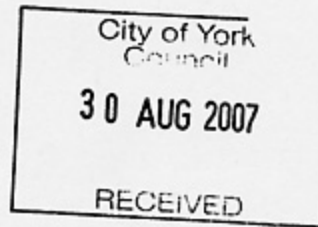


Your ref: ADB/JM/DT/DT/092/7-814

Alastair Briggs
Traffic Engineer - Network Management
Directorate of City Strategy
9 St Leonard's Place
YORK YO1 7ET



Dear Sir

With reference to your letter of 24 August, we wish to object to your proposal for a rising bollard to allow the No.10 bus service to travel down Low Poppleton Lane. Our reasons are as follows:-

1. The proposed bollard is sited in a dangerous position, on a right-angled bend and within yards of the entrance to Monkhill factory, which has large lorries and other vehicles entering and leaving all day. The entrance to Ford's Insurance Brokers, which also generates a lot of traffic, is also very close to the proposed site.
2. The costly provision of a rising bollard cannot be considered without proposals to alter access to Low Poppleton Lane from Boroughbridge Road. What are these proposals, and why have we as residents not been given details so that we can have the chance to comment?
3. The statement in your letter (and also in the Press) that we will experience a significant reduction in traffic once the school moves left us speechless. At the moment the school generates traffic mainly at 8.30 a.m. and 3.30 p.m. from Monday to Friday, for 39 weeks of the year. The new proposal is for buses passing every 10 minutes from early morning to late evening, practically every day of the year. Add to this the fact that most of the parents who drop their children off by car are still likely to use Low Poppleton Lane and let their children walk the short distance to school, and we cannot see how this can be construed as an improvement.
4. The bus company has been trying to change the bus route for many years, but was turned down by Upper Parish Council five years ago because the new route would mean that some villagers would be denied their long-standing bus provision, and for others the service would be much more inconvenient. What is the Parish Council position this time (and have they even been consulted)?
5. We residents feel that we are being pushed into accepting a rising bollard and associated bus route as the only alternative, when there are other options. The existing bus route could be extended to serve the school, with perhaps a purpose-built layby to allow the bus to turn and drop off passengers. This would be a much cheaper and less disruptive option, and would mean that Poppleton residents would retain their traditional bus service and the residents of Low Poppleton Lane would not have an unwanted bus route forced upon them.

There are many other concerns which only we as residents are aware of and which need airing, including the daily problem of large lorries coming down the Lane (directed by their sat-navs) and which cause difficulties when they then have to reverse to the main road. What is needed is a public meeting with officials where we have the chance to ask questions and air the concerns which are known to us and not to people who have no intimate knowledge of the area, so that we can avoid a re-run of the fiasco which produced the Boroughbridge Road roundabout.

Yours faithfully

CITY OF YORK
DEDS

17 SEP 2007

RECEIVED

②

City of York
Council

17 SEP 2007

RECEIVED

Damon Copperthwaite
Assistant Director (City Development & Transport)
Planning
9 St Leonard's Place
York
YO1 7ET

110238

10 September 2007

Your Ref :- ADB/JM/DT/DT/092/7-814

Amendment to traffic regulations to allow passage of additional classes of vehicles between Millfield Lane & Low Poppleton Lane.

Dear Sir,

You state in your letter that the residence of Low Poppleton Lane will experience a significant reduction in the volume of traffic, when Manor School is moved.

I know this will only cause a major traffic jam as parents who drop their children off on Low Poppleton lane, so they can walk around the corner to the new site would stop the busses trying to get through when they turn round.

Why go to the EXTREME tax payers expense of fitting a raising bollard, (only for busses) when all you need to do is take up the bollards already there, so everyone can use it, & because it is already a single carriageway it would keep the flow of traffic in both directions moving, & also allow parents to come through from Low Poppleton lane to the new school were they can drop their children off in safety.

This worked so well when the road was closed for level crossing work three weeks ago, & the bollards were removed to allow access for Cravens work force.

If they are removed it would free up some of the congestion on the A1237 bypass for people coming into Boroughbridge Road, just like Poppleton allows cars to come onto the by-pass from the A59

If they are going to be removed, They should be removed for everyone !

CITY OF YORK COUNCIL
9 St Leonard's Place
YORK YO1 7ET

City of York
Council
17 SEP 2007
RECEIVED

Dear Mr Briggs

Your Ref: ADB/JM/DT/DT/092/7-8114
Proposed Amendment to Traffic Regulations between Millfield Lane and Low Poppleton Lane

Thank you for your letter of 24th August regarding the above.

We are writing to lodge our **objection** to the amendment of the traffic regulations in our street, and your proposal to allow local buses, school buses and emergency services vehicles to access Millfield Lane from Low Poppleton Lane by way of a Rising Bollard, and vice versa.

We strongly believe that this would have a negative affect not only on our own quality of life that I believe we have a human right to enjoy in our own homes, but also for many other residents of York, due to the obvious need to spend significant sums of money on altering the Junction in Low Poppleton Lane to deal with the number 10 bus service if it was diverted, and disruption this would cause. Especially, when it is evident that none of this is really required for the new school (despite what we've been led to believe) if other options are considered - surely a better option would be to adopt a school safety zone further up Boroughbridge Road and access to the site from here.

The reasons for our objection are outlined below.

Low Poppleton Lane – General

- The current junction with Boroughbridge Road could in no way cope with a regular bus service, although it could, we believe cope with just the ad-hoc school bus service at the beginning and end of the school day.
- It does not appear whether anyone has actually assessed whether the lane is suitable for 6-8 buses to run down it each hour (3-4 in each direction)? Our concerns include road surface, road width and residual noise.
- Low Poppleton Lane is described in the planning documentation as a cul-de-sac (and due to the existing bollards – has been a cul-de-sac for more than 20 years) – I'm sure many of the residents, including ourselves purchased their homes on this basis. With the knowledge that there would be school traffic at the beginning and end of the school day, and occasionally on a night and weekend, but NOT to have a bus service running through and polluting our street with both noise and CO2, and therefore affecting our quality of life – we would like to see a report on the likely impact to us personally in relation to increased and more frequent traffic noise and pollution, and feel that increasing this 'deliberately' could breach our human rights.
- One bollard would not be enough – there are currently two moveable bollards (manual) – originally there was only one, but it was possible to drive a small car between the gap – to our knowledge the plans are only for one rising bollard! To install two would presumably incur more costs for installation and maintenance.
- There was obviously a very good reason for the erection of the current bollards – has this been revisited?!

School Distance from Bus-stop

The official line seems to be that this amendment is required to accommodate the new school, although this is debatable given the minutes from the Poppleton Parish Council meetings from recent years!

There seems to be confusion regarding the requirements for how far a bus stop must be from a new school, and it is interesting how the Council now state that any new development must be within 400 metres of a bus-stop – during a site meeting earlier this year, Ann Reid stated that by law any new school must be within 800 metres of a bus stop, no mention about 400 metres at the site meeting (I know that Ward Councillors have measured the distance and the new school is within 800 metres of the bus-stop on Boroughbridge Road). In **Sanderson Assoc.'s traffic assessment for the school** (9.12 – page 46), there is further contradictory information regarding this, where they say that anything upto 2km is acceptable.

However, if, as per Page 59 12.2 of the above report, pedestrian access was included to the school from Boroughbridge Road, then, as per the same report, existing bus stops could be utilised. We imagine that this may require some traffic calming given it could then be classed as a school safety zone – but presumably that would not be a bad thing on this stretch of road, and would surely be cheaper than the current proposals?

Safety

There are safety risks that do not seem to have been considered when putting forward the proposal for a rising bollard. We asked at the site meeting earlier this year whether a risk assessment had been carried out, but were never given a clear answer, yet on the DFT website, the sections regarding planning considerations for rising bollards states: "Automatic operation raises a number of technical and safety issues, some of which are outlined in this leaflet. If rising bollards are being considered, then it is recommended that a **detailed risk assessment** for the proposed scheme is completed at an early stage." Examples of safety concerns include:

- The regularity which HGVs come down Low Poppleton Lane (looking to access Poppleton Park) because their Sat-Navs are incorrect, when this occurs (and it's a daily occurrence, and happens more than once a day!), due to the width of the street, they have no option but to reverse back out onto Boroughbridge Road – what will happen if the junction is controlled by traffic lights, and if a bus has followed them down the lane – the road is not really wide enough for a bus to pass a HGV, so it too would have to reverse out onto Boroughbridge Road!
- There is a blind corner directly after Low Poppleton Lane when going into Millfield Lane – how will this be controlled to ensure that 2 buses do not attempt to round the corner at the same time (travelling in opposite directions).
- Has traffic management been considered to ensure there are no accidents between buses, and the HGVs accessing Monkhill Confectionery on what is a narrow part of road?
- We spoke to the Health & Safety Manager at Monkhill earlier this year, and they had not been consulted on any of these proposals – they first they heard was from us.

Junction

If traffic lights are installed – see Tracey Simpson-Laings comment on a recent press article, then the expense will be massive, given that another reason for the current roundabout/road layout was due to mains services running under the grass verges etc – so all of these would need re-routing.

When the mini-roundabout was first planned at this junction (Beckfield Lane, Boroughbridge Road, Low Poppleton Lane) – the residents at the time asked why traffic lights could not be installed. They were informed by the council that this was not possible because it would cause too much disruption. Yet several years later when the costs of such an installation must have escalated, and volume of traffic has significantly increased (if all that we read about congestion and pollution is true) it is now possible – why is this so?

Also of concern also are potential access difficulties that residents of Beckfield Lane and Boroughbridge Road are likely to entail if traffic lights are installed.

Bus Service

This is not the first time that there has been an attempt to install a rising bollard on this site:

<http://www.york.gov.uk/news/newsarchive/2002/january/157111>

We understand from Tracey Simpson-Laing and also the Sanderson report that very few children will actually be using the number 10 bus service to get to school.

Also, if the rising bollard is purely to benefit the school, then why does it need to be operational before school can be built, and why is the traffic order applicable to local buses as well as school buses?

It is clear from the link above regarding the previous application in 2002 and the minutes of Nether Poppleton Parish Council that this bollard and amendments to the bus service, have nothing to do with the viability of the new school but are concerned with Nether Poppleton's request for the number 10 to be re-routed. Which is why we believe the inclusion of the rising bollard and related bus services in this planning application are questionable – if this goes ahead, it raises the question "what other failed planning applications are being forced through on the back of other larger scale projects?"

NETHER POPPLETON PARISH COUNCIL

MINUTES OF THE PARISH COUNCIL MEETING HELD IN THE COMMUNITY CENTRE, UPPER POPPLETON, AT 7.30PM ON MONDAY, 15 JANUARY 2007

07/005/1 - The Clerk read or referred to the following items of correspondence

A letter from the City Council's Transport Planning Department advising that the proposal for rising bollards in **Millfield Lane/Low Poppleton Lane** has been passed to the person dealing with the matter.

NETHER POPPLETON PARISH COUNCIL

MINUTES OF THE PARISH COUNCIL MEETING HELD IN THE COMMUNITY CENTRE, UPPER POPPLETON, AT 7.30PM ON MONDAY, 18 SEPTEMBER 2006

The response from the City Council regarding a rising bollard at Low Poppleton Lane (Min. 06/162)

The City Council has agreed to take forward the idea of installing a rising bollard.

NETHER POPPLETON PARISH COUNCIL

MINUTES OF THE PARISH COUNCIL MEETING HELD IN THE COMMUNITY CENTRE, UPPER POPPLETON, AT 7.30PM ON MONDAY, 17 JULY 2006

06/145 - TO DISCUSS THE RESPONSE FROM THE CITY COUNCIL REGARDING A RISING BOLLARD AT LOW POPPLETON LANE

The Clerk had had written responses from City Councillors Steve Galloway and Anne Reid who were both in favour, in principle, of the installation of a rising bollard and the re-routing of the No. 10 bus service down **Millfield Lane** so that it would be of benefit to the residents of **Poppleton Park**. They had mentioned the agreed relocation of Manor School and the likely closure of the British Sugar factory. It was agreed that the Clerk should write to Bill Woolley the City Council's Director of City Strategy, to ask for a rising bollard to be installed.

To our knowledge Upper Poppleton have not been consulted, despite this having a direct affect on their bus service.

There is a resident further up Boroughbridge Road, with no other means of transport, who stands to lose access to the bus service if it is re-routed, and therefore access to the village of Poppleton, where she regularly visits the library, shops etc – we're sure there will be other cases such as this.

Traffic Flow/Drop-Off Points

There is constant mention in articles/council statements etc that the volume/flow of traffic down Low Poppleton Lane will decrease – how is this so? We will still have parents coming down the street to drop-off/collect their children – or do the Council really believe that parents will drive up Boroughbridge Road, and the A1237, and up to Millfield Roundabout and back down Millfield Lane to drop them off?

In the Sanderson report (Page 51 10.9) it is suggested that space be kept on the current school site on Low Poppleton Lane as a drop-off point for parents. In relation to this, their representative at the site meeting earlier this year, clearly stated that the current tennis courts could be developed into a drop-off site – and suggested that this would also be a suitable alternative to a rising bollard, as buses would also be able to use this site for dropping-off.

Costs

With changes to the junction, installation of the bollard and traffic lights, and their ongoing maintenance and running costs – who is going to cover the cost of all this? 5 years ago (during the first application) the anticipated costs of amending the junction were £70k alone – 5 years on with increased costs in the construction and engineering, we imagine that this cost will have escalated. And costs of installing just a rising bollard are expected to be in the region £50k with a further £1M required to make changes to the level crossing on Millfield Lane.

Information regarding the overall installation and ongoing costs for this project is very hard to find, an even more difficult question to get an answer to the above question 'who is going to cover the cost of all this?'

The DFT (as per their website) state that:

Rising bollards may initially appear to be a low cost solution to a problem. However, the **whole life installation, maintenance and operating costs must be considered** in assessing the true financial and operational benefits.

Alternatives

If, as has been stated by the Council, these changes are required to service the new school, then there are other alternatives to what is currently being considered, some of which would surely be less costly, and less disruptive than what is currently being proposed – it is suggested in Tracey Simpson-Laing's comment on the recent Press article that at least one of these has not been considered:

- Extend Bus route in Poppleton (as per Tracey's comment)
- Make vehicular access to the school site from Boroughbridge Road or from A1237 roundabout so that school buses and parents are able to access the site
- Provide pedestrian access to the new school site from Boroughbridge Road, including relevant traffic calming/school safety zone measures – so that existing bus stops can be utilised
- Use the current tennis courts on Low Poppleton Lane as a drop-off point for school buses and parents – NB it is feasible for the occasional bus to access the lane, as happens now, but would not be practical for a full daily bus service to do this without major alterations to the junction mentioned previously.

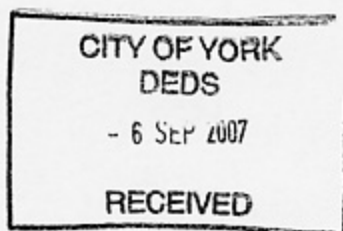
To reiterate, **we strongly object to the change in this traffic act**, and feel that if this does go ahead it breaches our human rights.

Additionally, there are other alternatives, which are more cost effective and more importantly, we feel offer much safer alternatives than those which are being proposed. Don't forget, the children NOT using the number 10 bus, will still have to access the school, and surely this would be better from a school safety zone with access at the back of the new school site – given that most of the children will need to cross Boroughbridge Road anyway.

We urge you NOT to go ahead with this proposal, and instead consider the alternatives.

We look forward to receiving your response on this matter

④



117216

Dear Sir,

RE: Proposed amendment to traffic regulations.

Ref: ADB/JM/DT/DT/092/7-814

I would like to object to the above amendments as the current junction from Law Poppleton line onto Boroughbridge road is completely inadequate for buses turning left, it is very dangerous for cars turning right or going down Beckfield lane. It should be made into traffic lights.

Also you state that the school bus and the Number 10 bus will run down Law Poppleton line for the school children, has a survey been carried out and the number of children using this service established? What about children who use a different bus service, they are still going to have to walk to the new school as those services will not run down Law Poppleton line.

What service has been provided for the people who live down Station road many who are

y, how far are they now going to have to
to catch a bus.

As for your comment about Low Poppleton lane becoming quieter for traffic when the school is moved that is utter nonsense. More parents will come down to drop children at the end of the road. The ones who at the moment drop off at Beckfield Lane and Broughbridge road, this will create a congestion at the end of the road and make it impossible for the buses to get access and also make it dangerous for the children.

Why can the current infrastructure at the Civil Service site not be used to create a safe drop off and turning point for the parents and school buses!!! This would seem the logical answer. A zebra crossing could be put in so pupils could cross the road after getting off the no 10 bus, this would also slow traffic down on Broughbridge road making it a bit safer for everyone. Surely this would be a cheaper option than altering the junction - If no plans are in place to do this, then what will it take to alter

There have been far too many accidents
here - maybe a death or two.

I look forward to your comments and
also details of any meetings to be held
about this issue so that the residents
can attend.

Yours faithfully

City of York
Council
13 SEP 2007
RECEIVED

Damon Copperthwaite
Assistant Director
City Development and Transport
9 St Leonard's Place
York
YO1 7ET

110244

Dear Sir,

Your Ref: ADB/JM/DT/DT/092/7-814

With reference to the notice about proposed:-

Rising Bollard at Low Poppleton Lane/Millfield Lane.

I would like to offer my objections as below:-

This proposal would mean in real terms:-

6 buses per hour plus school buses plus Park and Ride? See attached Press clipping from 26/2/07. Does this mean that we will in future receive the Park and Ride buses as well?

This Lane already contends with a minimum of 3 articulated lorries coming accidentally down the street going towards Monk Hill (as their sat nav systems show the Lane as open.) Imagine the scenario:- a lorry comes wrongly down the Lane, starts reversing (which on average takes 20 minutes and results in reversing straight onto the main road after first usually unsuccessfully trying to turn in the road) and a bus comes up behind. It will happen. This will cause considerable delays to any bus journey and potential accidents.

I cannot understand why you say we will experience less traffic. All the parents I have asked will still drop their children off down our lane as it is far easier than coping with the ring road. Hence, our lane will become more congested and polluted. What do Fords think about this as they are a large employer who has a lot of visitors and employees using the Lane during the day? They also own the cottage at Number 20 whose value will greatly reduce with the noise of buses stopping/starting and the bollard raising, as their front room is a mere 20 foot away. What does Monk Hill think about the Health and Safety issues when their lorries continually come in and out of their plant and at change

over times our Lane is extremely busy with drop offs/pick ups? Would there be a bus stop along our lane? If so where? Would the enlarged pavement go ahead and if so then passing would be harder than ever. Where would our visitors be able to park as I imagine parking restrictions would alter, again? Would it be more restricted? Would a crossing be required to allow children to cross safely? More disruption (outside which property?), causing noise and light pollution. This is only a small lane.

As questioned at the meeting has anyone actually thought about the logistics of this? You would need some sort of traffic system at the bollard end to show when it is safe for one bus to proceed, as the corner is so severe that you cannot tell what is around the bend till you are at it. The road near either sides of the bend would not be able to accommodate buses passing.

At present there are two bollards, as when only one was in place cars could actually pass between the bollard and concrete posts and did so regularly. So we would probably need 2 bollards as well at the whole corner rethinking.

Concerning the dangerous mini roundabout at the other end (which had another crash involving all the major emergency services just a few weeks ago) which the councillors would not even look at during their site visit, would need altering. We were told when the roundabout was put in that it would be too costly to make it align with Beckfield Lane because that would involve moving all the major services below. Traffic lights were also rejected due to the traffic congestion it would cause.

What about Poppleton people whose number 10 bus route would alter (as proposed and rejected before) as people along Station Road and all along Boroughbridge Road upto our Lane would no longer have a bus route. Have they been informed?

If the school is not scheduled to be open until Jan 09 at the earliest why must this be implemented now? Surely the school do not want buses going down the lane, (another health and safety issue) this was one reason why the lane has remained closed for many years. Does Mr Crosby approve?

We feel that this is being pushed forward by the First York Buses who have always wanted a bus route down the Lane. Poppleton Park could be offered a bus service by the number 10 off routing down Millfield Lane and then doubling back. Also, why did Poppleton Park get permission to be built without a so called adequate bus route and why should we suffer years later because of this error? It does not seem fair that certain people in Poppleton (including the elderly and young families) lose their bus route to accommodate another one.

We really don't understand why the school buses can't use a turning point in the lane as was proposed by the school and accepted by most parties concerned (including the education authority). But if this really is unacceptable we still feel

that the school does have a bus route available that stops outside Poppleton Park (less than the 400 mtr demand) and, if as above the No 10 bus was re-routed to take in Poppleton Park this surely would suffice without major disruption or cost. This 400 mtr demand is also not strictly what is required but is an ideal. The actual existing bus stops would be acceptable as per your report.

As First York appears to be the instigator in this we now understand that Councillor Ann Reid who was very vocal in favour of the bus route during the meeting is in fact on the Quality Bus Partnership Committee and received a dinner at the national transport awards offered by First York no less. She did not declare this interest when the matter was discussed during the meeting!

Lastly, it was our Councillor, Councillor Horton and then the Press who informed us of the matter going ahead; once again the most effected people are the last to find out. At the meeting it was agreed that the Highways Department had not done their homework and that close consultation with residents would be required before anything else was agreed. This has not materialised. This letter seems too little too late. We would like to have been consulted on this long ago, after all we, as residents know the real impact this will have and only we understand what the lane is like at the moment. Surveys at specific times and days do not give the whole picture.

6

Council
13 SEP 2007
RECEIVED

Mr. Damon Copperthwaite
Assistant Director
(City Development and Transport)
City of York Council
9 St Leonard's Place
York
YO1 7ET

12th September 2007

12/09/07

Dear Sir,

Proposed amendment to traffic regulations to allow passage of additional classes of vehicle between Millfield Lane and Low Popplerton - Your Ref: ADB/JM/DT/DT/092/7-814

We are in receipt of your letter dated 24th August 2007 regarding the above proposal and would refer you to our letter dated 9th February 2007 (copy enclosed) to your Mr. Slater regarding the application to relocate Manor School (Application Reference 06/02200/GRG3) and the amendment to that application to include a rising bollard to allow public transport access at Low Poppleton Lane/Millfield Lane.

The concerns expressed by our company and raised in my letter of that date have not changed and we still feel that this proposed course of action will cause more problems than it seeks to remedy.

Mr. Mike Slater
Assistant Director
(Planning & Sustainable Development)
City of York Council
9 St Leonard's Place
York
YO1 7ET

9th February 2007

Dear Sir,

**APPLICATION : Proposed Relocation of Manor School Your Reference
06/02200/GRG3**

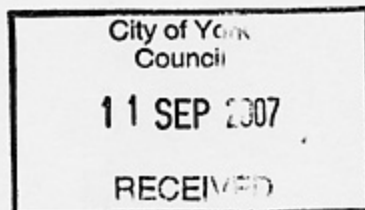
We are in receipt of your letter dated 23rd January 2007 regarding the above application and the amendment to the proposal to include a rising bollard to allow public transport access at Low Poppleton Lane/Millfield Lane and wish to raise our concerns.

1. At peak times with public transport potentially using Low Poppleton Lane and increase in drop off bays within the existing school grounds, there will inevitably be an increase in congestion and therefore potential for accidents at or around the entrance to our premises.
2. As a result of the need for public transport to slow down/wait, whilst the automatic rising barrier operates, there will be, we believe, a considerable increase in noise/pollution from these vehicles and this will have detrimental effects on our business and staff.
3. The high level & poor quality of the signage at the junction of Boroughbridge Road and Low Poppleton Lane has, together with the increased use of satellite navigation systems, led to HGV's and other vehicles attempting to gain access to Millfield Lane via Low Poppleton Lane. In the last two years, this has resulted in damage to our premises on 5 separate occasions, as vehicles attempt to turn around. Several thousands of pounds have been incurred by us in repairs during this period. We must ask that improvements are made to prevent this occurring.
4. There appears to be no mention of plans as to the future use of the existing school grounds, with the exception of the additional drop off spaces. We are concerned that should this become housing that the access route into this new housing development would be on Low Poppleton Lane, increasing traffic flows even further and not only at peak times. This will further exacerbate the issues referred to above.

5. Whilst the proposed rising barrier system will initially be strictly controlled for the use of public transport and emergency vehicles, we are concerned that this may be extended to others and ultimately becoming a "rat run" route to the A1237. Your reassurance on this point would be appreciated.

Yours faithfully,

7



City of York Council
9 St Leonard's Place
York
YO1 7ET

11.41

Dear Sir,

Millfield Lane / Low Poppleton Lane Traffic Regulation Order

Further to the recent public notice regarding the above TRO, I would formally object to this proposal:

- if it involves diverting buses onto Millfield Lane at the expense of the outbound bus stop just to the west of the Boroughbridge Road/Beckfield Lane junction. If the No. 10 bus is diverted along Millfield Lane where do the residents of Trenchard Road/Portal Road/ Boroughbridge Road alight from the bus? Are you proposing an alternative bus stop to serve these residents?
- Also after looking at the 'decision' part of the CoYC internet site could you clarify if you are proposing to run buses in both directions along Millfield Lane i.e. removing any frequent bus service for the residents of Boroughbridge Road and Station Road in Upper Poppleton. If this is the case, what alternative frequent public transport is being proposed for the residents of Station Road and Boroughbridge Road if the No 10 service is diverted along Millfield Lane.