

Low Poppleton Lane experimental TRO

The following are summaries of comments received from the general public

It should be noted that in addition to these comments questions were also raised which were dealt with at the time, which have not been included in this summary

Why not just keep shutting low Poppleton lane during school hours 8am-9.30am & 3pm -4.30pm ? The restriction is to make it safe for school children at Manor so make it school hours only ? Then it can be opened at peak evening to relieve pressure on the A1237 / A59 for local people. Surely it's a common sense move to do this only when needed at school times. Other than that there is no need and would actually be of benefit - All it needs is traffic lights to control the corner.

There are other schools on a lot busier roads with no restrictions so why does low Poppleton lane need them ? If you restrict this road due to safety then restrict all school on busy roads !

I hope this suggestion can be considered

Will taxis be able to use this bus lane as they can with others?

As a local resident I think it would make sense to allow emergency vehicles and taxis to use Low Poppleton Lane. It has never made sense to me when time is of an essence in an emergency that vehicles have to go all the way up to the by pass when they could go straight up Millfield Lane. I also don't understand why taxis which are public transport vehicles and can use streets like Coppergate can't also use this road

I understood why the restriction was put in place when the sugar factory open but apart from stopping rat runners I can see no good reason for the restrictions now

I feel strongly that the new full restriction suggested be kept in place.

Over 1000 pupils attend Manor school and I think this restriction should never have lapsed for so long. It has been a restricted route for a long time and there is no valid reason to remove it, or alter access at any future point. Watching people drive through the restriction whilst the bollard has been broken is terrifying. Hundreds of children on bikes use this largely traffic free road to get to and from school. Idiots taking a short cut, whilst the bollard has been broken, are putting children's lives at risk every day. I implore anyone who argues with this - to stand at the top end of this road and wait for the hundreds of school children to appear on bikes, mixed in now with cars using this rat run. We are all fortunate that no accident has occurred as yet with cars and mopeds tail gating children on bikes along the road till the car driver can desperately get round?

The traffic now leaving the village of Poppleton is also affected whilst the bollard has been broken, as no driver can exit easily, as before, from Millfield lane onto the road in question. The volume of traffic approaching from Manor school end and coming off the bypass to use this rat run through onto Boroughbridge Road, makes getting out of this junction now very difficult.

The system was well established and all were aware of the restrictions prior to the failure of the bollard. Traffic is and always will be busy, we live in a city. This quiet road going past a secondary school and a major access road for Upper & Nether Poppleton is not and never should be a traffic easement solution.

All this temporary failure has done is highlight exactly why this should be PERMANENTLY in force again. There is no need for any other traffic other than local buses to have access to this road through what was the bollard.

Children leaving Poppleton Park on foot have to cross this road at the traffic island and are at the moment hard pressed to do so as increased volumes of traffic make this a very dangerous action.

I am pleased this will now be in force again and long may it continue. No child's life is worth the time saved cutting through what should be a restricted road anyway.

When the bus lane work is completed will motorcyclists be able to share/use the bus lane like they do on the bus lane on the Mount leading into York.

I have a motorcycle but avoid using Low Poppleton lane and travel to Poppleton via the 1237 ring road which is always extremely busy.

I ride a 50cc motorcycle which is not ideal for the busy ring road with heavy lorries and fast cars overtaking; if I was able to use Low Poppleton Lane instead it would be a much safer journey on my daily commute to and from work.

I hope that you can lift the restriction to allow motorcyclists to officially use the new bus lane.

Hi I have some questions regarding this bus lane.

Are the restrictions the same as for other bus lanes? IE are cycles, motorcycles taxis allowed to use it?

Will this not further congest the ring road roundabouts?

To me it seems that it is a move to underpin the original rising bollard scheme which in engineering terms is flawed never mind the expense.

It seems to benefit the few residents nearby at expense in time and public cost, the speed humps in place will they be removed?

I refer to your letter regarding the above restriction. As a resident of Villa Court I am very much in favour of the imposition of the bus lane and see it as a positive and long overdue step to improve safety.

The only question I have relates to the 24/7 operation of the Bus Lane and ANPR when Network Rail decide to close the Millfield Lane Level Crossing to all traffic for maintenance work. In the past a diversion has been signposted through what will now become the Bus Lane to allow residents and businesses access while the crossing is closed. Careful reading of your letter and 'Notice of Making' does not make any provision for such a situation. Please can you advised what will happen in these circumstances. Are we 'trapped' in our homes, risk a fine for breaking the regulation or will you put some sort of temporary order in place allowing access.

It's not even started yet but I would ask why there are any restrictions at all?

The school comes into play twice a day for an hour, and when leaving, it would be between three thirty and four so full use of the road even just at other times would allow pressure to be relieved on the Poppleton/Boroughbridge Rd roundabout.

No bus lanes would be required. Hardly anyone lives on the roads and the rest are industrial units. What reason can there be restrictions there and not, say, Ostman road which also has a bus route and a school?

Also, I personally would like it unrestricted as then I could get the chips etc from the Wetherby Whaler using the shortcut, and without speeding, still hot, which doesn't happen if I have to queue at the Poppleton/Boroughbridge Rd roundabout.

After reading the proposition I would like it to be considered that employers and employees of businesses on Millfield Lane should be allowed access via this route also?

As far as I am aware that while the rising bollard has not been in place no incidents have occurred?

The rational behind the a rising bollard on Low Poppleton Lane/Millfield Lane is outdated. This route is no longer useful for heavy traffic and the traffic calming measures have made it no longer a rat run. When searching for reasons why the bollards were installed in the first place it seems that the reasons stem from HGV traffic from the days of the sugar factory. These days are long gone.

There has been no consideration to anyone who lives on Acomb side of bollards and works on Millfield lane. For instance my wife who works on Millfield Lane has to drive 4 times as far to avoid the bollards, and adds to the already heavy congestion on the "worst roundabout in the world" on A59/A1237 junction, which includes all the Manor school traffic from the Boroughbridge road and also adds to wear and tear on the level crossing.

The argument for reinstating just a bus lane is flawed.

There is only one Bus route - the 10/10A to/from Poppleton that passes through this junction. No Acomb to Clifton Moore routes. It seems alot of money to be spent on a very small minority. Why effectively shut the road for all but people taking the 10 bus to/from Poppleton?

On a personal note, I cycle to work. Buses are dangerous to cyclists - constantly cutting in over cycle lanes to stop and constantly holding up traffic. Electric buses are silent and are difficult to tell they are coming. There is no safety advantage for me having a bus lane. It is bad enough having the always empty 59 clogging up the roads.

It seemed sense had prevailed with the temporary suspension of the Traffic ban, however reinstating restrictions just seems to be a waste of time and effort to expect honest working people who are trying to bring prosperity to this area to spend time in congestion contributing to pollution instead of taking the direct route.

I move to scrap the traffic restrictions completely. I don't believe there was or will be a heavy volume of traffic, as the road is traffic calmed. Also what will happen when houses are built on the old sugar factory site?

Scrapping the restrictions would reduce the congestion at the roundabout and would reduce wear on the level crossing at peak times. In addition, having a small throughput of traffic, actually makes the area feel safer for people working on Millfield Lane, as when the lane is deserted, feral children congregate .

It would be an option to enforce an 'access only' rule at the bollards. This could be done by adding number plates of authorised cars to a whitelist.

I do concede that the road does need to be widened at the junction for safety, but that narrowing of the road was needlessly added when the bollards were installed.

A note on the democratic process. It seems hardly any residents were notified and even the residents of Low Poppleton Lane are surprised with this move. I am a resident. I did not receive any notification. You need to have a genuine poll with published results. Also any studies and traffic flow analysis should be made available in a transparent way to us all.

In summary advantages for scrapping the restrictions:

- Quicker access to Millfield lane from Acomb side
- Less congestion on A59
- Less pollution caused by local traffic.
- Less wear on level crossing
- Feeling of safety late at night

Disadvantages of proposed reinstatement of bus lane

- There is only one Bus route - The road is all but closed.

I trust you will consider this seriously

I have commented a few times on the YCC fb page re the closure of Low poppleton Lane.

Is the YCC going to answer peoples question do you know ? We cannot understand that a FEW residents have the final say in this road been closed.

Yes it had bollards for years for a reason that's when the sugar factory was there. But why cant it be opened and monitor the traffic use there. Educate the kids to not ride in the middle of the road risking their lives not just with cars but buses to.

To many of us think it's a money making scheme

Any replies on YCC Fb are appreciated

Please can you confirm if this also restricts motor cycles/scooters as negotiating the ring road roundabouts on a scooter could be dangerous.

I am writing my comments as a resident of Nether Poppleton with family in Acomb. I find it very inconvenient that Low Poppleton Road is closed to traffic - by making residents queue onto the A1237 just to go one junction along can add 20 minutes onto what would be a 5 minute journey in busy times. Given how busy the bypass can be and how slowly it tends to move, I find it crazy to add more traffic to it rather than allow local residents to travel through from Poppleton to Acomb. Onward A1237 travellers are not going to leave the bypass to go through Low Poppleton Lane and then queue to rejoin the A1237 so it is only local residents that are inconvenienced. It is also not green to add extra miles to all our local journeys.

As a cyclist too, I do not see the problem with Low Poppleton Lane being open to traffic. We have a designated cycle path down that road anyway.

If Manor school is an safety issue although I don't see why it would be, perhaps the road could be open at certain times of the day only.

Please please keep this road open for locals.

With children at manor, carr and Poppleton Ouesbank school. I am really struggling to get them all to school on time. This road will help my journey massively and cut out ring road traffic.

After i have done my school runs i travel back to poppelton to work.

To whom it concern,

I wanted to show my support to this idea of introducing automatic penalty for this infraction.

However, as a resident of Nether Poppleton, I have always been wondering why this road is not put to use by some way of unilateral usage, building a second lane, alternative circulation. At the end, maybe this part of the road was built solely for the bus.

I would ask that the low poppleton lane be kept open.Originally the lane was closed when sugar beet lorries used the road along with manor school children.We were told that was the main reason of closer initially.I feel since sugar beat has been closed we should now open it. For local workers and residence.It also help with the herrendious congestion on the ring roads/roundabouts at prime times.

Can you confirm that mopeds will be able to access Low Poppleton Lane to and from Boroughbridge Road & Millfield Lane via the bus lane.

If not they would potentially have to use the A1237 and A59 junction which would be potentially hazardous?

Comments on trial in Low Poppleton Lane

I am a disabled driver to check this my vehicle registration number is [deleted]. I suffer from COPD and Asthma. I am also a care for my wife who does not drive. I need to go to York hospital on a regular basis for treatments and clinics for both myself and my wife.

The camera enforcement will force me to use an alternative route or alternative means of travelling to the hospital. This is because the amount of traffic on the A59 and A1237 causes me huge stresses and nervousness. This in turn affects my COPD and Asthma. This is why I disagree with the proposed restrictions.

It now affects my quality of life as the applied traffic restrictions mean I can no longer leave the village due to my fears about the roundabout.

The issues of speeding traffic can easily be reduced with chicanes. Secondary school children should be able to cope with keeping out of the way of a blaring siren!

Also could it be available for general use at non peak times!

I think my view is that moped users may use the cycle path but are unlikely to dismount. They could be added to the white list of permitted users in the bus lane.

Really think this needs an early safety review.

Hi

I have been reading about the new ANPR camera for the Bus Lane on Low Poppleton Lane and I note the trial is currently ongoing. I fully support the use of the bus lane to prevent drivers using it as a rat run, however, as a local resident of Poppleton I find myself frustrated that I have to use the heavily congested A1237 just to go one roundabout and then come back to almost where I was shortly before (Millfield Lane).

I wondered whether there was any consideration to adding the local residents of Poppleton to the permitted user database for the restriction. I doubt this would add much to the level of traffic through Low Poppleton Lane/Millfield Lane but it would significantly improve the frustrations felt by local residents at having to use the ring road, often queueing for significant amounts of time. It would also reduce the amount of traffic on the ring road.

I appreciate this would create administrative time and as such I would more than happily pay a small admin charge in order to be able to use this route to access my village.

Dear Sir, Madam,

Thank you for your reply.

All the good reasons you brought could be dealt by different solutions than this drastic one to close the road to traffic (aside to local bus, which should be something like 100 bus per day, at the top):

- Road safety is already tackled by speed bumps, a cycle + pedestrian path separated from the road, and could be increased by speed limitation, panels advising about the school.

- Speeding could be solved by a speeding camera, not a passing by camera;

- Increase of traffic is not an issue for level crossing, as can show the crossing next to Nestle (road bearing loads of traffic from the north of the city to the city centre).

I definitely support the replacement of the ineffective bollard by an operational repressive way. I just think that not using a road to its full potential (open to traffic in one way, out of the school time?) is a missed opportunity. Especially for the traffic building at the Business park roundabout.

My feedback would be you need some sort of Give Way or Solid stop line around that corner in the picture if that is where the zone starts. Also if anyone does get that far - what are they supposed to do to escape? It would have to be a three point turn.

Anyway I hope that's useful, and thanks for listening.

One or two comments received about sat navs taking them through the restriction

Comment from someone who rived a PCN claiming to not have seen the signage. I wonder if [the signage] could be more explicit.

Comments: Disappointing that mopeds aren't allowed down there. Traffic on a morning down boroughbridge road is horrendous already, God knows what it'll be like when new houses get built