

THE ASSOCIATION OF BRIDGEND BOWLS TENNIS AND SQUASH CLUBS COMMUNITY INTEREST COMPANY

Company registered no:- 130844 VAT registration no:- 298471995

Registered Office/Clubhouse:

CHURCH ROAD, OFF MERTHYR MAWR ROAD, BRIDGEND, CF31 3AZ

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Traffic Management plan for Bridgend Tennis, Bowls and Squash Clubs CIC

Introduction: Why the need for a traffic management policy?

- 1. Local Authority Planning.** A key element of the Planning agreement for current and future development is control of Traffic down Church lane. The constraint relates to access and exit to Merthyr Mawr Rd and the dual carriageway and the need to limit the flow of traffic using the lane consequent of increased usage of the Club. Planning Condition 7 stipulates that the number of Spaces be stipulated and that a Barrier be erected to control numbers using **the Car park between the hours of 4pm and 10am (Mon-Fri) & weekends that use during this period be limited to permit holders.** Permit holder groups are specified in the planning permission as outlined below. Other conditions include construction of a bike shed, alternative parking arrangements and signage.
- 2. Health and Safety Requirement and Terms of our Insurance Indemnity.** Consequent on the Planning Directives and restrictions on traffic and the expected increasing membership consequent on improved facilities and an expanding junior coaching program, the number of pedestrians and cyclist using the Club will increase significantly. Safety of Members and Staff is paramount. Risk Assessment indicates the need to ensure that Pedestrian safety is ensured. Signage and direction of travel is key. The entrance area will be marked to indicate pedestrian areas alongside the barrier. Cyclists will be expected to dismount and walk their bikes to the cycle shed to the Right of the main carpark. All cyclists will be expected to use this route and parking facility. Access to motorbikes will be through the barrier and through direct arrangements with Bar management team on duty. There will be a special marked area to accommodate 3 motorbikes in lieu of one car parking space. Similarly there will be road markings and signage indicating direction of traffic movement and parking. **When the barrier is closed only permit holders will be allowed access (this assumes that Car Park is not already full) as outlined in Policy Detail section 3.** At some stage it is likely that the Policy will need sign off by the BCBC and our insurers and will also be included in our Health and Safety portfolio
- 3. Issues relating to traffic management on the Lane and relationships with our neighbours.** The Company has ownership of the lane in the immediate vicinity of the Club. The remainder of the lane from above just below the lower bridge up to the bend is designated a private road. The ownership is unclear but attempts to get the Council to adopt the road has failed. Club members have exercised the right of way to the lane since the

original Company was set up in 1913. The road is designated a right of way to the public but there is no right of parking on the lane. As an organisation we have no legal obligations to maintain the lane. With the Construction of houses in the 1970's use of the lane has increased and it is important to recognise the rights and wellbeing of our neighbours in the Traffic Policy. There are two elements to this; identifying responsibility in terms of long term maintenance and ensuring that our neighbours usage is not impaired by members usage. There has been a practice for users of the Club and members of the General Public to park on the lane when the car park is full. Although we have no legal right to stop parking this policy indicates that car parking which blocks neighbours access and of equal importance the access of emergency vehicles to the Club, the houses and the Recreation area is not acceptable. It is proposed that we establish a neighbours/club management committee to address these issues and agree sanctions noting that the majority of users between 4pm and 10am and on the W/Ends should aim to park at the Rec

It is important to emphasise that this Traffic Policy is dictated by BCBC Planning Consent relating to the current and future developments at the Club and are enforceable by law.

Policy in Detail:

1. In the future on-site 'routine' car parking will be restricted to members only. During '**Barrier DOWN periods'** only members who are permit holders will be allowed access assuming that there are spaces available.
Use of the Car Park Mon-Fri 10:00-16:00 will be for members, delivery vehicles and 'special groupings'
Non-member Coaching clients and Group Coaching Sessions will be expected to park over the Recreation Centre at any time.
After 16:00 Car Park is allocated strictly for permit holders only, and all additional users will be expected to park over the Recreational Centre. Parking spaces agreed with BCBC at the Club max 30 after 16:00.
2. **Members are not allowed to park on the lane at any time.** It is expected that majority of the members and other users will in the future, park in the Recreation Car Parks- Halo area and Indoor Bowls area
3. **Membership permits will be available by application only for the following:**
 - A: People with disability
 - B: People over the age of 75
 - C: Executive Officers, Management and Senior Coaching staff
 - D: Deliveries, special arrangements will be made
 - C: Emergency vehicles will be provided by access code.
 - D: Volunteer Members involved with regular maintenance of the Club (defined as more than 6 hours per week and subject to Management agreement)
4. Encouraging using bikes providing facilities

Achieving compliance:

1. Signage within of agreement with Council, Signage that will indicate private road, access to residential area only, car park permit holders only. Club management team will monitor to achieve compliance. In case of persistent offenders sanctions will be imposed by the CIC Board.
2. **Permit holders can use the car park only if they are using the Club facilities.**
3. The policy will encourage using bicycles. There is a bicycle shed with nearly 20 spaces. Shed will be located on the side of the function room in a secured area. CCTV coverage is provided and availability to lock the bikes in is available.
4. Entrance area has clear markings indicating direction for pedestrians and bike users. These markings also accommodate non members using the lane. **Yellow marking guarantee access to emergency vehicles, loading and deliveries vehicles and it is designed to minimise impact on other users of the lane.**
5. Within the Car Park there are clear lines indicating pedestrian areas, areas for lorry/ vehicles reversing and assembly point for evacuation from the Club House. This area is in hashed in yellow and marked keep CLEAR.
6. Compliance for the planning approval, Complaints from neighbours obstructed entrances on the busy evenings.
7. Underpinning strategy is to encourage the majority of Members, visitors including visiting teams and affiliated organisations to park at the Recreation Centre after 16:00.

14/06/21 EW JZ Ratified by Board 17/05/21