
Meeting of Executive Members for City Strategy and Advisory Panel

16 March 2009

Report of the Director of City Strategy

PETITION CONCERNING TRAFFIC AND PEDESTRIAN HAZARDS ON CLIFTON GREEN

Summary

1. This report advises members of the receipt of a petition from residents of Clifton Dale and Clifton Green. The petition requests the Council to consider three traffic concerns at Clifton Green which, it is perceived, have a significant impact on car users attempting to exit Clifton Dale and pedestrians alongside and attempting to cross Clifton Green.
2. The report recommends that members note the contents of the petition. The report also recommends that a review of the safety of the crossing point between 'Hotel Noir' and Clifton Green specifically, but crossing points more generally to Clifton Green is undertaken.

Background

3. The petition was received by the City of York Council on 7th August 2008 and contains signatures from 15 households on Clifton Dale and one household on Clifton Green. A copy of the residents' petition is attached in annex 1.
4. The petition concerns Clifton Green, a one-way residential street off Clifton (A19) which is used as a cut-through to Water End.
5. The three issues raised in the petition are as follows, as displayed on the map in annex 2:
 - a) An inability for cars exiting Clifton Dale onto Clifton Green to view oncoming traffic as a result of buses parked outside the 'Hotel Noir' resulting in a perceived risk of collision with oncoming traffic.
 - b) Concerns regarding the safety of the crossing point where the road narrows between the 'Hotel Noir' and Clifton Green (the Green).
 - c) Problems resulting from the misuse of Clifton Green (road) by cyclists travelling in the wrong direction up this one-way street.
6. In the last three years there are no recorded casualties on this stretch of road relating to the three issues raised in the petition.

7. A three year casualty search for the period between 01/11/2005 and 31/10/2008 shows that there have been 3 slight casualties, all of which resulted from cars turning into Clifton Green from Clifton Road across the path of cyclists who were travelling in the same direction, either into Clifton Green or straight on along Clifton Road. These are displayed in on the map in annex 2.
8. A brick defined, but not built up chicane exists to slow traffic at the entrance to the road. There are currently no vertical traffic calming measures in place.
9. At the meeting of EMAP of 20/10/2008, members requested that officers undertake a separate examination of the problems reported in relation to traffic leaving the city wishing to turn left into Water End, turning left at the traffic lights rather than using the slip road onto Water End, thereby causing additional congestion on Clifton Road.
10. The Water End cycle scheme is currently being built and is due for completion at the end of March 2009. The dynamics of this scheme may have implications for the traffic conditions around Clifton Green and it would be sensible to review the issues raised by this petition and as identified by members in paragraph 8 above as part of an all-encompassing review later in 2009.

Analysis

11. In relation to the three issues raised in the petition:

Bus parking

12. Following consultation with the manager and proprietor of 'Hotel Noir' (see paragraph 19 below), buses no longer regularly park outside the hotel. This only occurs during race meetings, in the middle of the morning (pick up) and early evening (drop off), for very short periods and using a mini-bus for the purpose.
13. School and coach parties would regularly stay at the Cottage Hotel. The manager advises that this is no longer the case and officers have not witnessed buses parked outside the 'Hotel Noir' on any visit to the vicinity.

Pedestrian crossing point

14. The crossing point between the Hotel Noir and the Green was improved several years ago with the introduction of a brick chicane at the entrance to the road and a build out at the crossing point. Whilst we have no data led evidence to demonstrate that either of these measures has reduced traffic speeds, there have been no pedestrian casualties on Clifton Green in the last three years.
15. As outlined in paragraph 7, there have been three accidents resulting from motorists cutting across cyclists at the entrance to Clifton Green in the last three years. Current measures adopted to protect the safety of cyclists, but also with consideration given to pedestrians, at this

junction will be reviewed as part of the study proposed in paragraph 10, above.

16. There is, however, a perception that crossing onto Clifton Green (from all sides) is difficult for pedestrians. There are no controlled crossing points onto the Green and busy traffic flows on all three sides. Consultation with councillors and the Hotel Noir as combined with the petition from residents supports this view.
17. A review of pedestrian facilities around the Green and of the crossing point adjacent to the 'Hotel Noir' is proposed to further consider local concerns.

Cyclists misusing the highway

18. The third issue raised in the petition is that of the misuse of Clifton Green (road) by cyclists travelling in the wrong direction up this one-way street. The new cycle priority measures on Water End currently being built will, it is hoped, provide an attractive alternative to cyclists short-cutting along this one way stretch of road. The success, or otherwise, of these measures as agreed at EMAP on 20/10/08, will be monitored and progress will be reported later in 2009.
19. The priority for capital spend is based on a set of criteria, in accordance with the speed management plan and is data led on the basis of killed and seriously injured (KSI) statistics. Following a review of the crossing point adjacent to 'Hotel Noir', consideration will be given to any possible educational or engineering measures which might be successfully employed in line with speed management plan criteria.

Consultation

20. This report has been produced in response to a petition submitted by members of the public.
21. The manager of the 'Hotel Noir', Natasha Scretton was consulted with reference to the first petition item, buses parking outside 'Hotel Noir'. Ms Scretton advised that the Hotel Noir opened for business on 11th July 2008. Since opening, with the exception of a 16 seat mini-bus parked outside the hotel for brief periods during race meetings, there have been no buses parked outside the hotel and certainly not overnight.
22. Ms Scretton also advised that the previous owners of the hotel (named 'The Cottage Hotel') frequently accommodated school parties and that this may have been the reason for buses/coaches being parked outside the hotel. Ms Scretton has never received any local resident enquiries or concerns regarding parking outside the hotel.
23. When asked if she had an opinion on the other two items of the petition, Ms Scretton was in agreement that the crossing point between the hotel and the Green was, in her view, unsafe due to the high speed of cars travelling down Clifton Green. To reduce traffic speed, Ms

Scretton suggested that a bollard be erected on the chicane at the entrance to the road from Clifton.

24. Network Management has subsequently confirmed that when the chicane was installed at the entrance to Clifton Green, it was deliberately retained at road level and without obstruction to enable vehicles to turn out of Compton Street and into Clifton Green. This manoeuvre would not be possible if a bollard, or built up chicane were installed.
25. Ms Scretton said that she could not remember any instances of cyclists travelling the wrong way up Clifton Green but advised that signage could be clearer to ensure that **motorists** did not travel the wrong way up the road when exiting from the hotel.
26. Ward councillor King was consulted on the issues raised in the petition. The councillor had not been made aware of parking concerns on Clifton Green but agreed that the safety of the crossing outside 'Hotel Noir' should be reviewed.
27. Ward councillor Douglas was consulted on the issues raised in the petition. The councillor was especially concerned about the difficulty posed to pedestrians getting onto the Green from (all sides) and was of the view that Council should look at how access to this amenity be improved.
28. Ward councillor Douglas also expressed concerns about the low level of the chicane at the entrance to Clifton Green (road). The councillor was of the view that by building the chicane up, cars entering the road from Clifton (A19) would be forced to slow down but agreed that there may be conflicting priorities which prevented this from happening.

Options

29. In response to the three safety concerns tabled in the petition (see annex 1), the following options should be considered:
 - a) The manager of 'Hotel Noir' advises that buses or coaches no longer park outside the hotel. In light of the change of management, it is recommended that the situation be monitored but that no action is taken at this point.
 - b) Council officers review the safety of the crossing point between 'Hotel Noir' and Clifton Green with a view to consideration being given to any engineering measures that might be introduced to better control traffic speeds. This review will be incorporated into a larger review of pedestrian access to Clifton Green.
 - c) Council officers review the chicane at the entrance to Clifton Green, in line with the speed management plan.
 - d) Continued monitoring of misuse of Clifton Green by cyclists following the introduction of the cycle measures on Water End.

Corporate Priorities

30. A review of the road conditions at Clifton Green will meet with the following corporate aims:

Corporate Aim 1: Take Pride in the City, by improving quality and sustainability, creating a clean and safe environment.

Corporate Aim 4: Create a safe city through transparent partnership working with other agencies and the local communities.

Corporate Aim 5: Work with others to improve the health, well being and independence of York residents.

Implications

Financial

31. There are no immediate implications.

Human Resources (HR)

32. None

Equalities

33. None

Legal

34. None

Crime and Disorder

35. None

Information Technology (IT)

36. None

Property

37. None

Other

38. None

Risk Management

39. There are no risk management issues at the present time.

Recommendations

40. That the Advisory Panel advise the Executive Member to:

- a) note the content of the petition; and
- b) support options A – D as outlined at point 29 above.

Reason: To acknowledge the traffic concerns raised by residents living in the vicinity of Clifton Green.

Contact Details

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Report Approved **Date** 24 February 2009

Specialist Implications Officer(s)	List information for all
Implication ie Financial	Implication ie Legal
Name	Name
Title	Title
Tel No.	Tel No.

Wards Affected: Clifton

All

For further information please contact the author of the report

Background Papers:

Annexes

- Annex 1 Copy of residents' letter and petition
- Annex 2 Map displaying accidents 2005-2008 at the junction of Clifton Road and Clifton Green.