

ftr Traffic Regulation Orders

Summary

- 1 This report presents the findings of the consultation exercise for the introduction of Traffic Regulation Orders (TRO's) to prohibit parking on the ftr route along Challoners Road, Cornlands Road, Eason View and Tudor Road. The report seeks Members approval to implement the proposals at an estimated cost of £17,500.

Background

- 2 City of York Council is committed to working in partnership with First (York) to introduce a new concept in bus travel, marketed as ftr or 'future' bus. ftr is the name given to the new futuristic vehicle that will replace conventional buses on Service 4 between The University of York, the City Centre and Acomb. In addition to new ftr vehicles the ftr concept also includes the provision of a dedicated high quality bus corridor providing an unimpeded path for ftr services similar to a tramway.
- 3 Delays to the existing Service 4 bus services occur at present, often as a result of parked vehicles along the route. This affects service reliability and is seen as a barrier to some in using local bus services across the city. To ensure the ftr operates effectively and to minimise delays to the service, TRO's are proposed along parts of the route identified in Paragraph 1. Plans identifying the detail and location of the TRO's can be found in Annex A.
- 4 In advance of proposals to introduce parking restrictions along Challoners Road, Cornlands Road and Tudor Road residents were consulted extensively on the provision of off street parking throughout February. Following a number of requests for off street parking a large number of dropped vehicle crossings and lay-bys have already been provided. A number of late requests have been received. These will be implemented along with the provision of dropped vehicle crossings on Eason View subject to Executive approval.

Consultation

- 5 The TRO's identified in Annex A were advertised following the statutory process (in the local press and through on street signage). In addition to this a letter outlining the scheme was delivered to all properties with frontages directly affected by the proposals. As part of the consultation, residents were invited to identify any parking

problems that the restrictions may cause. Where feasible the Council is investigating both the provision of dropped vehicle crossings to facilitate access to private parking and hard standings to lessen the impact and improve conditions for local residents.

6 Whilst the Council does not have an obligation to provide parking provision for vehicle owners when introducing new waiting restrictions, the efficient running of the ftr service would be compromised by parked vehicles at certain locations. Consequently, where practical the Council has implemented, or proposes to implement in the case of Eason View subject to approval, a programme of dropped vehicle crossings and lay-bys to provide off street parking .

7 The issues raised and officer comments are outlined in Annex B. A summary of the responses is detailed below.

8 Challoners Road

No objections were received. Residents living in properties on the section of Challoners Road on which the ftr vehicle operates have been provided with dropped vehicle crossings as part of the recent resurfacing works.

9 Cornlands Road

All residents requiring off street parking along Cornlands Road have recently been provided with dropped vehicle crossings during the recent road resurfacing works. Consequently only five objections were received. The Council are currently in the process of providing off street parking for the flats located at 49 - 63 Cornlands Road. It is anticipated that this parking will be complete at the earliest opportunity. Until works to provide off street parking for the flats are complete, it is recommended that parking restrictions are not implemented along a 40 metre section of road outside the flats to facilitate on street parking. Once off street parking is provided the TRO will then be implemented.

10 Eason View

Residents on Eason View had not been offered off street parking prior to the TRO consultation. Consequently a total of 11 objections were received as some residents do not have off street parking. These objections could be countered through the provision of off street parking through a combination of dropped vehicle crossings and lay-bys.

11 Tudor Road

All 4 objections to the TRO on Tudor Road relate to the reduction in on street parking provision. Residents identified that they would be in favour of the scheme if sufficient off street parking is made available. All residents of Tudor Road were invited to apply for off street parking in February. Whilst it has not been practical to provide dropped vehicle crossings at all locations due to the location of trees, utility services, lamp columns and other street furniture the council have also provided a numbers of lay-bys to overcome where possible the issues raised by residents.

Options

- 12 The options available for Challoners Road are as follows:
- I. Implement the TRO as advertised.
 - II. Take no action at this time. This option is not recommended as no objections have been received and this may lead to operational and service reliability problems.
- 13 The options available for Cornlands Road are as follows:
- I. Implement the TRO as advertised with a 40 metre section omitted outside the flats until off street parking is complete.
 - II. Take no action at this time. This option is not recommended as this may lead to operational and service reliability problems.
- 14 The options available for Eason View are as follows:
- I. Implement the TRO as advertised.
 - II. Implement the TRO as advertised and facilitate off street parking where practical.
 - III. Take no action at this time. This option is not recommended as this may lead to operational and service reliability problems.
- 15 The options available for Tudor Road are as follows:
- I. Implement the TRO as advertised.
 - II. Take no action at this time. This option is not recommended as this may lead to operational and service reliability problems.

Legal Authority

- 16 The City of York Council, as Highway Authority, has powers under the Highways Act 1980, the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2002 to implement the proposals recommended in this report.

Financial Implications

- 17 The Council are working in Partnership with First (York) to introduce the ftr concept to York. Whilst First (York) have met the costs of new vehicles the Council are responsible for associated infrastructure. The cost of the signing and lining will be £5,000 and the cost of providing additional dropped vehicle crossings and hard standings will be £12,500, a total cost of £17,500. Members have approved this sum as part of the overall capital programme for 2006/2007.

Recommendation

- 18 That Members approve the implementation of the Traffic Regulation Orders as outlined above and provide off street parking where appropriate.

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Background Papers

Future Bus – EMAP 6th January 2006
for Traffic Regulation Orders (TRO's) 4th April 2006