



Directorate of Economy and Place

West Offices
Station Rise
York
YO1 6GA

Tel: 0190 4551550

Email:

lowpoppletonlane.trial@york.gov.uk

Ref: YK5105

Dear Resident and Businesses,

Low Poppleton Lane Traffic Restriction

We will be introducing an experimental bus lane for 18 months on Low Poppleton Lane in the new year. It will be enforced by a CCTV ANPR (Automatic Number Plate Recognition) system to replace the current rising bollard system.

The experimental bus lane was agreed at a public meeting in September by the Director of Economy and Place to prevent people ignoring the current restrictions. I have attached a copy of the formal Notice.

We have displayed temporary signs on Low Poppleton Lane and Millfield Lane to give you notice that the construction work will start on Tuesday 2 January 2018, with the removal of the old system and implementation of the new traffic enforcement system.

The construction should be finished and the new system in place as early as Wednesday 10 January, or the 12 January at the latest. The hours of working will be 9:30am – 4:00pm, Monday – Friday during installation. During this time, bus service 10 will divert via Boroughbridge Rd and Station Road.

All traffic other than local bus services and the Manor School mini bus will be prohibited from passing through this restriction.

If you wish to make a formal objection to the scheme once the measures are in place, please do so to the above address or e-mail stating clearly your reasons for objecting. All objections will be considered before a decision is made on whether to make the scheme permanent or to revert to the old restrictions.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Neil Ferris'.

Director: Neil Ferris

www.york.gov.uk

Traffic Management

Traffic

CITY OF YORK COUNCIL

THE YORK (LOW POPPLETON LANE)

(LOCAL BUS LANE) (EXPERIMENTAL) TRAFFIC ORDER 2017

NOTICE OF MAKING

Notice is hereby given that on the 21st day of December 2017 City of York Council (“the Council”) in exercise of powers under Section 9, 10 and Schedule 9 of the Road Traffic Regulation Act 1984 (“the Act”) and in pursuance of powers granted by the Secretary of State under Section 144 of the Transport Act 2000 (the 2000 Act) and the Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005 (“the 2005 Regulations”) and of all other enabling powers and after consultation with the Chief Officer of police in accordance with Schedule 9 of the Act, made The York (Low Poppleton Lane) (Experimental) Traffic Order 2017 (“the Order”) which comes into effect on 10th January 2018 for an experimental period of 18 months ending on 9th July 2019 and amends the York Traffic Management Order 2014 (or any replacement thereof) by:

Designating the length of the carriageway on Low Poppleton Lane, York, between points 200m and 203.5m north from the northern kerblines of Boroughbridge Road as a Local Bus Lane to operate 24 hours a day Monday-Sunday for the passage of Local Buses and Pedal Cycles and those vehicles having authorisation in pursuance of the terms of the Order.

The Council will be considering, in due course, whether the provisions of this Experimental Order should be continued in force indefinitely.

Any person wishing to object to the indefinite continuation of the Order must state their grounds for objection in writing to Director of Economy and Place, West Offices, Station Rise, York, YO1 6GA, so that the objection is received by no later than the 10th day of July 2018.

A copy of the Order, statement of reasons for making it and map showing the length of road affected may be inspected at the City of York Council Reception at West Offices, Station Rise, York, YO1 6GA during normal business hours. Any person who wishes to question the validity of the Order or of any of its provisions on the grounds that it is not within the powers of the Road Traffic Regulation Act 1984 as amended or that a requirement of any regulations thereunder has not been complied with may, within 6 weeks from the commencement date of the Order, make application for that purpose to the High Court.

Decriminalised Bus Lane Enforcement

City of York Council, (The Council), being a designated authority under paragraphs 1 (1) and 2 (1) of Schedule 3 of the Road Traffic Act 1991 (Permitted and Special Parking Areas outside London) and an Approved Local Authority for Bus Lane Enforcement by virtue of Section 144 (3) of the Transport Act 2000 (Civil Penalties for Buses /Local Bus Lane contraventions) in accordance with regulations and guidance given by the Secretary of State under Section 144 of that Act, hereby gives notice that as from 0001 hours on the 8th day of January 2018 the Local Bus Lane in Low Poppleton Lane, York will be subject to Civil Enforcement (by camera) and the Penalty Charge in respect of any contravention of regulations appertaining to that Local Bus Lane, when so enforced, will be £60 such penalty to be reduced to £30 where payment is made within 14 days. The Penalty Charge will be increased to £90 where, in order to secure payment, a 'Charge Certificate' has been served on the vehicle owner following expiry of the statutory period for payment as set out in a 'Notice to Owner'.

Dated 22nd day of December 2017
Director of Economy and Place
West Offices, Station Rise York YO1 6GA

Explanatory Note

The designated Local Bus Lane will operate 24 hours a day Monday-Sunday commencing on 8th January 2017 and will be subject to Civil Enforcement (by camera) by or on and behalf of the Council. The Decriminalised Bus Lane Enforcement Notice sets out the charges that will apply in respect of civil enforcement should the regulations concerning the Local Bus Lane be contravened. The Civil Enforcement of Penalty Charges accord with the Department for Transport guidelines on Bus Lane enforcement.

The experimental basis of the Order is necessary to allow for the effectiveness of the measures in terms of local bus service reliability and safety to be assessed over a reasonable period with a view to their adoption on a permanent basis. It also allows for the Order's provisions to be modified during its period of validity should this be deemed necessary.

Overall the provision of Local Bus Lane regulations balances the safety of pedestrians against vehicle usage and the experimental basis of the Order will make provision for any benefits/disbenefits of the Order to be assessed in terms of the City's highway network managing any levels of traffic re-distribution within that network.