

CYNGOR SIR POWYS COUNTY COUNCIL

Montgomeryshire

7th March 2018

REPORT AUTHOR: Chris Lloyd – (Traffic Engineer North)

**SUBJECT: Prohibition of driving except local buses and cycles -
U4219 Ffordd Croesawdy and U4244 Park Lane Bus
Links, Newtown**

REPORT FOR: Decision

1.0 Purpose of Report

1.1 To agree to commence the formal public consultation to introduce permanent Traffic Regulation Orders (TROs) on the two existing bus links at Ffordd Croesawdy and Park Lane, Newtown.

2.0 Background

1.2 The two bus links to which this report relates are already in existence, having been constructed a number of years ago to improve public service vehicle routes within the town.

1.3 The original intention was that vehicular use of these bus links was to be controlled by the creation of a traffic regulation Order and the installation of rising bollards. The self-lowering bollards which are operated automatically by transponders in appropriate vehicles as they approach the bollards have been installed for some time, and signage is in place to identify which types of vehicle are permitted to use the bus links, but the traffic regulation Order was not put in place.

1.4 Unfortunately, ongoing problems with the self-lowering bollards has been experienced, which has resulted in the bollards being out of operation (in their lowered position) for some considerable time on a frequent basis.

1.5 Given that the bollards are effectively non-operational, the bus links have started to become used by all vehicles as rat-runs on a regular basis as local drivers find ways to avoid traffic queues within the town at peak traffic periods. This inappropriate use of the bus links has increased to the extent that they are now abused on a regular basis at all times of the day.

1.6 Complaints have been received regarding the abuse of the bus links, and the concerns have been raised with the police; but as there is no traffic regulation

Order in place to prohibit certain types of vehicles, the police are unable to take any action.

3.0 Options Considered

1.7 Do Nothing.

This is not considered to be an appropriate option as a decision not to address the problem would potentially give rise to the following scenarios:-

- a) a continued abuse of the single lane width bus links by all vehicles, with an unacceptable increase in traffic flows along unsuitable county unclassified highways.
- b) continued conflicts between buses and other vehicles along the bus links, resulting in vehicles having to reverse over considerable distances, endangering the safety of other highway users, and continued complaints from members of the public and bus operators.

1.8 Replace the self-lowering bollards.

This is not considered to be an appropriate option as it would be an expensive option, and could potentially leave the highway authority in the same position as it is now if the replacement apparatus fails again.

1.9 Introduce a permanent prohibition of driving Traffic Regulation Order.

This is the preferred option as it would enable the police to take enforcement action to prevent misuse of the bus links, and to permit the bus links to be used by emergency service vehicles in emergency situations. Given that the majority of the misuse is by local traffic, this misuse is likely to decrease significantly once it is known that the police have prosecuted drivers for such an offence. It is also likely that the misuse of the bus links by drivers risking police enforcement action will be significantly less once the Newtown bypass is complete.

4.0 Exemptions to the Order

1.1 In addition to the permitted vehicular use of the bus links by local buses and cycles, the following exemptions for vehicles would also be included within the Order:-

- (a) in connection with the carrying out on or at premises situated on or adjacent to those lengths of road of any of the following operations namely:
 - (i) building industrial or demolition operations;
 - (ii) the removal of obstructions to traffic;
 - (iii) the maintenance improvement or reconstruction of those lengths of road; or

(iv) the laying erection alteration or repair in or in land adjacent to those lengths of road of any sewer or any main pipe or apparatus for the supply of gas water or electricity or any telegraphic line as defined in the Telecommunications Act 1984.

(b) in the service of a local authority or a water undertaker or sewerage undertaker in pursuance of statutory powers or duties;

(c) for fire brigade, police or ambulance purposes.

5.0 Proposal

1.10 That a permanent Traffic Regulation Order be made with respect to both bus links identified on the attached plans to prohibit the use of the bus links by all vehicles except for local buses and cycles.

1.11 The Traffic Regulation Order would include the exemptions identified in paragraph 4.1 above.

Recommendation:	Reason for Recommendation:
Committee is asked to resolve that the introduction of a prohibition of driving Order for all vehicles except for local buses and cycles along both bus links is the preferred option, and that the Traffic Regulation Order consultation procedure be initiated in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996; and if no substantive objections are received the proposal be implemented.	To prevent the misuse of the bus links, and to give the police power to take enforcement action as necessary.

Relevant Policy (ies):	Local Transport Plan		
Within Policy:	Y	Within Budget:	Y
Relevant Local Member(s):	Cllrs Joy Jones and David Selby		
Person(s) To Implement Decision:	Chris Lloyd – (Traffic Engineer North)		
Date By When Decision To Be Implemented:	As soon as possible		
Contact Officer Name:	Tel:	Fax:	Email:
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