

## **Statement of Reason – Permanent Traffic Order - Land Train in Porthcawl.**

A request was received from the Destination Management & Coastal Operations Team for the amendment to existing traffic restrictions in Porthcawl to facilitate the operation of a Land Train which it was considered would support the local economy and the tourist business.

The amendment to traffic restrictions in Porthcawl was required to facilitate the operation of a Land Train, to enable it to stop and pick up passengers at various locations in Porthcawl Town. The traffic restrictions were subsequently amended through the introduction of an Experimental Traffic Order which was made on the 28th May 2021.

The experimental order allowed for public consultation within the first 6 months of the order being in place and allowed for the proposal to be evaluated during the experimental phase to monitor the effect the land train may have in terms of congestion/safety of the highway.

Following the making of the order the Council received representations requesting that the Experimental Order was varied to introduce an exemption to allow busses to stop on Esplanade and the 2 bays at the southern end of Eastern Promenade and secondly, to extend the hours of operation of the no stopping restriction on the 2 bays at the southern end of Eastern Promenade from 10am-7pm to 9am-9pm as detailed as follows:

### **1.To include an exemption to allow buses to stop on the following sections of road:**

**Esplanade** – On its southern side westwards 31m (34 yards) from a point in line with the junction of Picton Avenue for a distance of approximately 30 meters (32.5 yards).

**Eastern Promenade** - On its Northern side Eastwards 28.3m (40 yards) from its junction with The Portway for a distance of approximately 30 meters (32.5 yards).

**Eastern Promenade** – On its southern side Eastwards 43m (47 yards) from its junction with The Portway for a distance of approximately 30 meters (32.5 yards).

### **2. To extend the hours of operation of the no stopping restriction on the following roads from**

#### **10am-7pm to 9am to 9pm:**

**Eastern Promenade** - On its Northern side Eastwards 28.3m (40 yards) from its junction with The Portway for a distance of approximately 30 meters (32.5 yards).

**Eastern Promenade** – On its southern side Eastwards 43m (47 yards) from its junction with The Portway for a distance of approximately 30 meters (32.5 yards).

The Experimental Order was subsequently varied by order made on 18 March 22 on the grounds of road safety and in order to improve the current services provided by both bus and road train. The variation to the experimental order allowed for public consultation within the first 6 months of the variation order being in force and allowed for the proposal to be evaluated during the experimental phase to monitor the effect the variation may have in terms of congestion/safety of the highway. No further representations were received to the variation order.

After further evaluation by Officers of the Traffic Management Section, it is considered that the provisions of the Experimental Order, as varied, should be continued in force indefinitely by a permanent Order. It is considered expedient to make the permanent Order for the reasons set out in Section 1 (a), and (c) of the Road Traffic Regulation Act 1984 set out as follows:

(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, (Section 1 (a)).

(b) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians) (Section 1 (c)).

The proposed designated land train and bus stopping places to be progressed are shown on Map Tiles: BX9 Rev 1 (dated 10/2/21), CB12 Rev 1(dated 10/2/21), CC11 Rev 1 (dated 20/9/21) and CC12 Rev 1 (dated 20/9/21).

In deciding whether or not to make an Order the Council is required to have regard to the matters set out in section 122 of the Road Traffic Regulation Act 1984. Section 122(1) requires the Council to exercise the functions conferred on it by the 1984 Act as (so far as practicable having regard to the matters specified in section 122(2)) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians), and the provision of suitable and adequate parking facilities on and off the highway.

The matters to which the Council must have regard in s122 (2) are:-

1. The desirability of securing and maintaining reasonable access to premises;
2. The effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run;
3. The national air quality strategy prepared under section 80 of the Environmental Protection Act 1995;
4. The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles;
5. Any other matters appearing to the Council to be relevant.

Having considered the duty imposed by s122 of the Road Traffic Regulation Act 1984, the request has been evaluated and it is considered appropriate to introduce the Permanent traffic order.

It is intended to include these restrictions in the Bridgend County Borough Council (Prohibition and Restriction of Waiting and Loading and Parking Places)(Civil Enforcement) Order 2013, as amended, in accordance with the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic (Procedure) (England and Wales) Regulations 1996.

The parking restrictions will be signed in accordance with the Traffic Signs Regulations and General Directions 2016 and the road markings will comply with the requirements of those directions.