has been shut and they have limited the number of spaces.

2.60 Alternative things to try before resident parking:

1. Adjust the charging scale at the carpark to £1 per hour which would encourage people to use the car park rather than £1 for 1 hour then £6.
2. Keep the carpark open till 10pm
3. Increase the car park capacity.

Officer response 12:

2.61 As mentioned in the officer response to concern 10, parking issues in Ogmores-by-Sea have always been problematic, especially on days of exceptionally nice weather, bank holidays etc, not just 1 or 2 days of the year that the resident alludes to. To mitigate these issues, the Council has deployed temporary “no stopping” cones, augmented with signs, advising motorists not to parking during certain days/hours and the potential for a £30 fine for parking in breach of the notice.

2.62 Target enforcement has also been undertaken, sometimes in collaboration with South Wales Police to deal with dangerous and obstructive parking. These parking issues are not unique to Main Road, as extraneous parking quickly displaces into Seaview Drive and the side streets is serves.

2.63 The resident is partially incorrect in their assertion that “you are proposing 1 permit per household and 1 visitor permit”. A recommendation has been made in the Cabinet objection report: Cowbridge and Cosmeston Proposed Resident Only Permit parking Areas Traffic Regulation Order, to revise paragraph 4.1 of the Resident Parking Controls policy as below.

2.64 4.1 “Anyone living at an address within an area covered by Resident parking Controls may apply for a resident parking permit for vehicles owned by them and registered at that address so long as the address is their primary residence. Resident parking permits must only be used in the vehicles and in the streets or areas that they were issued for”.

2.65 Paragraph 4.2 of the Resident Parking Controls Policy states:

2.66 4.2 “Residents may apply for one Visitor permit, regardless of whether there is a vehicle registered to that address. Visitor’s Permits can only be used in the vehicles of bona fide visitors to a property for short term parking. The visitors’ permit may not be displayed on a vehicle used by the residents of the property and it may not be used when the driver/visitor has gone elsewhere”.

2.67 We would actively encourage anyone living local, to walk their dogs, or go for a walk, or run from their house and not take the car to park on any other roads adjacent to the beach.

- 2.68** The resident further mentions that “this permit issue has arisen from the minority of disgruntled residents who will complain about people enjoying the countryside and seaside which is for everyone. It’s always the minority which seem to dictate”. It is very clear from the replies that those who have objected are in the minority and the majority as those who are supportive of the scheme and want the proposals implemented (four objections in Ogmores-by-Sea: three from the same household and ten in support: two from the same household).
- 2.69** The measures already deployed have some impact, however, there is still areas of extraneous parking which cause localised congestion and obstruction, which is difficult to address.
- 2.70** The Council currently has no plans to change the charging scale at the car park, however, these charges are reviewed annually at the beginning of the new financial year as part of the Council’s fees and charges report to Cabinet.
- 2.71** The Council has proposals to install a new ANPR (Automatic number plate recognition) barrier system to regulate vehicle access and car park usage at the Rivermouth car park this summer. When installed the Council intends to review the opening and closing times for the car park with relevant stakeholders and there will also be consideration to review the allowable parking capacity with the car park at the same time.

Concern 13: Ogmores-by-Sea

- 2.72** “As residents of Craig yr Eos Road, we have made a number of complaints about traffic and parking in our road. The situation was much worse last summer during lockdown restrictions with huge numbers of people and cars trying to get free access to the beach. Our road simply does not have the capacity to deal with this. Many, many vehicles found the need to turn around very difficult and attempted double figure turns in our gateways and drives. Many others had to reverse a long way back up the hill, causing chaos! There are a number of elderly and vulnerable people who have regular visits from carers and nurses- access for these essential persons plus that for doctors and emergency vehicles was at times difficult if not impossible.
- 2.73** If the roads mentioned in your proposal get ‘resident only parking’, then Craig yr Eos Road will be the only one on the ‘beach side’ of the village with free parking available and the problems caused by the parking and traffic issues as identified will increase enormously.
- 2.74** Support has been already been requested from the Vale, Alun Cairns and Jane Hutt-all of whom are aware of the concerns of many residents.
- 2.75** We do not object to the introduction of “resident only parking’ in the identified streets of Ogmores by Sea but why has Craig yr Eos Road been omitted from the

plans? Please, please add our road to your list or our quality of life will be severely affected and the lives of some of our neighbours could be put at risk.

- 2.76** You have a duty of care to all of the residents in the Vale of Glamorgan –we would appreciate some protection”.

Officer response 13:

- 2.77** It is possible that extraneous parking will displace into areas outside of the proposed permit parking zones, however, at this stage, the extents of any potential displacement are unknown. Should this proposal be implemented, then those areas will be monitored and if parking does become an issue then they could be included in future proposals.

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

- 3.1** Long term - The proposals 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 and by minimising the future impact on residents arising from migration of parking from charged car parks nearby.
- 3.3** Involvement – The process of developing this scheme has involved communication with the local community and other stakeholders, including a full initial letter drop to each household within the zone, seeking views on the proposals to introduce residents parking. After fully considering the responses received public notice was given, posted within the affected streets and in the press, thereby contributing and delivering on the involvement agenda. Furthermore, it ensures that 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 proposal has involved working in collaboration with South Wales Police and local residents ensuring that there is a unified and majority interest in delivering the scheme benefits described within the report.
- 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 our well-being objectives by protecting and enhancing the natural and built environment for local residents.

4. Resources and Legal Considerations

Financial

- 4.1** The cost of the Order and implementing the schemes is estimated to be in the region of £25,000, which will be funded from the Traffic Management Operational Budget 2021/22.
- 4.2** The Council's own administrative resources will be used to progress the legal Order, should approval be given to overrule the objection.

Employment

- 4.3** Progression of the Traffic Regulation Order will be carried out by the Traffic Management team within Neighbourhood Services and Transport and the Legal Department.
- 4.4** The implementation of the regulatory signs on site will be managed and undertaken by the Council's own in-house resource.

Legal (Including Equalities)

- 4.5** There are no Human Rights implications in respect of this report.
- 4.6** The Council, as Highway Authority has a responsibility to ensure the safety of the highway user and may be found negligent if it does not meet its statutory obligations under the Road Traffic Regulation Act 1984 and the Road Traffic Act 1988.

5. Background Papers

None.

THE VALE OF GLAMORGAN COUNCIL

CABINET MEMBER FOR NEIGHBOURHOOD SERVICES AND TRANSPORT AND
HEAD OF NEIGHBOURHOOD SERVICES AND TRANSPORT

PROPOSED TRAFFIC REGULATION ORDER REPORT

**BARRY ISLAND, THE KNAP AND OGMORE-BY-SEA – PROPOSED RESIDENT
PERMIT PARKING AREAS, LIMITED WAITING, PROHIBITION OF WAITING AT ANY
TIME AND REVOCATION OF EXISTING RESTRICTIONS AND PARKING PLACES.**

Purpose of Report

1. To seek approval from the Cabinet Member for Neighbourhood Services and Transport and the Head of Neighbourhood Services and Transport to implement resident permit parking areas in Barry Island, The Knap, Barry and Ogmore-by-Sea, together with the introduction of limited waiting and prohibition of waiting at any time restrictions to accommodate extraneous parking.

Background

2. A number of reports have been submitted to Cabinet, or the Cabinet Member of Neighbourhood Services & Transport and the Head of Neighbourhood Services & Transport to enable the Council to move forward with car park charges and to have the mechanism to deal with the subsequent parking displacement.
3. Cabinet considered a report on Monday 18th March 2019: Proposed Parking Management Policy 2019/20 (relevant minute C622). The purpose of the report was to advise on the results of the public consultation undertaken on the Draft Parking Strategy and to agree a Parking Management Policy for the financial year 2019/20.

[https://www.valeofglamorgan.gov.uk/Documents/ Committee%20Reports/Cabinet/2019/19-03-18/Minutes.pdf](https://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet/2019/19-03-18/Minutes.pdf)

4. Cabinet considered a report on Monday 24th February 2020: Car Parking – Guiding Principles and Charges (relevant minute C247). The purpose of the report was to agree the guiding principles and charges at four additional car parks within the Vale of Glamorgan, namely Cosmeston & Porthkerry Country Parks, Wyndham Street, Barry and Town Hall, Cowbridge 2020/21.

[https://www.valeofglamorgan.gov.uk/Documents/ Committee%20Reports/Cabinet/2020/20-02-24/Minutes-20-02-24.pdf](https://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet/2020/20-02-24/Minutes-20-02-24.pdf)

5. Delegated authority was given by the Cabinet Member for Neighbourhood Services & Transport and the Head of Neighbourhood Services & Transport to give public notice of the proposal to progress with a Traffic Regulation Order to implement charges at car parks outlined in the Cabinet report of the 24th February 2020. The consultation commenced on Thursday 28th May 2020 and concluded on Friday 19th June 2020, during that time, the Council received 159 responses, of which, 155 were formal objections.
6. Cabinet considered a report on Monday 27th July 2020: Car Parking Displacement – Coastal Areas and other Locations with High Visitor Numbers (relevant minute C314). The purpose of the report was to agree appropriate arrangements to protect residential areas from the effects of high levels of visitor parking.

[https://www.valeofglamorgan.gov.uk/Documents/ Committee%20Reports/Cabinet/2020/20-07-27/Minutes-20-07-27.pdf](https://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet/2020/20-07-27/Minutes-20-07-27.pdf)

7. Cabinet considered an objection report on Monday 5th October 2020: Cosmeston Country Park Car Park, Porthkerry Country Park Car Park, Wyndham Street Car Park, Barry and Town Hall Car Park, Cowbridge - Proposed Introduction of Car Park Charging (relevant minute C346). The purpose of the report was to advise Cabinet of the objections received during the consultation period 28th May and 19th June 2020 and to propose an appropriate way forward.

Cabinet rejected the objections for the reasons contained within the report and the car parking charges be implemented as follows:

- Porthkerry Country Park – as soon as the ticket machines are available, unless the COVID-19 restrictions are still in place, in which case charges would not be implemented until Local Restrictions had been lifted;
- Cosmeston Country Park – in conjunction with the controls for displacement parking but would not be implemented unless the COVID-19 restrictions and the Local Restrictions had been lifted;
- Wyndham Street Car Park, Barry and Cowbridge Town Hall Car Park on the 1st April 2021 unless the COVID-19 restrictions were still in place, in which case charges would not be implemented unless Local Restrictions had been lifted.

[https://www.valeofglamorgan.gov.uk/Documents/ Committee%20Reports/Cabinet/2020/20-10-05/Minutes.pdf](https://www.valeofglamorgan.gov.uk/Documents/Committee%20Reports/Cabinet/2020/20-10-05/Minutes.pdf)

Relevant Issues and Options

8. At their meeting of Monday 27th July 2020, Cabinet agreed to a new Resident Parking Controls Policy, as well as granting delegated authority to the Director of Environment and Housing, in consultation with the Cabinet Member for Neighbourhood Services and Transport, to design residential parking schemes for the locations listed in the report (including Middlegate Court, Cowbridge) and any new residential parking schemes that were deemed appropriate in future (refer to point 6 above):
 - Barry Island, & Ogmores-by-Sea (areas most affected by extraneous parking);
 - Llandough (Dochdwy Road area worst affected by Llandough Hospital parking demand);
 - Cosmeston Drive (areas worst affected by overflow parking from Cosmeston Park);
 - The Knap, Barry (side roads currently subject to “no access except for residents Orders”, enforceable only by the Police);
 - Cowbridge (areas worst affected by high parking demand for the Town Hall car park e.g. Middlegate Court).

The aforementioned will be the initial phase of the new policy, aimed at addressing the excessive parking demands that already exists at these locations. The introduction of limited waiting bays and waiting restrictions, where high levels of parking take place, have been identified in the schedules within Appendix “B” and the associated drawings in Appendix “C”. Locations affected include Redbrink Crescent and Plymouth Road, Barry Island, where tourism and other outdoor activities at Jacksons Bay and Maslin Park will necessitate facilities to cater for extraneous parking.

9. Informal consultation took place in all of the aforementioned areas, with letters being issued to all residents who would be affected by any potential scheme. The consultation exercise took place during October 2020 and concluded on Sunday 1st November 2020.
10. From the questionnaire responses, a summary of which is outlined in Appendix “A”, it can be seen that there is overwhelming support for the introduction of resident parking controls within the following areas:
 - Priority 1 Areas: Barry Island, Ogmores-by-Sea and The Knap;
 - Priority 2 Areas: Cowbridge and Penarth;
 - Priority 3 Areas: Llandough.
11. Due to the extensive areas being considered, a decision has been made by the Operational Manager Engineering that the areas outlined in the attached appendices to this report will proceed in the first phase. It is anticipated that separate reports will be submitted for Cowbridge & Penarth and Llandough.

12. Details of the proposal are outlined within Appendix 'B' and shown on the attached drawings, contained within Appendix 'C' to this report.

Resource Implications (Financial and Employment)

13. All works costs and legal matters will be funded from an allocation of £20k of the Neighbourhood and Transport asset renewal capital budget for 2020/21, with the same amount to be committed for future years.
14. The Council's own administrative resources will be used to progress the proposal, should approval be given.

Legal Implications (to Include Human Rights Implications)

15. 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. The Council is also responsible for the enforcement of parking and waiting restrictions under the Traffic Management Act 2004.
16. 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.
17. There are no human rights implications.

Crime and Disorder Implications

18. The implementation of the resident permit parking area Order, is likely to reduce the instances of congestion and aggressive driving from potential car park displacement and associated influx of tourism, which will lead to a greater sense of safety within the communities.
19. The Council will utilise its powers conferred by the Traffic Management Act 2004 and the Civil Enforcement of Parking Contraventions (County Borough of Vale of Glamorgan) Designation Order 2013 to enforce parking contraventions associated with the proposal.

Equal Opportunities Implications (to include Welsh Language issues)

20. There are no equal opportunity implications.
21. All associated traffic signs and road markings forming part of the scheme will all be in accordance with the Council's Welsh Language Policy and the Welsh Language (Wales) Measure 2011.

Corporate/Service Objectives

22. To manage and maintain a safe highway infrastructure.

Consultation (including Ward Member Consultation)

23. The Ward Members for Baruc and St Brides Major have been consulted on the proposal and there have been no replies / the following replies have been received.
24. Stakeholder consultations will take place in accordance with the Road Traffic Regulation Act 1984 and The Local Authorities Traffic Orders (Procedure) (England and Wales) (Amendment) (Wales) Regulations 1996.

RECOMMENDATION(S)

- (1) That, subject to the views of the Chief Constable and other statutory consultees, approval is given to give public notice of the Vale of Glamorgan Council's intention to make a Traffic Regulation Order, the effect of which will be to introduce Resident Permit Parking Areas as outlined in appendices 'B' and 'C' to this report.
- (2) That in the event of no objections being received, the Order be made.

Reason(s) for Recommendation(s)

- (1) To comply with the requirements of the Road Traffic Regulation Act 1984.
- (2) To allow the necessary works to be undertaken.

Background Papers

Traffic Management Information File No. 930

Contact Officer

Mark Simpson, Principal Traffic Engineer (*Tel: 029 2067 3070*)

Officers Consulted

Operational Manager, Legal Services - (*Committee Reports*)

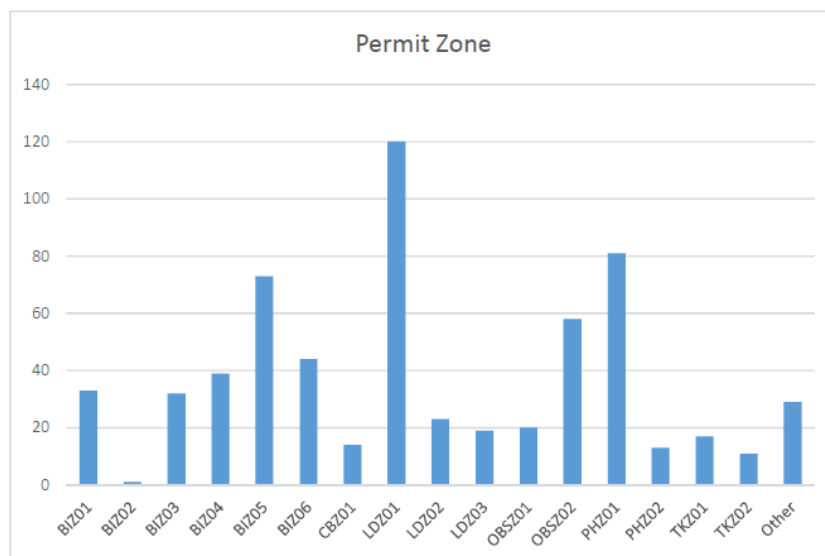
Accountant, Neighbourhood Services - (*Matt Sewell*)

APPROVED	DATE
Head of Neighbourhood Services and Transport	
Cabinet Member Neighbourhood Services and Transport	

Summary of Consultation Responses

Please provide the permit zone, if you have your letter to hand, this will be noted at the top of the map found on the reverse of your letter.

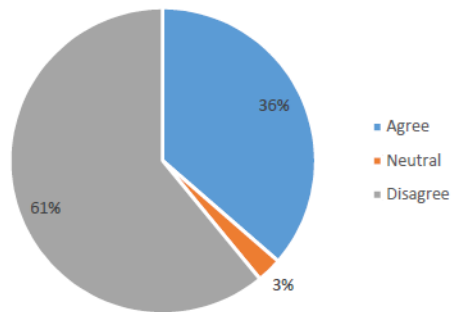
	Count
BIZ01	33
BIZ02	1
BIZ03	32
BIZ04	39
BIZ05	73
BIZ06	44
CBZ01	14
LDZ01	120
LDZ02	23
LDZ03	19
OBSZ01	20
OBSZ02	58
PHZ01	81
PHZ02	13
TKZ01	17
TKZ02	11
Other	29



Do nothing, I am happy with the existing parking arrangements

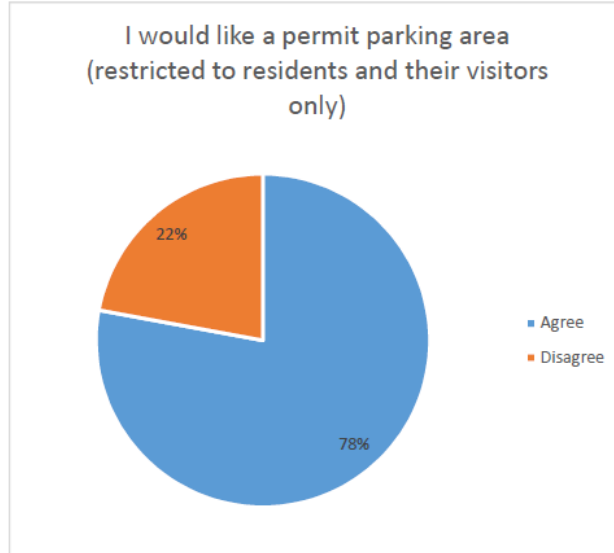
Agree	164
Neutral	12
Disagree	275

Do nothing, I am happy with the existing parking arrangements



I would like a permit parking area (restricted to residents and their visitors only)

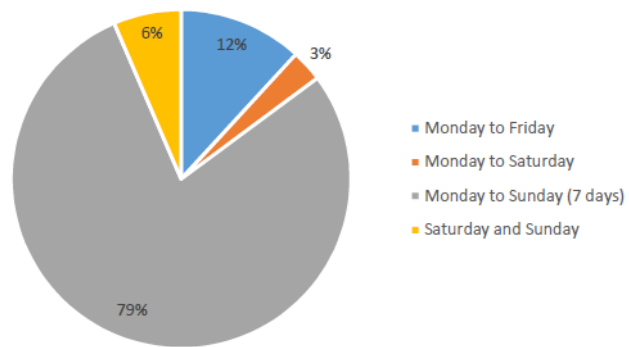
Agree	434
Disagree	123



If you would like a resident permit zone to be introduced, which days would you prefer this to be operational?

Monday to Friday	55
Monday to Saturday	14
Monday to Sunday (7 days)	366
Saturday and Sunday	30

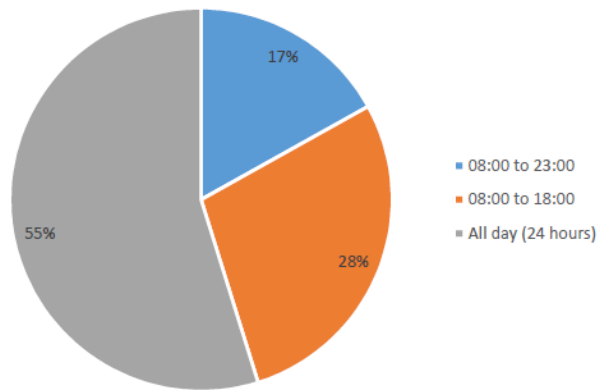
If you would like a resident permit zone to be introduced, which days would you prefer this to be operational?



And which operating times do you think are required?

08:00 to 23:00	79
08:00 to 18:00	132
All day (24 hours)	256

And which operating times do you think are required?



Comments or Suggestions	
Support as can't park outside my house	17
Oppose as no need	14
Llandough Hospital Parking	11
Safety issue	9
Expand to my area	7
Traffic problems in my area	6
Require more permits	5
Seasonal	5
Enforcement Queries	5
Request to extend hours	2
Other	21
	102



Do nothing, I am happy with the existing parking arrangements

Permit Zone	Disagree	Agree
BIZ01	13	5
BIZ02	0	0
BIZ03	13	4
BIZ04	20	6
BIZ05	40	18
BIZ06	17	7
CBZ01	7	1
LDZ01	44	44
LDZ02	10	6
LDZ03	12	2
OBSZ01	7	8
OBSZ02	30	18
PHZ01	31	29
PHZ02	6	2
TKZ01	7	7
TKZ02	5	2
Other	13	5

I would like a permit parking area (restricted to residents and their visitors only)

Permit Zone	Disagree	Agree
BIZ01	4	26
BIZ02	0	0
BIZ03	3	26
BIZ04	7	29
BIZ05	12	55
BIZ06	5	34
CBZ01	2	12
LDZ01	28	73
LDZ02	5	17
LDZ03	2	17
OBSZ01	7	11
OBSZ02	13	38
PHZ01	24	45
PHZ02	1	11
TKZ01	4	10
TKZ02	2	9
Other	4	21

If you would like a resident permit zone to be introduced, which days would you prefer this to be operational?

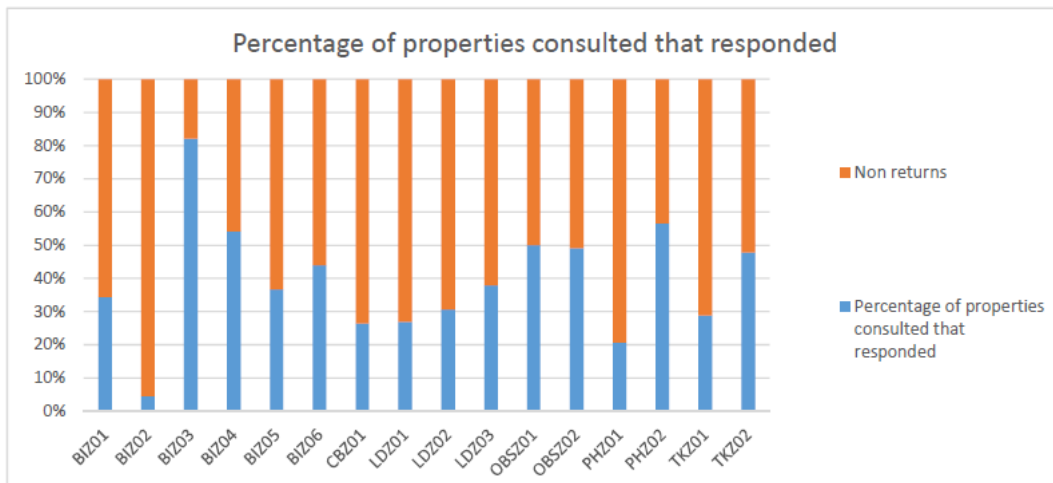
Permit Zone	Monday to Friday	Monday to Saturday	Saturday and Sunday
BIZ01	0	0	1
BIZ02	0	0	0
BIZ03	0	0	0
BIZ04	0	0	3
BIZ05	1	0	3
BIZ06	1	0	7
CBZ01	2	2	0
LDZ01	38	8	0
LDZ02	3	0	0
LDZ03	8	2	0
OBSZ01	0	0	3
OBSZ02	0	0	4
PHZ01	0	1	4
PHZ02	0	0	1
TKZ01	0	0	1
TKZ02	0	0	0
Other	2	1	3

And which operating times do you think are required?

Permit Zone	08:00 to	08:00 to
	23:00	18:00
BIZ01	1	5
BIZ02	0	0
BIZ03	8	1
BIZ04	10	14
BIZ05	6	15
BIZ06	8	11
CBZ01	2	6
LDZ01	8	41
LDZ02	1	4
LDZ03	3	9
OBSZ01	3	2
OBSZ02	6	4
PHZ01	14	8
PHZ02	1	2
TKZ01	2	2
TKZ02	3	2
Other	3	6

Number of properties per zone

Permit Zone	Number of properties	Number of responses	Percentage of properties consulted that responded	Non returns
BIZ01	96	33	34%	66%
BIZ02	22	1	5%	95%
BIZ03	39	32	82%	18%
BIZ04	72	39	54%	46%
BIZ05	199	73	37%	63%
BIZ06	100	44	44%	56%
CBZ01	53	14	26%	74%
LDZ01	444	120	27%	73%
LDZ02	75	23	31%	69%
LDZ03	50	19	38%	62%
OBSZ01	40	20	50%	50%
OBSZ02	118	58	49%	51%
PHZ01	391	81	21%	79%
PHZ02	23	13	57%	43%
TKZ01	59	17	29%	71%
TKZ02	23	11	48%	52%



SCHEDULE 1

Revoke the following Prohibition of Waiting at Any Time restriction contained within The Vale of Glamorgan Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Civil Enforcement) Order 2013:

Remove from Map Schedules AZ51

Plymouth Road, Barry

On the southern side, from a point 15 metres east of its junction with Amherst Crescent, eastwards for a distance of approximately 30 metres.

On the southern side, from a point 70 metres east of its junction with Amherst Crescent, eastwards for a distance of approximately 30 metres.

On the southern side, from a point 15 metres east of its junction with Archer Road, eastwards for a distance of approximately 24 metres.

On the southern side, from a point 57 metres east of its junction with Archer Road, eastwards for a distance of approximately 24 metres.

Revoke the following Resident Permit Holders Only (8:00am to 6:30pm) contained within The Vale of Glamorgan Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Civil Enforcement) Order 2013:

Remove from Map Schedules AZ51 and BA51

Plymouth Road, Barry

On the northern side, from the common boundaries of property numbers 56 and 57 south-westwards to the common boundaries of property numbers 58 and 59, a distance of approximately 18.5 metres.

On the northern side, from the common boundaries of property numbers 43 and 44, eastwards for a distance of approximately 24 metres.

SCHEDULE 2

Proposed Limited Waiting (2 hours no return within 2 hours):

Insert into Map Schedules AZ51

Plymouth Road, Barry

On the southern side, from a point 15 metres east of its junction with Amherst Crescent, eastwards for a distance of approximately 30 metres.

On the southern side, from a point 70 metres east of its junction with Amherst Crescent, eastwards for a distance of approximately 30 metres.

On the southern side, from a point 15 metres east of its junction with Archer Road, eastwards for a distance of approximately 24 metres.

On the southern side, from a point 57 metres east of its junction with Archer Road, eastwards for a distance of approximately 24 metres.

Redbrink Crescent, Barry

Insert into Map Schedules BA52

On the southern side, from a point 32 metres east of its junction with Friars Road, eastwards for a distance of approximately 30 metres,

On the southern side, from a point 82 metres east of its junction with Friars Road, eastwards for a distance of approximately 30 metres.

On the south-eastern side, from a point 132 metres east of its junction with Friars Road, north-eastwards for a distance of approximately 30 metres.

On the eastern side, from a point 182 metres east of its junction with Friars Road, northwards for a distance of approximately 30 metres.

SCHEDULE 3

Proposed No Waiting at Any Time:

Redbrink Crescent, Barry

Insert into Map Schedules BA52

On the southern side, from its junction with Friars Road, eastwards for a distance of approximately 32 metres,

On the southern side, from a point 62 metres east of its junction with Friars Road, eastwards for a distance of approximately 20 metres.

On the south-eastern side, from a point 112 metres east of its junction with Friars Road, north-eastwards for a distance of approximately 20 metres.

On the south-eastern side, from a point 162 metres east of its junction with Friars Road, north-eastwards for a distance of approximately 20 metres.

On the eastern side, from a point 212 metres in a generally easterly then a northerly direction from its junction with Friars Road, northwards for a distance of approximately 20 metres.

SCHEDULE 4

Proposed Resident Permit Parking Areas:

Amend the **Resident Permit Areas** contained within **Schedule 1 of The Vale of Glamorgan Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Civil Enforcement) Order 2013**, to include the following locations outlined within Barry Island, The Knap and Ogmores-by-Sea and the specific property numbers that will be eligible for parking permits, together with the removal of the footnote in **Schedule 1**, to include **Refer to the “Resident Parking Permit Types and Criteria For Use”, within paragraph 4 of the Vale of Glamorgan Council Resident Parking Controls Policy.**

Barry Island

Insert into Map Schedules AZ51, AZ52, BA51, BA52 & BB52

Zone: BIZ01

Adar Y Mor: from its junction with Breaksea Drive, throughout its entire length.

Gwalch Y Penwaig: throughout its entire length.

Gwennol Y Mor: throughout its entire length.

Heol Gylfinir: Throughout its entire length.

Zone: BIZ02

Earl Crescent: from its junction with Friars Road, throughout its entire length.

Zone: BIZ03

Redbrink Crescent: (properties 44 to 74 only), between its junctions with Friars Road and Marquis Close, a distance of approximately 272 metres.

Friars Road: (properties 1, 3, 11, 13, 15 & 17 only, 1 to 20 Ger-y-Mor, 1 to 3 St John's Court, 1 to 6 Breaksea Court, Barry Island Community Centre), between its junctions with Plymouth Road and Redbrink Crescent, a distance of approximately 177 metres.

Zone: BIZ04

Dyfrig Street: between its junctions with Redbrink Crescent, throughout its entire length.

Marquis Close: from its junction with Redbrink Crescent, throughout its entire length.

Redbrink Crescent: (properties 1 to 42 only), between its junctions with Marquis Close and Plymouth Road, a distance of approximately 220 metres.

Zone: BIZ05

Friars Road: (properties 6 to 26 only), between its junctions with Redbrink Crescent and its roundabout junctions with Heol Eyr Mor and Clos Yr Wylan, a distance of approximately 161 metres.

Clos Yr Wylan: from its roundabout junction with Friars Road and Heol Eyr Mor, throughout its entire length.

Gwennol Y Graig: from its junction with Clos Yr Wylan throughout its entire length.

Heol Eyr Mor: from its roundabout junction with Friars Road and Clos Yr Wylan, throughout its entire length.

Clos Y Fulfran: from its junction with Clos Yr Wylan, throughout its entire length.

Pioden For: from its junction with Clos Yr Wylan, throughout its entire length.

Zone: BIZ06

Plymouth Road: between its junctions with Redbrink Crescent and Paget Road, a distance of approximately 646 metres.

The Knap, Barry

Insert into Map Schedule BA48

Zone: TKZ01

Heol-Y-Bryn: between its junctions with Bron-Y-Mor and Maes-Y-Coed, a distance of approximately 127 metres.

Heol-Y-Gaer: from its junction with Heol-Y-Bryn, throughout its entire length.

Maes-Y-Coed: (excluding properties 1 to 39 Glan Hafren), in a northerly and southerly direction from its junction with Heol-Y-Bryn, throughout its entire length.

Glan-Y-Mor: from its junction with Maes-Y-Coes, throughout its entire length.

Zone: TKZ02

Birch Grove: from its junction with Bron-Y-Mor, throughout its entire length.

Ogmore-by-Sea

Insert into Map Schedules X2, Y2, Y3, Z2 & Z3

Zone: OBSZ01

Main Road (Route B4524): from its junction with Craig-Yr-Eos Road, in a generally north-westerly direction, to the northern boundary of property number 2 Main Road, a distance of approximately 470 metres.

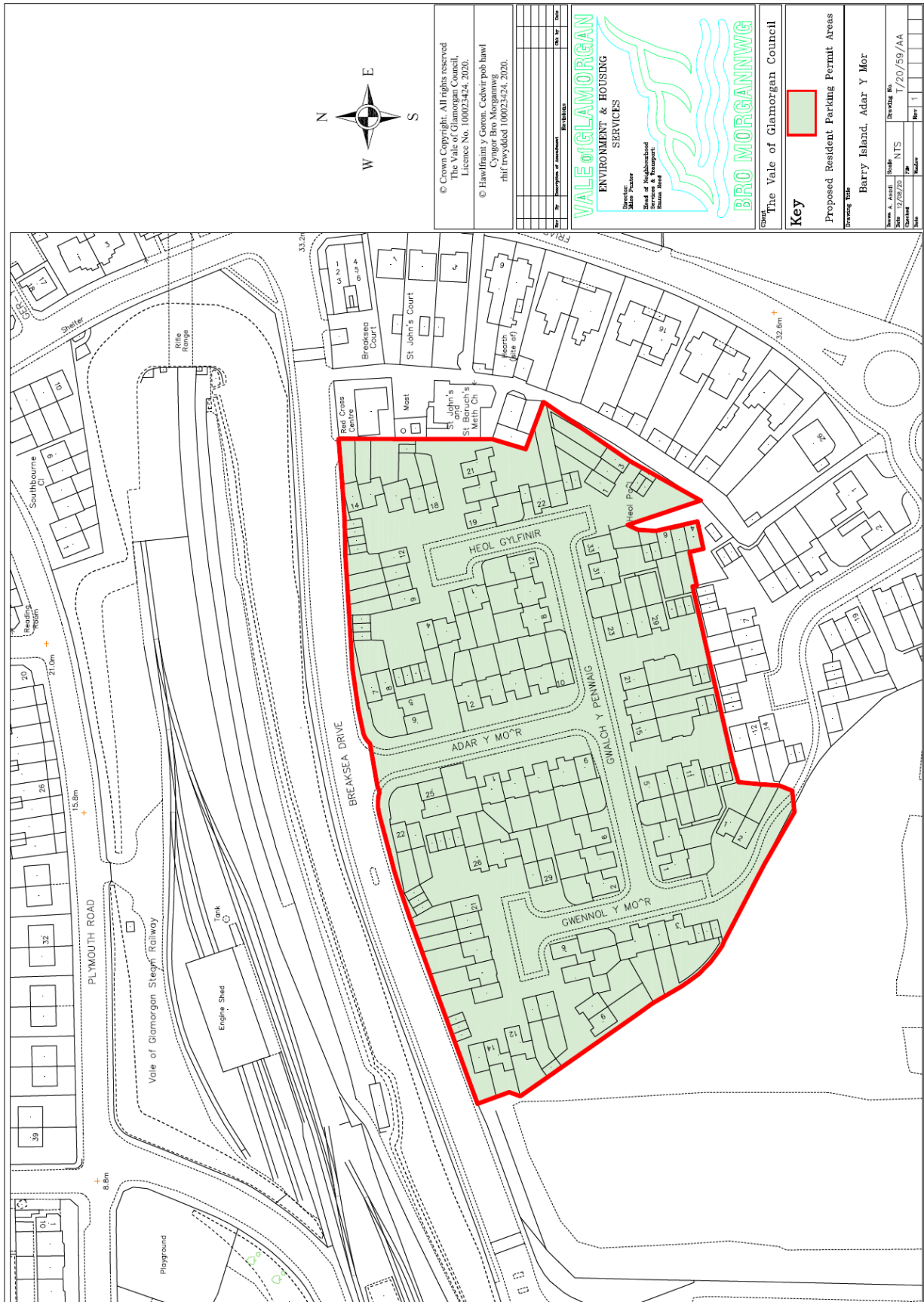
Zone: OBSZ02

Seaview Drive: from its junction with Main Road (Route B4524), throughout its entire length.

Marine Walk: from its junction with Seaview Drive, throughout its entire length.

Marine Drive: from its junction with Seaview Drive, throughout its entire length.

Barry Island – Zone: BIZ01 (Scheme Drawing T/20/59/AA)



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Cyngor Bro Morgannwg
rhir freytdled 100023424, 2020.

No.	Description of amendment	By	Date

VALE OF GLAMORGAN
ENVIRONMENT & HOUSING
SERVICES
Director:
Alan Punter
Head of Neighbourhood
Planning Services
Barry Road

BRO MORGANNWG

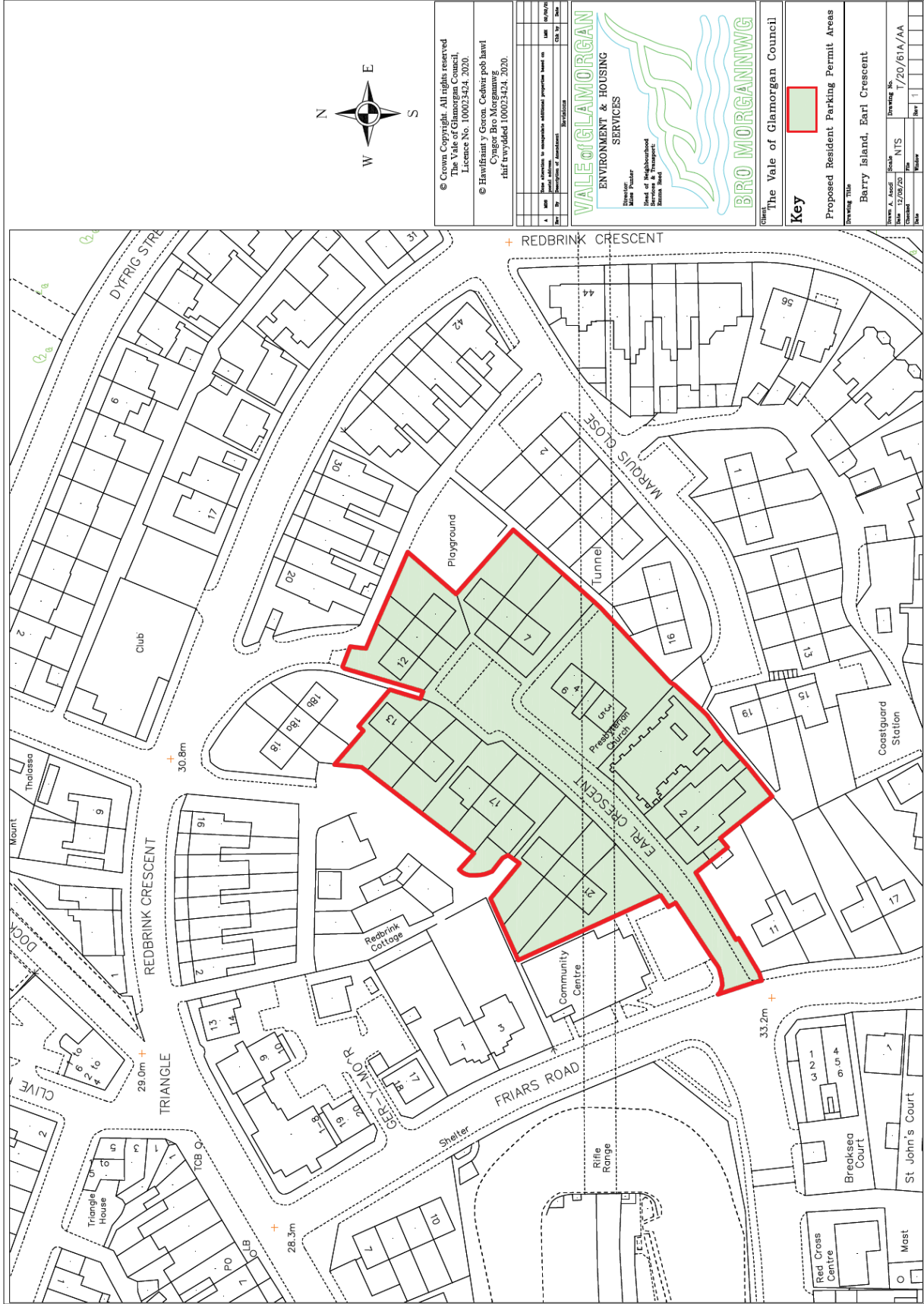
Client:
The Vale of Glamorgan Council

Key
Proposed Resident Parking Permit Areas

Drawing Title:
Barry Island, Adar Y Mor

Name: A. Anell	Scale:	Drawing No:
Date: 17/09/22	NTS	T/20/59/AA
Author:	Checker:	Rev:
		1

Barry Island – Zone: BIZ02 (Scheme Drawing T/20/61A/AA)



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Ref	Description of Amendment	Date
1	Issue statement to incorporate additional properties based on	14/01/20
2	Issue statement to incorporate additional properties based on	14/01/20
3	Issue statement to incorporate additional properties based on	14/01/20
4	Issue statement to incorporate additional properties based on	14/01/20

VALE OF GLAMORGAN
ENVIRONMENT & HOUSING SERVICES

BRO MORGANNWG

Head of Neighbourhood Services & Treatment
Barry Island

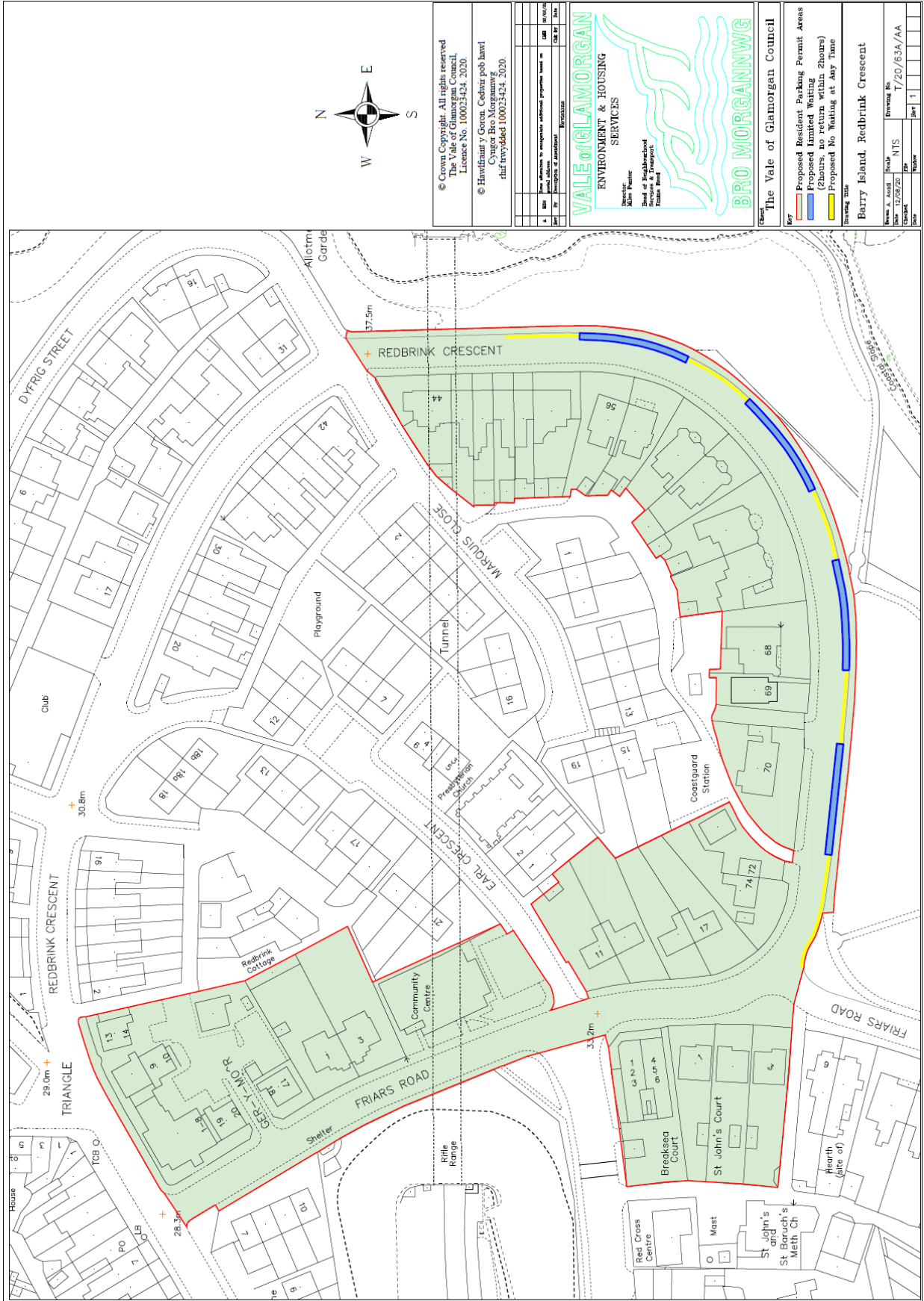
Client: The Vale of Glamorgan Council

key
Proposed Resident Parking Permit Areas

Drawing Title: Barry Island, Earl Crescent

Drawn By: A. Jones	Scale: NTS	Drawing No: T/20/61A/AA
Checked By: [Blank]	Date: 17/01/20	Rev: 1

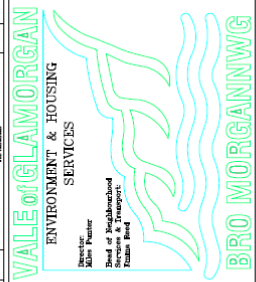
Barry Island – Zone: BIZ03 (Scheme Drawing T/20/63A/AA)



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REVISIONS	
No.	Description
1	Issue for attention to appropriate additional Properties listed on OADR
2	Finalisation of drawings
3	Finalisation of drawings



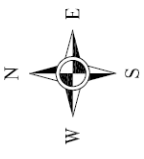
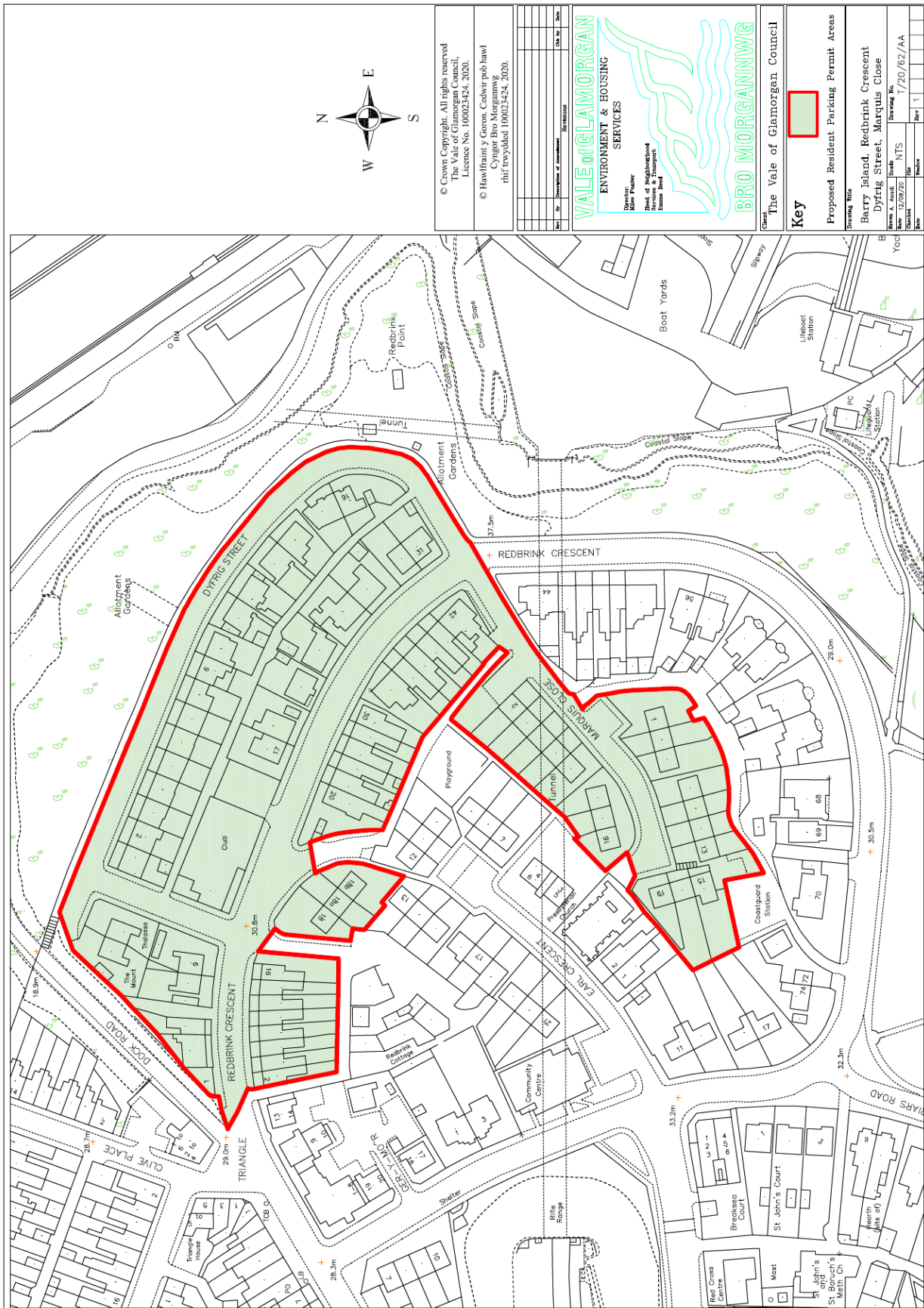
Client: The Vale of Glamorgan Council

- Key
- Proposed Resident Parking Permit Areas
 - Proposed Limited Waiting (2 hours no return within 2 hours)
 - Proposed No Waiting at any time

Drawing Title: Barry Island, Redbrink Crescent

Drawn: A. Asell	Scale: NTS	Revision No: T/20/63A/AA
Checked: J. Jones	Date: 12/09/20	Sheet: 1

Barry Island – Zone: BIZ04 (Scheme Drawing T/20/62/AA)



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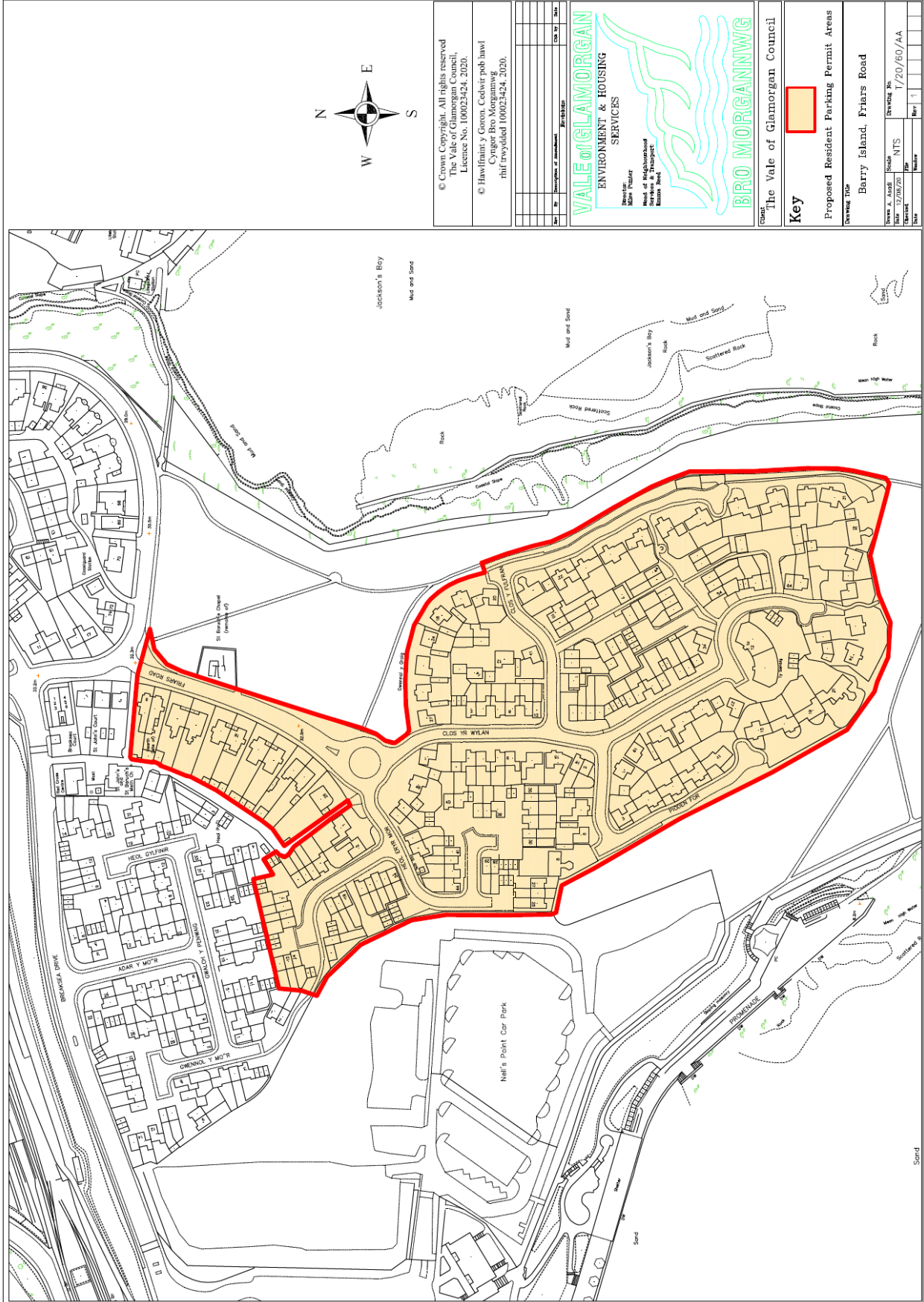
VALE OF GLAMORGAN
 ENVIRONMENT & HOUSING
 SERVICES

Director:
 Alan Preece
 Head of Neighbourhood
 Planning
 Emma Reed

BRO MORGANNWG

The Vale of Glamorgan Council	
Key	
Proposed Resident Parking Permit Areas	
Drawing Title	Barry Island, Redbrink Crescent
Drawn A. Reed	Dyfrig Street, Marquis Close
Date 12/09/20	NTS
Drawn No.	T/20/62/AA
Sheet	1
Page	1

Barry Island – Zone: BIZ05 (Scheme Drawing T/20/60/AA)



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Yr	Di	Enw	Enw Cymraeg	Enw Ffrangeg	Enw Saesneg	Enw Gallek	Enw Eiddo	Enw Ffôn	Enw Ffôn

VALE OF GLAMORGAN
 ENVIRONMENT & HOUSING
 SERVICES

Director:
 Alan Preece

Head of Neighbourhood
 Development
 Barry Road

BRO MORGANNWG

Client: The Vale of Glamorgan Council

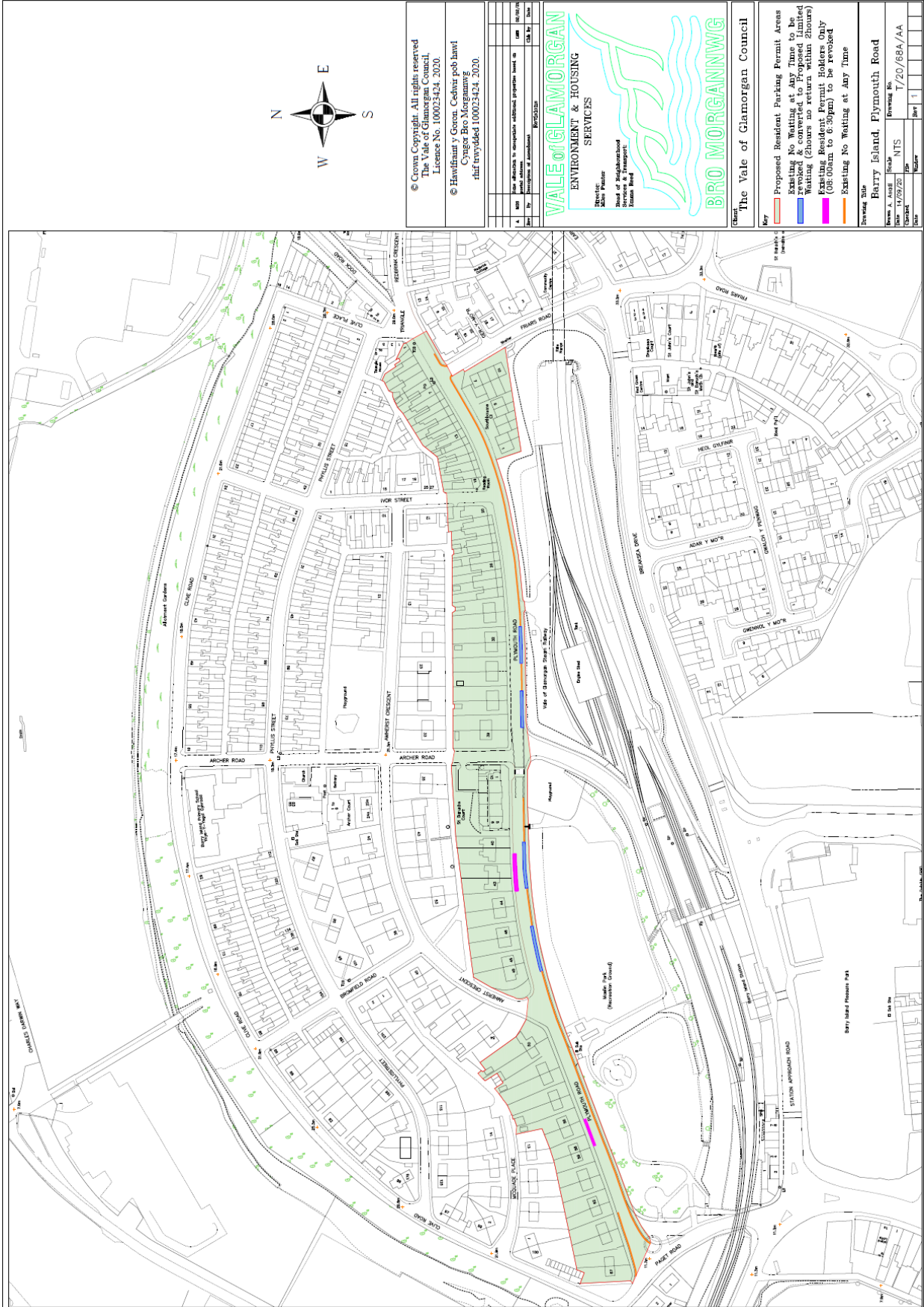
Key

Proposed Resident Parking Permit Areas

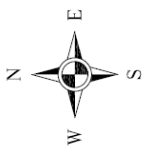
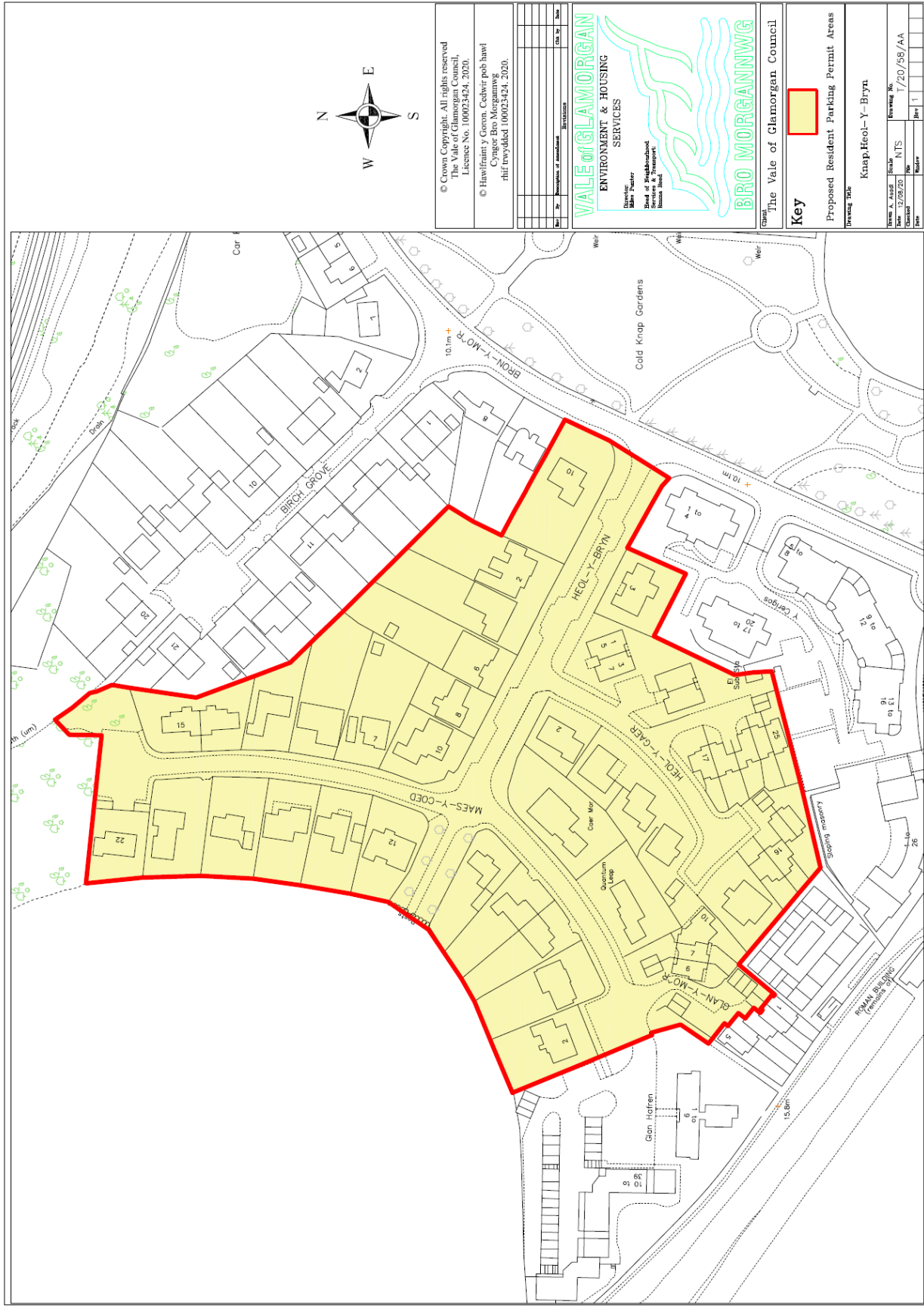
Barry Island, Friars Road

Scheme No.	T/20/60/AA
Revision No.	
Issue Date	13/09/20
Drawn By	NTS
Checked By	
Author	

Barry Island – Zone: BIZ06 (Scheme Drawing T/20/68A/AA)



The Knap, Barry – Zone: TKZ01 (Scheme Drawing T/20/58/AA)



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No.	Description of amendments	Date

VALE OF GLAMORGAN
 ENVIRONMENT & HOUSING SERVICES

Director:
 Alan Punter
 Head of Neighbourhood Management
 Neath & Breidden

BRO MORGANNWG

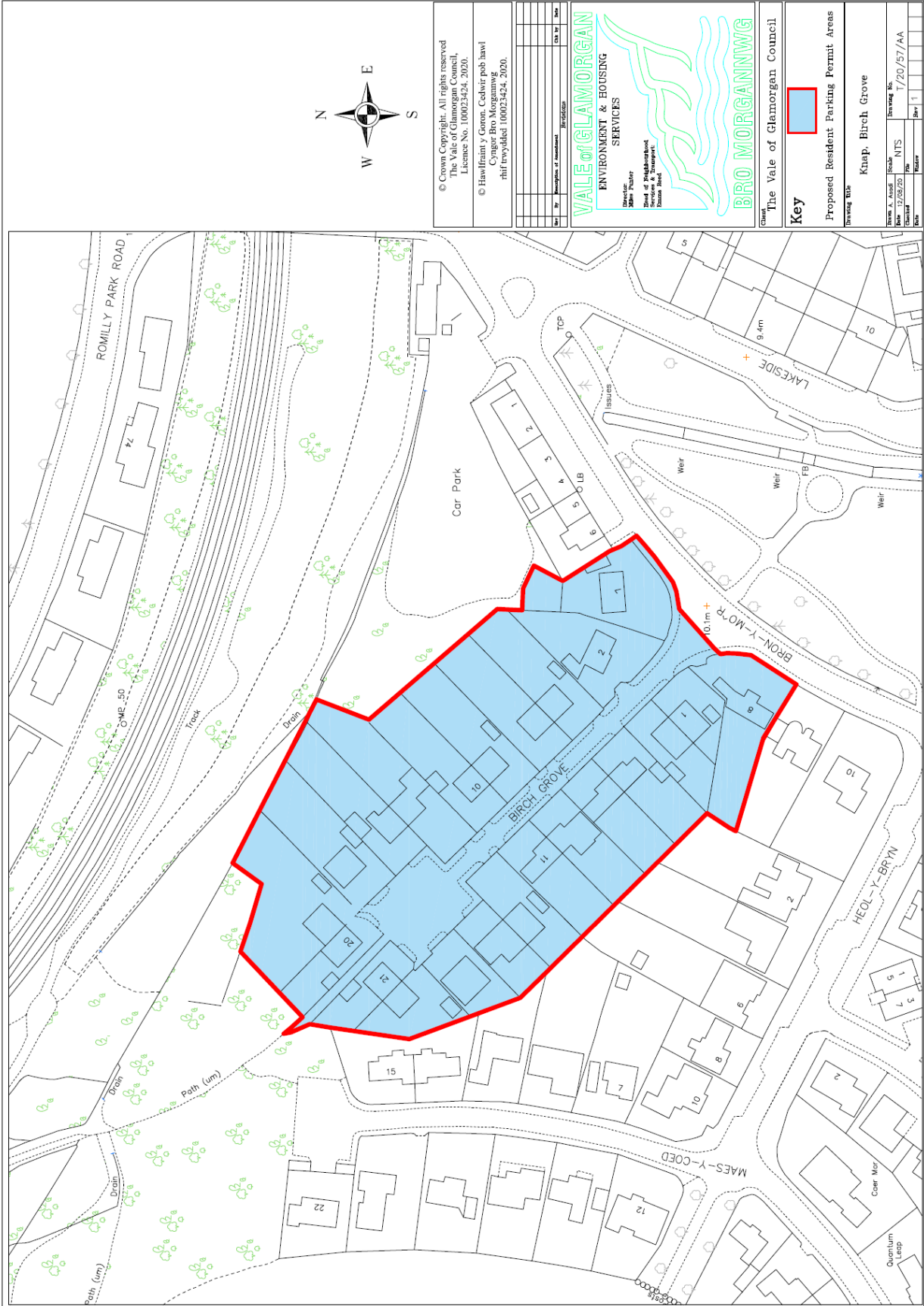
The Vale of Glamorgan Council

Key
 Proposed Resident Parking Permit Areas

Drawing Title
 Knap, Heol-Y-Bryn

Drawn By	Scale	Revision No.
NTS	1:1	T/20/58/AA
Date	Drawn	Drawn
12/08/20	NTS	1

The Knap, Barry – Zone: TKZ02 (Scheme Drawing T/20/57/AA)




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No.	Disgrifiad o'r Amoduron	Brwydrau	Chw. yr. 2020

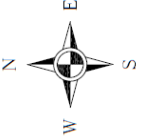
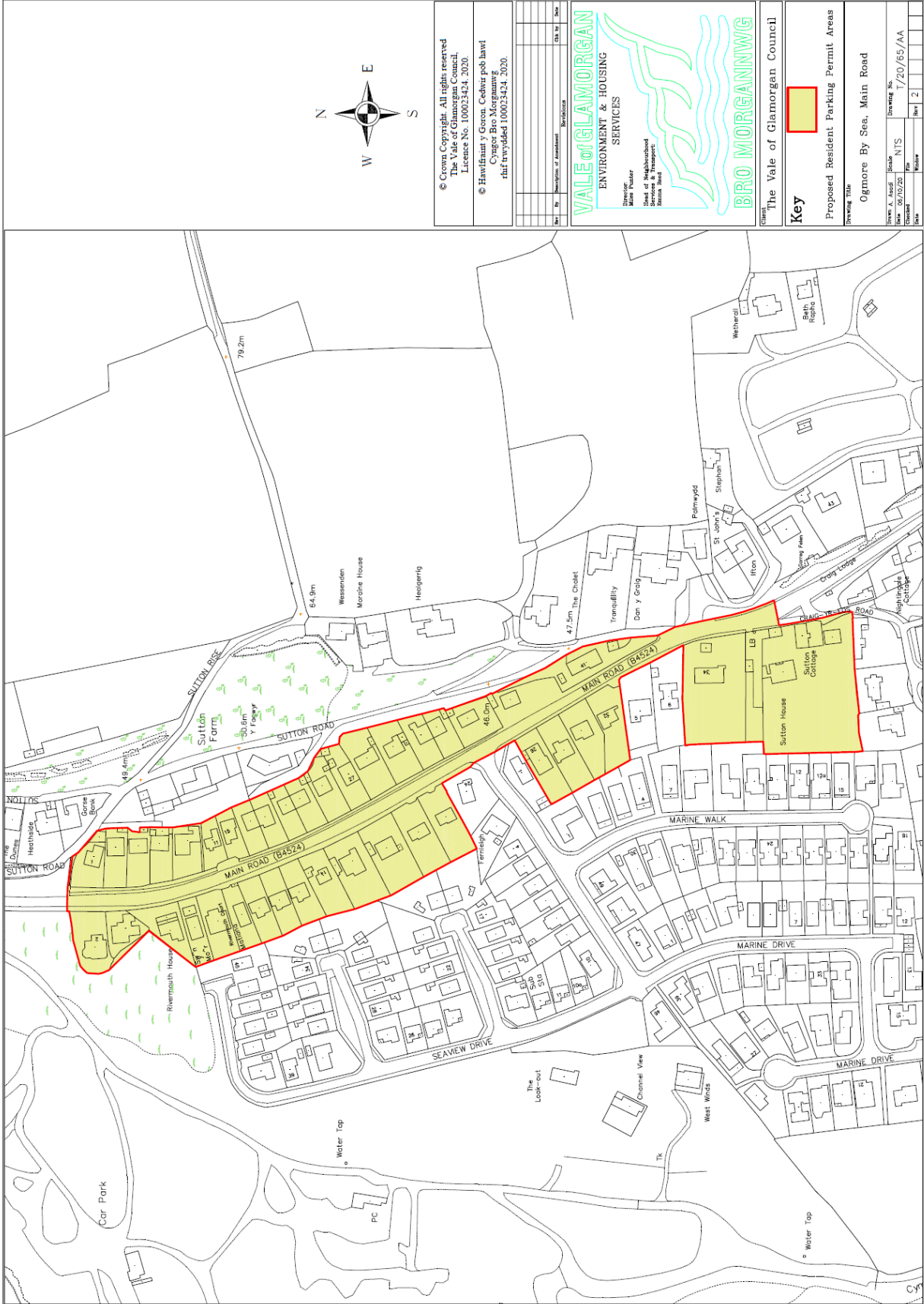
VALE OF GLAMORGAN
 ENVIRONMENT & HOUSING
 SERVICES

Director:
 Alan Punter
 Head of Regeneration
 & Housing
 Rhona Jones

BRO MORGANNWG

Client: The Vale of Glamorgan Council	
Key	
Proposed Resident Parking Permit Areas	
Drawing Title: Knap, Birch Grove	
Drawn: A. Ascoli	Scale: NTS
Date: 12/08/20	Revision No: T/20/57/AA
Checked: [Signature]	Issue: 1

Ogmore-by-Sea – Zone: OBSZ01 (Scheme Drawing T/20/65/AA)



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Ref	Description of Amendment	Date

VALE OF GLAMORGAN
ENVIRONMENT & HOUSING SERVICES

BRO MORGANNWG

Head of Neighbourhood Services & Transport
Aminedd

The Vale of Glamorgan Council

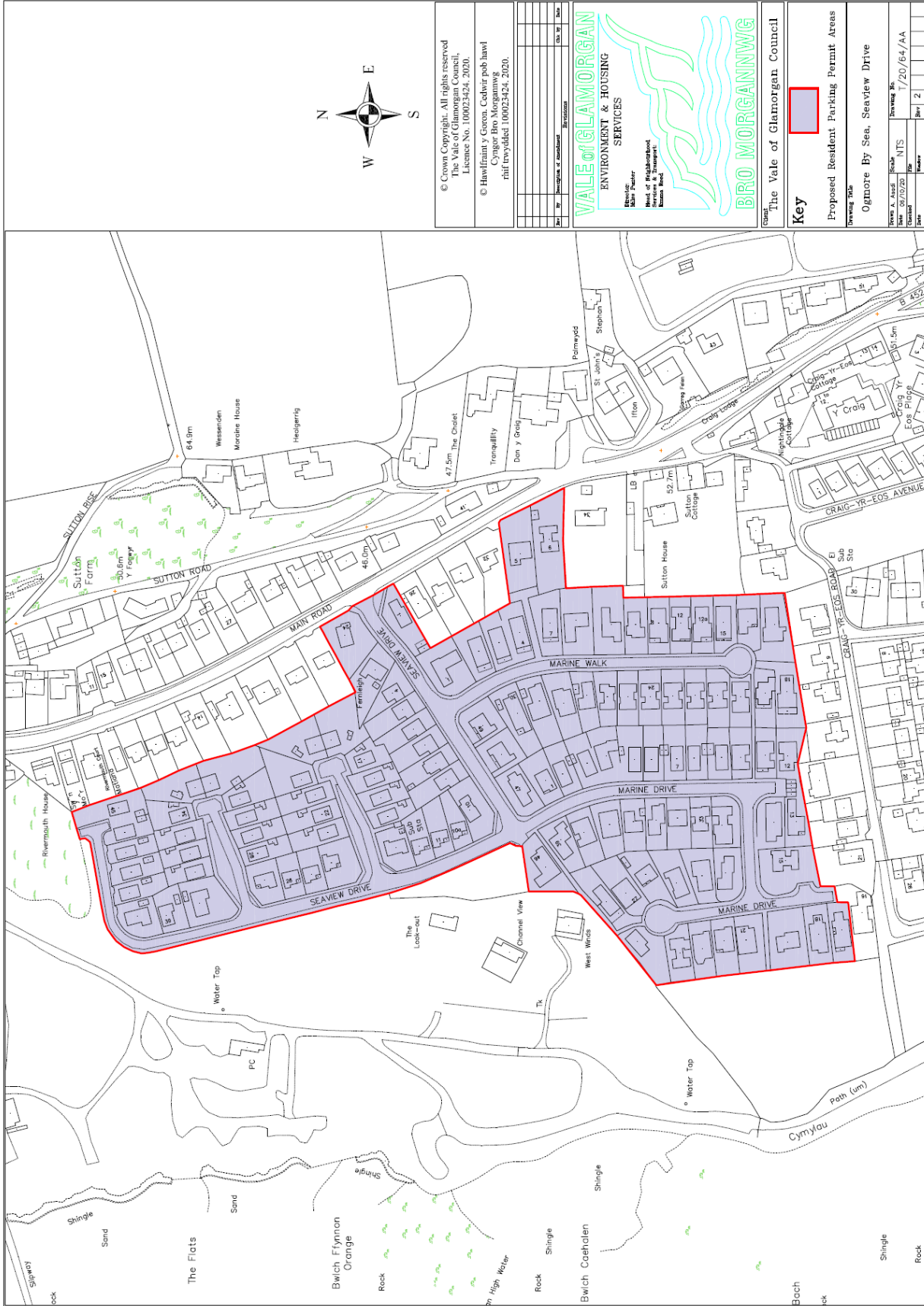
Key

Proposed Resident Parking Permit Areas

Ogmore By Sea, Main Road

Drawing No.	T/20/65/AA
Scale	N.T.S.
Date	20/07/20
Sheet	2

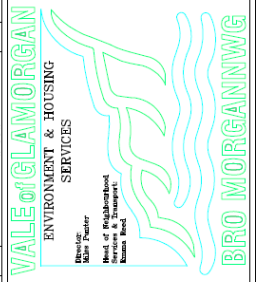
Ogmore-by-Sea – Zone: OBSZ02 (Scheme Drawing T/20/64/AA)



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Yr	Yr	Yr	Yr	Yr	Yr	Yr	Yr	Yr	Yr



The Vale of Glamorgan Council

Key

Proposed Resident Parking Permit Areas

Ogmore By Sea, Seaview Drive

Scale: 1:20/64/AA

Sheet: 2

Objections – Barry Island

From: [REDACTED]

Sent: 02 May 2021 15:49

To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>

Subject: IF930

Greetings,

I hope your all keeping well? Why I fully support restrictions to Plymouth road and Redbrink Crescent this will just push those not wishing to pay for public parking to use Amherst Crescent, Phillis Street, Iver Street and Clive Road for this reason I'm object consideration should be given to make the whole island residential permits.

Kind Regards

[REDACTED]

From: [REDACTED]
Sent: 06 May 2021 10:45
To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>
Subject: Ref IF930

Dear Director of Environment and Housing, Whilst I agree with the change in parking arrangements in principle, it should be obvious to most that the new restrictions on Redbrink crescent will simply result in people wishing to park up locally to access Jackson's Bay parking on the south side of Friars Road. This would result in significant narrowing of traffic in both directions making it a virtual single track road.

This is the only access road to the estate built on Friars Point, And there have also been instances where emergency ambulances are called to Island View residential home and the emergency services such as Coastguard, Fire service etc. attending Friars Point. I would strongly suggest that the south side of Friars Road is also made double yellow to prevent this inevitable bottleneck from happening.

Kind regards,

[REDACTED]

From: [REDACTED]

Sent: 06 May 2021 10:48

To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>

Subject: REf 1F930

Dear Director of Environment and Housing

I was pleased to see the consultation for changes to parking on Barry Island. With restrictions to parking on a number of roads on the Island, not having yellow lines opposite the houses on Friars Road, will in essence mean that Friars Road will become one car wide at busy times of the year with residents parking on the housing side of the road and visitors on the opposite. Coupled with the access needed to the residential care home and the potential for ambulances to attend, it could mean that Friars Road would become impassable. This is not only inconvenient but could be dangerous to those needing to access or leave via Friars Road, especially in cases of emergency. I would like to see that Friars Road is treated the same as other roads on Barry Island that this consultation relates to and yellow lines are placed on the opposite side of the road.

Thank you for the opportunity to consult as a resident of [REDACTED]

[REDACTED]

From: [REDACTED]

Sent: 15 May 2021 15:19

To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>

Subject: Parking Permits [REDACTED] Plymouth Road Barry Island.

I wish to object to the proposed parking scheme at Plymouth road. This has no benefit whatsoever for the residents. The residents seem to be the ones who are going to suffer. Example if I return home in the evening to a local football match or Day tripper parked outside my home with no available spaces. I then have to park in Amherst crescent and go home. If the visitors then leave and I am expected to move my vehicle as my permit only covers my street? This is not encouraging anyone to use any of the car parks!

The road that runs up to the steps over the train station would have been ideal for controlled parking for football events and pushing tourists or visitors into the carpark. Can the residents have a copy of the results of the survey that was carried out sent to them. I would bet that this proposal isn't inline with the results of the survey!

Yours sincerely

[REDACTED]

From: [REDACTED]

Sent: 03 May 2021 00:05

To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>

Subject: Director of Environment & Housing (Ref.IF930)

Dear Sirs,

We are disappointed that none of our suggestions have been encompassed in your parking plans, yet we live right in the middle of this issue and watch on a daily basis, throughout the year what really happens.

I would like to object on the following basis:

- 1) Implementing a plan which includes areas of "no waiting at any time" reduces available the amount of parking for all, residents and visitors alike.
- 2) We believe a one way system would be more effective, will allow the maximum number of parking spaces, will prevent the need for parking on the pavement as passing will not be an issue. It would also ensure emergency vehicles, delivery trucks, sometimes even buses etc can pass through safely and without delay. There would also be fewer collisions. We have had our own car shunted twice and our wing mirror damaged and seen several other collisions due to angry drivers attempting to pass through gaps which are too narrow or park in a hurry. The argument of increased speed of drivers does not convince those who live here – many people drive much too fast anyway and in any event speed bumps could prevent this.
- 3) Some residents have calculated the number of vehicles on the streets affected and given the number of properties divided into flats, plus the nursing home, community centre etc in the area, there will be insufficient spaces for the number of permits which can be legally applied for with this plan, it makes no sense to waste kerb space with no waiting areas.
- 4) There are a small number of residents with legally parked, taxed and insured work vehicles and campervans which will exceed the size of vehicles allowed to have permits. These vehicles will need to pay to park or have vehicles stored elsewhere away from their homes. This will cause these residents significant additional cost and inconvenience. There will also be an ecological disadvantage in that extra driving will be required to drive to and return to storage to allow loading and unloading these vehicles before and after use. It is unfair to penalise residents when visitors won't experience these restrictions.
- 5) We will personally incur an additional cost of around £600 per annum for storage, which now we are retired we can ill afford and may cause us to have to sell our van, potentially at a loss. We worked hard to save to buy it and looked forward to our retirement years of frequent use. Your new rules may deprive us of this. We have only 2 vehicles(including our van) and several years ago, due to the parking issues we were experiencing then, went to the additional cost of having a hardstanding/parking area built at the rear of our property. This means that even if our van did take 2 places, (which it doesn't, as your FAQs suggests), we won't exceed that to which we are entitled under the new permit scheme. This feels extremely unreasonable and unfair that having gone to this expense, we will now pay again. We have never had any complaints from neighbours regarding the van and we have never had cause to complain about other larger vehicles.

- 6) *The size of individual vehicles is not the problem here, it is the sheer volume of traffic and demand for access to local beaches and walks where parking is free – if car parks were cheaper or free, or where reasonably priced annual car park passes could be purchased, visitors would use the car parks.*
- 7) *If this scheme is to have any impact, it will need to be rigorously enforced. I object to my council tax being used to fund a scheme which I am convinced will not work, but will involve significant cost to implement and enforce.*

I believe the council should rethink this plan and take more notice of residents who watch the bedlam every day and can add valuable insight to what is going on.

Best regards,



From: [REDACTED]

Sent: 21 May 2021 19:06

To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>

Subject: Proposed Amendments to Parking Restrictions on Barry Island

To whomever it may concern,

I run a [REDACTED] from [REDACTED] and wanted to reach out to you ahead of the implementation of the residents parking scheme.

As I understand I will be issued one resident permit and one visitor permit. I fear with the only free parking for the beach being located on our road that I will not have enough parking for [REDACTED]. My business is listed on the [REDACTED] list.

Bearing in mind that this address functions as a domestic property and a business and I pay council tax and am on the non-domestic rates register, can I ask what provision will be made for my business? Will I be issued with business permits for customers and staff?

I appreciate your prompt response,

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Objections – The Knap

From: [REDACTED]

Sent: 10 May 2021 20:34

To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>

Subject: Objection - Ref -IF930 (Zone TKZ01) Proposed changes to Parking conditions - Maes Y Coed, Knap, Barry , Vale of Glamorgan

Dear Vale of Glamorgan Director of Housing and Environment

Re : proposed changes in parking arrangements in Maes Y Coed, Barry (Ref . IF930) (Schedule 4 – Zone TKZ01)

My full details are given at the foot of this email, I am the owner of and reside at [REDACTED]

I wish to register an objection to the proposed changes in parking arrangements on Maes Y Coed. **I am not opposed to the introduction of Residents Permit Parking however I object to the exclusion from these new arrangements of the properties at 1 - 39 Glan Hafren, Maes Y Coed.** Exclusion disadvantages myself and fellow residents of Glan Hafren because unlike owners of other properties in Maes Y Coed we will be unable to apply for a Residents Parking Permit and this has potential to cause us some difficulty. Additionally, it feels simply unfair given that we contribute on equal terms to the amenities and services in the area by means of our Council Tax contributions. Exclusion feels discriminatory and unjustified.

Under these new arrangements should the occasional need arise to park on Maes Y Coed I will be prevented from doing so legally as I am unable to apply for a permit despite being a resident of Maes y Coed. As well as considering my objection, will you please explain the rationale of your decision to exclude us and explain how you expect me (us) to behave if an occasional need arises to park on the road fronting our properties. I feel it's reasonable to point out that the need is likely to be occasional, not habitual, however it's incorrect to assume that there will never be a need.

I have communicated with you previously in this process specifically because we were excluded from the consultation stage and despite my asking it still has not been explained to me why these properties have been excluded from the entire process.

In an earlier telephone call to your offices, seeking the reason for our exclusion from the residents consultation exercise I was told casually that "probably you're out of scope because the scheme excludes private forecourted properties". To some extent I can understand the thinking on that basis however every house in Maes Y Coed and Heol Y Bryn has a garage and a private driveway, both of which negate the need to park on Maes y Coed / Heol Y Bryn. Similarly houses in Heol Y Gaer have either a garage and a driveway or simply a driveway. I fail to see how each of these properties is differently served than the properties at Glan Hafren. I am struggling to understand why we residents of Glan Hafren are not been given equal opportunity to apply for Residents Parking Permits.

For your reference I have attached a copy of a letter from your "Operational Manager Engineering" sent to me following my earlier email enquiries. As can be seen this letter advises me that the points raised as potentially affecting Glan Hafren residents would be

taken into consideration when the findings from the Consultation exercise were discussed. Clearly you have felt that Glan Hafren should remain outside the scheme but I still have not been provided an explanation for this decision.

Please be assured that I am not trying to be difficult, I appreciate the parking issues the Council faces and is trying to address, however I am genuinely at a loss to understand the reason for the exclusion from the new arrangements of 1 - 39 Glan Hafren, when clearly we are residents of Maes Y Coed and are in no different a position regarding privately owned parking facilities adjacent to our properties than the properties which are to be included.

I will be grateful if you will reconsider your position, take a view of fairness and include Glan Hafren in the Resident Parking Permit Scheme.

I look forward to your response,

Kind regards

■

■

From: [REDACTED]

Sent: 21 May 2021 21:38

To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>

Subject: IF930 - Maes Y Coed - Objection

With reference to the proposal for residents parking restrictions in the Maes Y Coed area of the Knap I would like to register my objection to the proposal on the following grounds:

Having lived at this address for 20 years I can state that I have never had any problem with people from outside of the area parking outside our property and causing inconvenience. Even during the Covid period of last year few people from outside the area parked in the road. My objection to the restrictions is centred around the lack of provision for permits for visitors to residents in the street. Members of both my family and my wife's visit regularly and under the proposed scheme they would no longer be able to park outside our property. This would cause great inconvenience to them and to us. I can see no benefit to us or other residents in the street. I urge you to reconsider the proposal.

Yours

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 21 May 2021 08:54
To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>
Subject: Objection -proposed changes in parking arrangements in Maes Y Coed, Barry (Ref . IF930) (Schedule 4 – Zone TKZ01)

To The Vale of Glamorgan Director of Housing and Environment.

Re : proposed changes in parking arrangements in Maes Y Coed, Barry (Ref . IF930) (Schedule 4 – Zone TKZ01)

I am the [REDACTED] and reside at [REDACTED].

I wish to record a objection to to proposed changes to the parking arrangement on behalf of flats 1 - 39 Glan Hafren, Maes Y Coed.

As residents of Maes Y Coed we have not been given the opportunity to take part in the consultation process of the proposed changes, this I understand ended in November 2020. I cannot understand why we we're unfairly excluded when this clearly will affect all of us living in Glan Hafren.

We have not been treated equally other residents of Maes Y Coed, which also reside in private properties with garages and driveways will be able to apply for parking permits. Yet we have been excluded and won't be able to apply for parking permits as residence.

Other than the garages we have limited parking and some of the flats are two and three bedroom flats. Under the new arrangements should the occasional need arise to park on Maes Y Coed we no longer be legally be able to do this.

I feel that we are being treated unfairly, as we all pay council tax and contribute to amenities and services. The proposed changes are not treating the residents of Glan Hafren, Maes Y Coed, fairly.

If the proposed changes go ahead could you confirm that residents of Glan Hafren will included and be able to apply for a resident parking permit please.

Kind regards,

[REDACTED]

Objections – Ogmore-by-Sea

From: [REDACTED]
Sent: 30 April 2021 19:50
To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>
Subject: Objection to parking plans

To whom it may concern

I own the property [REDACTED] This email is letting you know that we object to the proposed residential parking at sea view drive.

There are a few days of the year that parking can be a problem however once the cat lark can open up further then this will alleviate the difficult people have parking. We do not want residential parking and do not see the need for it.

Please put this towards the objections for the plans.

Yours faithfully

[REDACTED]

From: [REDACTED]

Sent: 30 April 2021 16:26

To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>

Subject: Objection to parking permits OBSZ02 T/20/64/AA

Hi Team

I am writing to object to the residents parking scheme for sea view drive, The scheme will only incur extra cost for the council where money is better spent else where, I have attached two photos of a standard day and evening of the road. And you can see that there is no issue of parking. The road does get busy on hot days but all properties have off road parking negating the need to enforcement. The tiered parking has made a huge change in the carpark, however allowing this to open later than 8pm (to just after sunset) in the summer as people want to watch the sunset causes the influx of parking and that is when the parking enforcement expires. So putting in a parking permit zone defies all logic and would bring more chaos and complaints admin to the area. I think a few have spoilt the image of ogmore on one event and the whole year has not been taken into context.

Also when restrictions allow we have a numbers of visitors to the property and then they will have trouble finding a visitor space as this will be taken by beach users with lack of road space available to them!

Regards

[REDACTED]

From: [REDACTED]

Sent: 30 April 2021 16:19

To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>

Subject: Fw: Objections to Proposed Parking Permits Ogmore By Sea OBSZ02 T/20/64/AA

Objections to Proposed Parking Permits Ogmore By Sea OBSZ02 T/20/64/AA

Further to my objections for the proposed scheme. please find attached a photo of the street. This is what it is like everyday of the week is there really any need to implement an expensive parking scheme.

Many Thanks

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

To: C1V@valeofglamorgan.gov.uk <c1v@valeofglamorgan.gov.uk>

Sent: Friday, 30 April 2021, 15:42:37 BST

Subject: Objections to Proposed Parking Permits Ogmore By Sea OBSZ02 T/20/64/AA

I am making an objection to the proposed parking permits for Ogmore By Sea on Seaview Drive to the above plan.

The family have had a house in Ogmore since [REDACTED] and parking has never been an issue. It is only busy on the 1 or 2 days a year in warm weather which is definitely manageable.

Permit Parking would restrict my family from visiting and would not allow local residents who walk their dogs or go for a walk or run for 1 hr on the beach as they have done for the last 20 years to park.

You are proposing 1 permit per household and 1 visitor. Most people have 2 cars per household in the village and a drive way for 1 car, as the public transport is not sufficient for everyday use. What happens to these residents where do they park their car ?

The coast and outside space is for everyone to enjoy and now more than ever it is important for people to enjoy outside spaces getting fresh air and exercise. By putting the parking restriction in place you are limiting peoples access to coastal areas for exercise and enjoyment.

Its actually lovely to see people coming to the seaside to enjoy it.

This permit issue has arisen from the minority of disgruntled residents who will complain about people enjoying the countryside and seaside which is for everyone. Its always the minority which seem to dictate.

Alternatives which cost very little to implement should be tried before introducing an expensive scheme especially at a time when the Councils have been told to reduce spending and cut costs.

This issue of parking has only arisen since the car park at Ogmore by Sea has been shut and they have limited the number of spaces.

Alternative things to try before resident parking :

- 1. Adjust the charging scale at the carpark to £1 per hour which would encourage people to use the car park rather than £1 for 1 hour then £6.*
- 2. Keep the carpark open till 10pm*
- 3. Increase the car park capacity.*

I would appreciate a response to my objection.

Many Thanks



From: [REDACTED]

Sent: 20 May 2021 12:00

To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>

Subject: FAO: Director of Environment and Housing(Ref.IF930)

Please find below a response to your proposals for resident only parking in Ogmore by Sea:

As residents of Craig yr Eos Road, we have made a number of complaints about traffic and parking in our road. The situation was much worse last summer during lockdown restrictions with huge numbers of people and cars trying to get free access to the beach. Our road simply does not have the capacity to deal with this. Many, many vehicles found the need to turn around very difficult and attempted double figure turns in our gateways and drives. Many others had to reverse a long way back up the hill, causing chaos! There are a number of elderly and vulnerable people who have regular visits from carers and nurses- access for these essential persons plus that for doctors and emergency vehicles was at times difficult if not impossible.

If the roads mentioned in your proposal get 'resident only parking', then Craig yr Eos Road will be the only one on the 'beach side' of the village with free parking available and the problems caused by the parking and traffic issues as identified will increase enormously.

Support has been already been requested from the Vale, Alun Cairns and Jane Hutt-all of whom are aware of the concerns of many residents.

We do not object to the introduction of "resident only parking" in the identified streets of Ogmore by Sea but why has Craig yr Eos Road been omitted from the plans? Please, please add our road to your list or our quality of life will be severely affected and the lives of some of our neighbours could be put at risk.

You have a duty of care to all of the residents in the Vale of Glamorgan –we would appreciate some protection.

Thank you,

A very concerned resident and council tax payer of Craig yr Eos Road

Comments / Query – Barry Island

From: [REDACTED]
Sent: 21 May 2021 11:51
To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>
Subject: Parking Proposals Barry Island - Ref.IF805

As the manager of the National Coastwatch Institution (NCI) Nell's Point Barry Island I wish to inform you of the severe impact these planned restrictions will have on our ability to conduct our operations as part of the National Search and Rescue (SAR) organisation. NCI is a national charity dedicated to keeping a visual watch over the coast and sea with the intention of saving lives by reporting people in danger to Her Majesty's Coastguard for whom we are a Declared Facility. Last year we were involved in assisting over 70 people. In order to carry out our voluntary duties on behalf of the local community we conduct visual watches of the sea and coasts throughout the year and therefore have a permanent presence on Barry Island. Many of our members travel some distance by car and need somewhere to park, particularly at busy times. These proposals will leave members with no choice but to attempt to use the main car parks which at busy times are often full. The implication for our operations is that we may have to withdraw our voluntary SAR service at the exact times when we are most needed, should parking become impossible.

I understand why such proposals are being brought forward and am not objecting per se but would ask that consideration be given to allowing our watchkeepers parking permits for on road parking near the NCI station at Nell's Point for the duration of their watch.

Kind Regards

[REDACTED]
*Station Manager
NCI Nell's Point*
[REDACTED]

Comments / Query – Ogmore-by-Sea

From: [REDACTED]
Sent: 13 May 2021 17:24
To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>
Subject: Re: Parking restrictions at Ogmore By Sea.

Good afternoon [REDACTED],

Thanks you for the paperwork and maps. I have these posted outside my property. However what I don't have and this info provided does not explain is the letters X2 to Z3 at Ogmore by sea highlighted in Red in a copy from the notice you have supplied.

Please provide an explanation of what this actually means.

Thanks in advance

[REDACTED]

Insert into Map Schedules X2, Y2, Y3, Z2 & Z3 Ogmore-by-Sea

Zone: OBSZ01

Main Road (Route B4524): from its junction with Craig-Yr-Eos Road, in a generally north-westerly direction, to the northern boundary of property number 2 Main Road, a distance of approximately 470 metres.

Zone: OBSZ02

Seaview Drive: from its junction with Main Road (Route B4524), throughout its entire length. **Marine Walk:** from its junction with Seaview Drive, throughout its entire length. **Marine Drive:** from its junction with Seaview Drive, throughout its entire length.

From: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>
Date: Thursday, 13 May 2021 at 15:53
To: [REDACTED]
Subject: RE: Parking restrictions at Ogmore By Sea.
Good Afternoon,

Thank you for your email.

I believe the link below will take you to the webpage on the VOG website that has the information you require:

https://www.valeofglamorgan.gov.uk/en/our_council/legal_notices/Legal-Notices.aspx

I hope this helps.

Kind Regards,

[REDACTED]

Customer Service Representative
Managing Director and Resources
Vale of Glamorgan Council / Cyngor Bro Morgannwg

From: [REDACTED]
Sent: 05 May 2021 15:25
To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>
Subject: Parking restrictions at Ogmore By Sea.

Dear Sir / Madam,

The TRO notice place on various lamp posts in the village are not detailed with various reference numbers highlighted.

To gain further understanding of what is being proposed I followed the link provided, however this takes me to a general VoG website where I have failed to find any ongoing link to the detail refereed to on the Notice.

I am unable to review or comment on these proposals if they are not available to view.

Pleas provide a functional link or provide a copy of the relevant detail as I will be directly affected by these proposals living at [REDACTED].

Thanks in advance for your help.

[REDACTED]

Support – The Knap

From: [REDACTED]
Sent: 19 May 2021 15:39
To: Parking Consultation <parkingconsultation@valeofglamorgan.gov.uk>; Contact OneVale <contactonevale@valeofglamorgan.gov.uk>
Subject: Fwd: Proposed Permit Parking Zone - TKZ02 updated comments

Hi

Since sending in my comments on the proposed residential parking scheme in Birch Grove I have spoken to Mr [REDACTED] about the scheme. Following this conversation I would like to stress that as my house is on a corner I have had pedestrian access to Birch Grove since the property was built.

Due to the steepness of my driveway a number of my relatives and myself frequently use the Birch Grove entrance to park outside and access my house. I have been previously assured I will be provided with a residents permit to park in Birch Grove. I hope under the scheme I will now be contacted with further details as I was with the initial consultation.

Thank you

[REDACTED]
Sent from my iPad

Begin forwarded message:

From: [REDACTED]
Date: 18 May 2021 at 16:54:14 BST
To: "C1V@valeofglamorgan.gov.uk" <C1V@valeofglamorgan.gov.uk>, Parking Consultation <parkingconsultation@valeofglamorgan.gov.uk>
Subject: Proposed Permit Parking Zone - TKZ02

Dear Sir

Thank you for at last taking forward the residential parking application in Birch Grove. This will hopefully stop visitors to the nearby cafes and restaurant parking outside residents houses instead of using the large free car parks in the area. I have often been disturbed over the years late at night by customers leaving the restaurant who have parked outside my house. I would be interested to know how this scheme will be enforced?

I am continuing to have to put cones out (which were provided to me by my local councillor) due to the continual problems with parking outside my Bron Y Mor entrance, due to the customers of the [REDACTED] inconsiderately parking in the area.

I hope the scheme will remain free as we are already paying a considerable amount of council tax.

Thank you

[REDACTED]

From: [REDACTED]
Date: 15 May 2021 at 22:26:48 BST
To: [REDACTED]
Subject: Fwd: Proposed Permit Parking Zone - TKZ02

Sent from my iPad

Begin forwarded message:

From: [REDACTED]
Date: 1 November 2020 at 18:49:24 GMT
To: Parking Consultation <parkingconsultation@valeofglamorgan.gov.uk>
Subject: Fwd: Proposed Permit Parking Zone - TKZ02

[REDACTED]
The Knap
Barry
Vale of Glamorgan
[REDACTED]

Dear Sir

Thank you for the opportunity to comment on the proposed permit zone outside my house. I welcome the permit parking area as shown in your map (TKZ02) and ask that resident parking is introduced in the area 24 hours a day, 7 days a week. I have the following comments to make in relation to the application.

My house is on the [REDACTED]. I keep my car on the driveway, which is on [REDACTED]. Due to the very steep driveway visitors and delivery drivers etc have to use the Birch Grove access to my house. Due to parking on the Birch Grove end there have been numerous problems with accessing my house during the past year. For example ambulance staff this year could not use the driveway route for a stretcher because of the steepness of the driveway. Unfortunately people had parked around the Birch Grove access to my property who didn't live in the area and were not visiting houses. This meant the ambulance drivers struggled to park anywhere near the house. My father then had to suffer the embarrassment of being wheeled down the road when he was unwell due to the laziness of people, who will not use the free parking facilities in the area.

I regularly see drivers using Birch Grove to park whilst visiting the area, when at the same time there is plenty of space in the free car parks in the area. For example the cars marked with an "X" parked their cars and went for a walk in the park. At the same time there was plenty of room in the car park, which is shown in the other photograph. As a resident I find this extremely frustrating when visitors to my house are having to use the car park to visit me instead of parking outside my house in Birch Grove.

I initially raised concerns with you when receiving the proposal, but was reassured by [REDACTED] who is dealing with the application, that this application would not effect parking to the front of my house at [REDACTED], which will remain as a "No Waiting" area throughout the year. I am continuing to have problems with the customers of [REDACTED] causing

an obstruction to my driveway a number of times a day. Unless I put cones out in the road (provided by my local councillor) I struggle to get in or out throughout the day all year round.

Could I please be kept informed of the outcome of this exercise.

Thank you

██████████

Support – Ogmore-by-Sea

From: [REDACTED]
Sent: 13 May 2021 11:05
To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>
Subject: OBSZ02 Residential permit parking

F.A.O. Director of Environment and Housing.

Ref: IF 930.

I would like to add my support for the residential permit parking area for Seaview Drive, Ogmore-by-Sea - zone OBSZ02.

The parking has usually been a problem on nice days, at weekends and in holidays. However, during this past year the problems have escalated. People are parking recklessly at times - causing obstruction to large vehicles (such as emergency vehicles) coming down the road and more difficulty getting in and out of the driveway. Alternatively, people have been parking on the pavement outside the house, causing narrowing of the pavement.

The behaviour of some people has been unsocial - noisy cars racing down the road, a great increase in litter along the road and I have even witnessed a lady going to the toilet by her car opposite my house. The gate to the common has frequently been left open and sheep have escaped and come into the garden. In the dark, some people seem to use the road as a place for courting inside their vehicles.

Yours Sincerely,

[REDACTED]

From: [REDACTED]
Sent: 05 May 2021 11:16
To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>
Subject: Proposed Resident Permit Parking Areas Zone: OBSZ02

Dear Sir,

I have lived in Seaview Drive for over [REDACTED] and have seen many changes in the levels of anti-social behaviour, cars using the car park as a race track and many different levels of crime culminating in the riot we witnessed in June 2020.

I think all the parking proposals should be implemented and fully support all the recommendations

We have suffered long enough.

[REDACTED]

From: [REDACTED]
Sent: 05 May 2021 20:48
To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>
Subject: Parking

F.A.O. Director of Environment and Housing. REF: IF930

Dear Sir/Madam,

I am writing to express my support for the Proposed Residential Permit Parking Area Zone OBS202 - Seaview Drive.

Having lived in Ogmore by sea for most of my life, I have seen what has happened to our beautiful village. Now I live in a [REDACTED] at the [REDACTED].

Over the past years, I have noticed the increase of traffic and of the way people park to get to the beach.

Our road is quite narrow. If there was a need for an ambulance or fire engine, they wouldn't get through because of double parking. We now have inconsiderate people parking on our grass borders. We used to have daffodils growing there, but not anymore.

Many cars are parked on the bottom road to avoid paying the car park ticket.

We desperately need more bins. I regularly pick up rubbish that is blown up from the beach. The men that work clearing up the rubbish do a really good job, but with the wind straight off the sea, lots get blown up here.

Yours sincerely,

[REDACTED]

From: [REDACTED]

Sent: 12 May 2021 16:51

To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>

Subject: Ref IF930 Proposed Residential Permit Area OBS Zone 01 - Main Road

F.A.O. Director of Environment and Housing.

Good Morning / Afternoon.

I write in order to SUPPORT the Proposed Residential Permit Area Zone OBS Zone 01 for the Main Road for the following reasons:

1. The number of irresponsible, long stay, non-residential visitors double park along the length of the proposed permit area make it difficult for other vehicles to travel through the village.

2. Some motorists, in their desperation to park for free, decide to leave their vehicles parked across dropped kerbs or even bus stops. In addition, vehicles emerging from or turning into Seaview Drive from the Main Road do not have a clear view of the road due to vehicles parked on the junction and are unable to see other hazards.

It is important that the only road through Ogmore by Sea is made as safe as possible for residents and responsible visitors to enjoy.

[REDACTED]
Sent from my iPad

Dear Sir / Madam

THE VALLEY OF GLAMORGAN COUNCIL

VISIBLE LIGHT SIGNS

I support the
proposed residential parking area
for Sea View Drive Ogmore - By - Sea
Zone 0B5202

I have lived here
for more than 40 years and people
are continuing to park outside my
house [REDACTED] instead of paying to
go to the car park.

I have found that in
an emergency it is difficult for
fire engines, ambulances, recycling
lorries to gain access to our properties
on a regular basis.

This happens all year around
and it causes great distress to our
residents

I hope that restrictions will
be put in place as soon as possible
to prevent this continue problem.

Many thanks

From: [REDACTED]
Sent: 09 May 2021 14:02
To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>
Subject:

My wife and myself are fully in agreement for parking permits zone obs202 marine drive ogmore by sea.

[REDACTED]
[REDACTED]
OGMORE BY SEA
[REDACTED]

From: [REDACTED]

Sent: 20 May 2021 20:00

To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>

Subject: Residents Parking proposals OBS Z02 : support: 37 Seaview Drive

I write in support of the proposed measures for resident parking in Seaview Drive.

Ogmore by Sea has been a destination for visitors wishing to enjoy the amenities of beach, common and cliff-tops for many years.

The recent changes which make these proposed measures necessary are the increasing number of visitors, the lack of amenities to support them and the necessary car park management measures currently being introduced. This has led to displaced parking by visitors into a residential area: when the main car park management plan comes into full effect, the problems associated will occur throughout the year, and not just in the 'peak periods'.

The support amenities for visitors at this end of the village are the car parking provision in the Riverside, a small toilet block, and at certain times, a mobile coffee/burger bar: these only have a specific capacity.

In the Riverside car park there are parking charges payable; visitors either do not want to pay the charge, or, cannot get into the Riverside car park because of the limited parking that is available (relative to demand), or find that it is closed at 8pm (timing) , and park in the nearest available 'free space' which is Seaview Drive.

This causes a number of problems for residents, primarily related to the health and safety of all involved:

a) parked cars blocking the road, means residents cannot leave and emergency vehicles (particularly ambulances) or delivery vehicles cannot access houses: this leads to exchanges which can become disrespectful.

b) no safe place for people to walk and blocking residents in: because of the narrow nature of the roads, cars park on pavements, across driveways, on verges.

c) unsurprisingly these visitors find there are no toilet provisions and relieve themselves where they can (gardens /driveways/roads/on the common/ on the beach).

d) some visitors do not register that there are houses on this road {particularly along the section fronting the common) and use antisocial behaviour: gather in groups, drink, take drugs and play loud music, and generally act as if the road was a hidden car park where they can indulge themselves

e) there are no rubbish bins and so it is dumped.

f) large numbers of non residents coming and going morning till night, and acting in an antisocial way, creates anxiety and stress.

There will never be enough managed car parking in Ogmore by Sea for peak demand but the above issues are already being experienced as general regular activity.

And more generally, there is a need to manage the displaced parking and associated anti-social activity.

Not everyone is affected in the same way, but we are all affected: the Residents Parking Provision in Seaview Drive will help the residents maintain and enjoy a residential amenity free from disruption anxiety and distress.

Other areas similarly affected should be given the same opportunity and support.



From: [REDACTED]

Sent: 17 May 2021 19:57

To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>

Subject: Proposed residential parking permit, parking area zone:OBSZ02

For the attention of: Director of Environment and Housing.

Ref: If 930

I am writing in support of the proposed residential parking permits for Seaview Drive. Over the last 3 to 4 years, inconsiderate and obstructive parking on Seaview Drive has increased somewhat. Visitors have little regard to residents of Ogmore by Sea and will park on pavements, obstruct access to the gates leading out on to the common, block off the disabled ramps at both gates onto the common. There will be parking on both sides of the road leaving very little room to drive on the road, emergency vehicles would have no chance of getting through. People pushing prams cannot stay on the pavements because of inconsiderate parking and therefore have to walk in the road which is a danger to them and the children. Visitors will block off residents driveways making it impossible to leave if we wanted to and if residents ask the visitors to move, they are confronted with anger and verbal abuse.

With the closing of the car park at 8pm over the last year, the antisocial behaviour from visitors parking in Seaview Drive has become unbearable, young people shouting, swearing, drunk and disorderly parking in the street, even camping overnight in the street and then urinating and defecating on the grass verges. Littering the street and the common by visitors has become the norm too. There have also been incidences of people having sex in their cars outside residents homes and leaving used condoms and underwear on the pavements!!

With the proposed barrier system and the car park closing overnight, these problems will greatly escalate.

Alongside the parking permits there needs to be enforcement too, for a long time Ogmore by Sea has had the reputation of 'visitors can do anything and get away with it' nobody does anything to stop this behaviour so it carries on.

So I fully support residential permits for parking alongside the enforcement needed to ensure that visitors comply.

Yours sincerely

[REDACTED]

Ogmore by Sea.

From: [REDACTED]
Sent: 19 May 2021 21:12
To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>
Subject: Proposed residential permit parking area zone: OBS Z02 - Seaview Drive

FAO: Director of Environment and Housing Ref 930

I support the proposed plan for the above for the following reasons:

Parking has increased significantly in Seaview Drive since parking charges have been introduced in the car park and more recently since the car park has been closed from 7pm (last entry). This has led to visitors parking in Seaview Drive because it's easy access to the common.

Visitors have no consideration for residents and will park on pavements both sides of the street so people will have to walk in the road including people in wheelchairs and those pushing prams and with walking toddlers causing a danger to themselves and other road users. Cars regularly block the ramps meant for disabled access by parking in front of them, so there is no way people who are in wheelchairs can access the common.

Residents driveways are regularly blocked with cars which restricts people being able to leave or enter their properties. When residents ask them to move, they often experience verbal abuse from visitors. The street becomes so congested with parked cars that access to Seaview Drive is difficult for cars never mind lorries, refuse collection, delivery vans and more importantly emergency vehicles.

Evenings have become unbearable with groups of young people arriving and parking in their cars outside residents properties, shouting, swearing, playing loud music, drunk and disorderly. They arrive with crates of booze and takeaways which when they have finished with them are thrown in the street. They race up and down the street in their noisy cars, in fact they do everything that they would have normally done in the car park which includes drinking, fighting, taking drugs and having sex outside residents homes, then discarding used condoms and often underwear is thrown on the road! Camper vans and cars will park overnight outside residents properties, urinating and defecating on the grass verges and the common. This is likely to get worse as we head toward the summer months.

With the introduction of a barrier system and ANPR cameras in the car park, the residential areas around the car park need to be protected and parking restrictions with the appropriate reinforcements in place too for those who flout the rules.

So, I fully support the proposed restricted parking in Seaview Drive.

Yours sincerely

[REDACTED]

From: [REDACTED]
Sent: 16 May 2021 15:19
To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>
Subject: Re: Car parking proposals for Ogmore by Sea

Hi

Thank you for your email. My address is [REDACTED], Ogmore by Sea, [REDACTED]
and phone number is [REDACTED].

Regards

[REDACTED]
Sent from my iPhone

On 16 May 2021, at 12:31, Contact OneVale
contactonevale@valeofglamorgan.gov.uk> wrote:

Good Afternoon

Thank you for your email. Please Provide your full address and best contact number so I
can get this raised to the team.

Kind Regards

[REDACTED]
Customer Service Representative
Performance & Development Services
Vale of Glamorgan Council / Cyngor Bro Morgannwg tel / ffôn: 01446
700111 mob / sym:
e-mail / e-bost: c1v@valeofglamorgan.gov.uk

-----Original Message-----

From: [REDACTED]
Sent: 10 May 2021 11:37
To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>
Subject: Car parking proposals for Ogmore by Sea

Dear Sir/Madam,

I am wiring as a resident of Ogmore by Sea to express my strong support for the proposals outlined in your recent document. Last summer, access to our house was almost completely blocked by cars parking on the pavement and verges of Seaview Drive. There would have been no way an emergency service vehicle could have accessed any of the properties at the end of the road which narrows considerably from number [REDACTED] onwards.

In addition, the safety of any children is severely compromised by the excessive numbers of cars parked on the drive on frequent occasions and, as there is no pavement on the westerly elevation, children, adults and dogs frequently emerge onto the road with little visibility to the drivers of cars - many of whom appear to be youngsters driving at irresponsible speeds.

I realise that, as a resident of Seaview Drive it may appear that the above could be interpreted as a 'NIMBY' reaction but I can assure you that it is not. We love people enjoying the coastline at Ogmore but it needs to be enjoyed responsibly and safely.

I look forward to hearing the outcome of the consultation process.

Yours sincerely,

██████████

Support – South Wales Police

CADW DE CYMRU'N DDIOGEL • KEEPING SOUTH WALES SAFE

Pencadlys Heddlu

Heol y Bont-faen
Penybont
CF31 3SU

Mewn argyfwng ffoniwch **999**
fel arall, ffoniwch **101**
Gwefan www.heddlu-de-cymru.police.uk

Police Headquarters

Cowbridge Road
Bridgend
CF31 3SU

In an emergency, always dial **999**
for non-emergencies dial **101**
Website www.south-wales.police.uk

Ref: HE/HT/MS/IF930

Date: 29th April 2021

[REDACTED]
The Vale of Glamorgan Council
The Alps,
Wenvoe CF5 6AA

**RE: THE VALE OF GLAMORGAN COUNCIL BARRY ISLAND, THE KNAP AND
OGMORE-BY-SEA, PROPOSED RESIDENT PERMIT PARKING AREAS, LIMITED
WAITING AND PROHIBITION OF WAITING AT ANYTIME.**

I refer to your correspondence dated 29th April 2021, in relation to the above

I am writing to inform you that South Wales Police support these proposals.

Yours sincerely,

[REDACTED]
Chief Superintendent

Mae Heddlu De Cymru yn meddwl i dderbyn gwybodaeth yn ymwag a safon uchel. Gwytwn i'n hysbys
a hysbysu a dderbyn gwybodaeth yn ymwag a safon uchel i'r Heddlu De Cymru yn ymwag a safon uchel.
South Wales Police welcomes receiving correspondence in Welsh and English.
Any correspondence received in Welsh will be answered in Welsh and corresponding
in Welsh will not lead to a delay in responding.

   [swpolice](https://www.south-wales.police.uk)

Jeremy Vaughan
Prif Gwnstabl | Chief Constable

Heddlu De Cymru
South Wales Police

