
**Decision Session –
Executive Member for City Strategy**

1st March 2011

Report of the Director of City Strategy

Low Poppleton Lane Road Closure Petition

Summary

1. This report brings to the attention of the Executive Member for City Strategy receipt of a petition from the residents of Low Poppleton Lane and seeks the Executive Member's views on the future of the road closure.

Recommendations

2. That the Executive Member considers the options outlined below in paragraph 10 and confirms that the current provision for the No.10 bus service should remain in place.

Reason: Because this facility improves the public transport provision in the area.

Background

3. A 10 signature petition representing 6 of the 14 properties on Low Poppleton Lane (two of which are non residential) has been presented to the City Council (see Annex A for front page and Annex B for location).
4. A road closure was put in place at the Low Poppleton Lane / Millfield Lane junction during the mid 1980's. One of the key reasons for the closure was to prevent drivers using the route in preference to the A1237 and A59.
5. The planning approval for the new Manor School site off Millfield Lane was granted in 2007 by the Planning Committee. It included a condition for the *"provision of a lowering bollard (or other means) and any associated works to facilitate public transport and emergency vehicle access only between Millfield Lane and Low Poppleton Lane"* prior to occupation of the school. The reason given for this was *"in the interests of the safe and free passage of highway users and in the interests of providing sustainable transport option to the school site in accordance with policy T7c of the Development Control Local Plan"*. This policy requires development sites of this scale and nature to be served by a regular bus service within 400m offering a daytime frequency of 20 minutes.
6. The Traffic Regulation Order only allows the local bus service, school buses and emergency services access through the closure point. Taxis, private hire

vehicles and all other vehicles are not permitted to travel through the closure point and this is controlled by an automatic bollard which will only respond to those vehicles fitted with an electronic tag recognised by the bollard equipment. The bus service that currently operates is a 20 minute service; hence there should normally be 6 buses per hour using the route (other services may use the route from time to time depending on circumstances). By diverting the bus service off the A59 the delays to the service due to congestion are reduced. In addition, this bus route is better able to serve the Poppleton Park residential estate and York Business Park.

7. The automatic bollard at the Low Poppleton Lane / Millfield Lane junction has unfortunately suffered from a series of setbacks since its installation which has led to several periods of non-operation that were taken advantage of by some private drivers once they became aware of the fault. From observations made this is most evident at shift changeover times at local businesses. As a consequence this has undermined confidence in the system locally. Work continues to be carried out with the supplier to resolve the operational problems. Further measures have just been identified to fine tune the operation of the bollard which include the programming of the bollard's operating system, where the buses stop and where the electronic tags are fitted on the bus. It should be noted however, that in common with any system reliant on sub-surface vehicle detection and communications, faults cannot be totally eliminated and there may be some periods where the bollard does not operate as intended. A timed rest function has just been introduced to counter the situation of buses failing to return the bollards to the raised position on departure.
8. It should also be noted that since the introduction of the automatic bollard there have been a number of enquiries from Poppleton village about extending the scope of the access to allow residents through. In line with the original approval these enquiries have been resisted.

Consultation

9. The provision of the automatic bollard had to go through the standard legal consultation process required for the implementation or alteration to a Traffic Regulation Order. During this process objections to the proposal were raised by local residents, considered at a council meeting and overturned in order to achieve the improvements to Public Transport. Any changes to the current Traffic Regulation Order would have to go through the same formal legal consultation process. This would involve advertising on street and in the local press. Any objections received to proposals would have to be reported back to a subsequent Decision Session meeting.

Options

10. The options available are:
 - A. To comply with the wishes expressed by some local residents and replace the automatic bollard with a fixed bollard. This is not the recommended option.

- B. To reconfirm the current public transport access arrangements and keep the automatic bollard. This is the recommended option for the reasons given during the planning process *“in the interests of the safe and free passage of highway users and in the interests of providing sustainable transport option to the school site in accordance with policy T7c of the Development Control Local Plan”*.

Corporate Strategy

11. Considering this matter does not impact on the corporate strategy.

Implications

12.

Legal	There are no legal implications.
Financial	There are no financial implications.
Human Resources	There are no HR implications
Crime and Disorder	There are no Crime and Disorder implications
Sustainability	There are no sustainability implications
Equalities	There are no equalities implications
Property	There are no property implications

Risk Management

13. In compliance with the Council’s risk management strategy there are no risks associated with the recommendations in this report.

Contact Details:

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Chief Officer Responsible for the Report

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Transport

Report Approved



Date

11/2/2011

Wards Affected: Acomb, Rural West York

All

For further information please contact the author of the report

Annex A – Petition Front Page

Annex B – Location Plan