



Notice of meeting of

Scrutiny Management Committee (Calling In)

To: Councillors Healey (Chair), Funnell (Vice-Chair), Orrell, Scott, Simpson-Laing, Taylor, R Watson and Waudby

Date: Monday, 25 January 2010

Time: 4.30 pm

Venue: Guildhall, York

AGENDA

1. **Declarations of Interest**

At this point Members are asked to declare any personal or prejudicial interests they may have in the business on this agenda.

2. **Public Participation**

At this point in the meeting, members of the public who have registered their wish to speak regarding an item on the agenda or an issue within the Committee's remit can do so. The deadline for registering is **5:00 pm on Friday 22 January 2010**.

3. **Minutes**

(Pages 3 - 6)

To approve and sign the minutes of the last meeting held on 7 December 2009.

4. Called-In Item: Westminster Road Area Consultation and Survey Results (Pages 7 - 38)

To consider the decisions taken by the Executive Member for City Strategy on 5 January 2010 on the above item, which have been called in by Councillors Scott, Douglas and King in accordance with the provisions of the Council's Constitution. A cover report is attached setting out the reasons for the call-in and the remit and powers of the call-in procedure, together with the original report to and decisions of the Executive Member.

5. Urgent Business

Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

Name : Jill Pickering

Contact Details:

- Telephone : 01904 552061
- E-mail : jill.pickering@york.gov.uk

For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details set out above

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Further information about what's being discussed at this meeting

All the reports which Members will be considering are available for viewing online on the Council's website. Alternatively, copies of individual reports or the full agenda are available from Democratic Services. Contact the Democracy Officer whose name and contact details are given on the agenda for the meeting. **Please note a small charge may be made for full copies of the agenda requested to cover administration costs.**

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Holding the Executive to Account

The majority of councillors are not appointed to the Executive (40 out of 47). Any 3 non-Executive councillors can 'call-in' an item of business from a published Executive (or Executive Member Decision Session) agenda. The Executive will still discuss the 'called in' business on the published date and will set out its views for consideration by a specially convened Scrutiny Management Committee (SMC). That SMC meeting will then make its recommendations to the next scheduled Executive meeting in the following week, where a final decision on the 'called-in' business will be made.

Scrutiny Committees

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

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City of York Council

Committee Minutes

MEETING	SCRUTINY MANAGEMENT COMMITTEE (CALLING IN)
DATE	7 DECEMBER 2009
PRESENT	COUNCILLORS HEALEY (CHAIR), FUNNELL (VICE-CHAIR), ORRELL, SCOTT, SIMPSON- LAING, TAYLOR, R WATSON AND WAUDBY
IN ATTENDANCE	COUNCILLORS ALEXANDER AND MERRETT

33. DECLARATIONS OF INTEREST

Members were invited to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda. No interests were declared.

34. PUBLIC PARTICIPATION

It was reported that there had been no registrations to speak at the meeting under the Council's Public Participation Scheme.

35. MINUTES

RESOLVED: That the minutes of the Scrutiny Management Committee (Calling In) meeting held on 9 November 2009 be approved and signed by the Chair as a correct record.

36. CALLED IN ITEM: INTRODUCTION OF A QUALITY CONTRACT FOR BUS SERVICE PROVISION IN YORK

Members received a report which asked them to consider the decisions made by the Executive at their meeting on 17 November 2009 in relation to the Introduction of a Quality Contract for Bus Service Provision in York.

Details of the Executive's decisions were attached as Annex A to the report. The original report to the Executive was attached as Annex B. The decisions had been called in by Cllrs Alexander, Merrett and Potter on the grounds that:

"The Executive:

1. *Has failed to take into account the primacy of Full Council's passing a motion on Quality Contracts on 2nd April this year;*
2. *Has also failed to explore using the tools that a Statutory Quality Contract would make available to improve bus reliability, punctuality and the level of fares;*

3. *Is blind to the opportunity provided to introduce cross-ticketing given that some local bus companies are not prepared to co-operate, thus creating an incentive for the public to use local bus services; and*

4. *Failed to consider the possibilities of seeking Government funding to be the first authority to implement a Quality Contract scheme.”*

Members were invited to decide whether to confirm the decisions of the Executive (Option A) or to refer them back to the Executive for re-consideration (Option B).

Cllr Alexander addressed the meeting on behalf of the Calling-in Members, concentrating on the first of the calling-in grounds. He outlined the history of the Council Motion and expressed that view that the Executive's decisions on this matter amounted to an attempt to overturn the decisions of Full Council. He urged Members to refer the matter back to the Executive for reconsideration.

With the consent of the Chair, Cllr Merrett also spoke on behalf of the Calling-In Members. He focused on the Officer report to the Executive, which he considered to be complacent in its assessment of current bus services in York. He stressed the need for a whole network approach, rather than concentrating on individual routes, stating that the introduction of a QCS would provide an opportunity for proper negotiation with bus operators to ensure delivery of essential service improvements. He circulated some information on an integrated approach to bus services and ticketing introduced in St Albans.

In response to the above comments and to Members' questions, Officers confirmed that in their view the report to Executive provided a proper and balanced response to the Council Motion. No specific date had been given for publication of government guidance on Quality Contract Schemes. Developing a scheme before receipt of the guidance could result in carrying out unnecessary work. The Department for Transport had confirmed that there would be no funding available for introducing a QCS, but technical support would be available at the development stage. Developing a trial scheme based on a corridor approach, as agreed by the Executive, would be cheaper and easier to procure, although it would not produce an integrated ticketing scheme.

After a full debate, Cllr Orrell moved, and Cllr R Watson seconded, that Option A be approved and the original decisions of the Executive be confirmed. Four Members voted in favour of this motion and four voted against. The Chair then used his casting vote in favour of the motion and it was therefore

RESOLVED: That Option A be approved and the original decisions of the Executive in this matter be confirmed.

REASON: In accordance with the procedures set out in the Council's Constitution for dealing with called-in decisions, and in

accordance with the reasons given by the Executive for their decisions.

P Healey, Chair

[The meeting started at 4.30 pm and finished at 5.25 pm].

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**Scrutiny Management Committee
(Calling – In)****25 January 2010****Report of the Head of Civic, Democratic and Legal Services****Called-in Item: Westminster Road Area Consultation and Survey Results****Summary**

1. This report sets out the reasons for the call-in of the decisions made by the Executive Member for City Strategy on 5 January 2010 following his consideration of the results of the vehicle surveys and questionnaire carried out in relation to the through traffic in the Westminster Road area, following the introduction of the Water End Cycle Scheme. The report also explains the powers and role of the Scrutiny Management Committee in relation to dealing with the call-in.

Background

2. An extract from the decision list published after the relevant Decision Session of the Executive Member for City Strategy is attached as Annex 1 to this report. This sets out the decisions taken by the Executive Member. The original report to the Decision Session is attached as Annex 2.
3. Councillors Scott, Douglas and King have called in the Executive Member's decisions for review by the Scrutiny Management Committee (SMC) (Calling-In), in accordance with the constitutional requirements for post-decision call-in. The reasons given for the call-in are:

“That the Executive Member misdirected himself by:-

- *Failing to listen to the representations of residents;*
- *Failing to listen to the representations of ward councillors;*
- *Failing to recognise and correct the deficiencies in the consultation process;*
- *Failing to act so as to alleviate the increased traffic volumes and flow on Westminster Road and The Avenue;*
- *Failing to comply with the council's own highway design guide; and*
- *Failing to honour his commitment on the issue given at an EMAP meeting in 2009.”*

Consultation

4. In accordance with the requirements of the Constitution, the calling-in Members have been invited to attend and/or speak at the Call-In meeting, as appropriate.

Options

5. The following options are available to SMC (Calling-In) in relation to dealing with this call-in, in accordance with the constitutional and legal requirements under the Local Government Act 2000:
 - (a) To confirm the decisions of the Executive Member, on the grounds that the SMC (Calling-In) does not believe there is any basis for reconsideration. If this option is chosen, the decisions take effect from the date of the SMC (Calling-In) meeting.
 - (b) To refer the decisions back to the Executive Member, for him to reconsider or amend in part his decisions. If this option is chosen, the matter will be re-considered at a meeting of the Executive (Calling-In) to be held on 26 January 2010.

Analysis

6. Members need to consider the reasons for call-in and the basis of the decisions made by the Executive Member and form a view on whether there is a basis for reconsideration of those decisions.

Corporate Priorities

7. Officers considered that this matter did not impact on the corporate strategy.

Implications

8. There are no known Financial, HR, Legal, Property, Equalities, or Crime and Disorder implications in relation to the following in terms of dealing with the specific matter before Members; namely, to determine and handle the call-in:

Risk Management

9. There are no risk management implications associated with the call in of this matter.

Recommendations:

10. Members are asked to consider the call-in and reasons for it and decide whether they wish to confirm the decisions made by the Executive Member or refer the matter back to the Executive Member for re-consideration at the scheduled Executive Calling-In meeting.

Reason:

To enable the called-in matter to be dealt with efficiently and in accordance with the requirements of the Council's Constitution.

Contact details:

Author:

Dawn Steel
Democratic Services Manager
01904 551030
email: *dawn.steel@york.gov.uk*

Chief Officer Responsible for the report:

Alison Lowton
Interim Head of Civic, Democratic and Legal Services

Report Approved **Date** 01/2010

Specialist Implications Officer(s) None

Wards Affected: Clifton

All

For further information please contact the author of the report

Annexes

Annex 1 – decision of the Executive Member for City Strategy (extract from decision list published 06/01/10)

Annex 2 – report to Decision Session held on 05/01/10

Background Papers

Agenda and minutes relating to the above Decision Session (published on the Council's website)

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**EXTRACT FROM THE
DECISION SESSION - EXECUTIVE MEMBER FOR CITY STRATEGY**

TUESDAY, 5 JANUARY 2010

DECISIONS

Set out below is a summary of the decisions taken at the Decision Session – Executive Member for City Strategy held on Tuesday, 5 January 2010. The wording used does not necessarily reflect the actual wording that will appear in the minutes.

Members are reminded that, should they wish to call in a decision, notice must be given to Democracy Support Group no later than **4pm on Thursday 7 January 2010**.

If you have any queries about any matters referred to in this decision sheet please contact Jill Pickering (01904) 552061.

**4. WESTMINSTER ROAD AREA CONSULTATION [Appendix C](#)
AND SURVEY RESULTS**

- RESOLVED:** That the Executive Member for City Strategy agrees:
- i) To implement a 20mph zone for the area.
 - ii) To note the outcome of the traffic surveys and questionnaire and take no further action at this time on introducing a point closure.
 - iii) That the results of the survey be also considered as part of any future evaluation of the Water End cycle scheme.
 - iv) That the Police be requested to monitor the junctions in this area with a view to addressing any examples they may find of inappropriate driver behaviour.
- REASON:**
- As the lower speeds due to the traffic calming justify the introduction of a lower speed limit.
- As the options of closing the area to through traffic does not have support from a significant proportion of the local community that would be affected by a closure.
- As the options of investigating the use of chicanes and road narrowings are not well supported by local residents.

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Decision Session – Executive Member for City Strategy

5th January 2010

Report of the Director of City Strategy

Westminster Road Area Consultation and Survey Results

Summary

1. This report brings to the attention of the Executive Member for City Strategy the key results of the vehicle surveys and questionnaire carried out in relation to the through traffic in the above area following the introduction of the Water End Cycle Scheme and puts forward a recommendation for taking this matter forward for further consideration.

Recommendations

2. That options C and D below be approved.

Reason:

Because the lower speeds due to the traffic calming justify the introduction of a lower speed limit.

Because the options of closing the area to through traffic does not have support from a significant proportion of the local community that would be affected by a closure.

Because the options of investigating the use of chicanes and road narrowings are not well supported by local residents.

Background

3. Following the implementation of the Water End Cycle scheme 2 petitions were received concerning the apparent increase in the volume of through traffic. It was therefore resolved at the Decision session in June to carry out an Origin and Destination survey of traffic in the area once the road humps on Westminster Road had been put back in place following the completion of the development works at St. Peter's School. It was subsequently resolved following the calling in of a report to the Overview and Scrutiny Committee in August that a household questionnaire should also be carried out and reported back to a Decision Session meeting along with the traffic survey results.
4. Although the road humps were put back in place along Westminster Road at the end of the summer they were not within the acceptable tolerance and consequently were not high enough to be as effective as the original humps. The contractor replaced the humps in the first week of December and initial observations would suggest that these replacements will be acceptable.
5. Whilst the Water End cycle scheme has been linked to the problems highlighted in the petitions regarding through traffic on Westminster Road this report does not make comment or recommendations on that scheme. However it should be noted that the Water End cycle scheme is subject an evaluation

review after 12 months of operation and a report by the Transport Planning Unit on the findings will be brought to a subsequent Decision Session meeting.

Traffic Survey and Residents Questionnaire Results

The Traffic Surveys

6. The results of the traffic survey carried out in September are shown in Annex A and the headline figure is that 89% of the traffic from the Water End direction and 85% of traffic from the Clifton direction is through traffic (school traffic is not part of the through traffic), this represents 1259 vehicles per day out of a total of 1440 vehicles recorded between 7am and 7pm. The table in Annex A gives details of the volume and percentage of through traffic during the peak hours of 8am to 10am and 4pm to 6pm. This shows that nearly 770 vehicles of the through traffic occurs during the 4 peak hours of the survey (or an average of around 190/hour) and for the remaining 8 hours the volume of through traffic is just under 500 vehicles (or an average of around 60 to 65/hour).
7. Whilst there has always been an element of through traffic on this route it is difficult to accurately determine the extent to which through traffic has increased. However, the increase is likely to be concentrated over peak periods as the advantage to using this route in off peak is limited. No work has been carried out to determine the length or duration of traffic queues on either Westminster Road or The Avenue, however anecdotally queues of around half a dozen vehicles are not uncommon during the peak periods and as such are not of significant concern from a traffic management perspective.
8. The mean speed of traffic on Westminster Road in June this year, after the road humps were removed, was measured at 24mph with 13% above the 30mph speed limit. In November this year the mean speed was measured at 20mph with 2.6% above the speed limit. Hence the reintroduction of the road humps has had the desired effect of cutting the speed of vehicles in the area. As already noted above the humps were low and have been replaced following the last speed survey and it is anticipated that these new humps will lead to a further reduction in mean speeds and a further speed survey will be carried out in the new year. It should be noted that there have been some concerns expressed regarding the speed of vehicles negotiating the Westminster Road / the Avenue junction. Whilst there is no available speed survey information available at this point on the route further observations can be carried out, though it is unlikely that a practical engineering solution is available that would influence driver behaviour.
9. No assessment has been carried out with regards to accident statistics because there is a 3 month lag in the statistics being confirmed as accurate, hence there is insufficient time to make a comparison that would be meaningful. All that can be reported is that there has been one known injury accidents reported in the area since the implementation of the Water End scheme. This involved a motorcycle overtaking traffic on Water End in collision with a vehicle turning right into Westminster Road. Driver behaviour at this junction has been reported by a number of local residents as a concern due to some drivers overtaking the queue of traffic on Water End for some distance before turning right into Westminster Road. This practise can result in the driver being poorly positioned as they negotiate the junction, cutting across the centre line of Westminster Road.

10. Further work is to be carried out to provide a better linking of the operation of the traffic signals at the Clifton Green junction and the two pelican crossings on Water End, which should lead to improvements in the flow of traffic. The outcome of these improvements will be included in the Water End review report.
11. In addition, it should be noted that the issue of side roads being used to avoid main road signalised junctions is not uncommon and there are at least 10 other streets in York where through traffic adjacent to signalised junctions is a concern to residents, however removing the through traffic invariably also places significant limitations on the local community. Further survey work would be required to directly quantify the levels of through traffic to residential traffic at other locations to be able to compare with Westminster Road, however the table in Annex F gives the total traffic flows at a number of sites across the city that demonstrates that the traffic flows experienced on Westminster Road are comparable to other similar sites in the city.
12. Hence, the key issue for consideration following the traffic survey is whether or not action can, or should, be taken to reduce the volume of through traffic bearing in mind the subsequent imposition of limitations on local residents. Also, in deciding this matter the likely impact of the current through traffic relocating to the Clifton Green / Water End junction needs to be taken into consideration. Because this junction has been working at capacity during the peak periods for several years any additional traffic will extend the existing traffic queues. Taking the traffic survey figures for the AM and PM peak periods an additional 300 and 156 vehicles would be added to the queue approaching Clifton Green from the Acomb direction in the AM and PM peaks respectively. This is likely to significantly increase both journey times and queue lengths through the junction for all drivers. This would not be limited to the Water End / A19, Clifton route, but may well affect other approaches. Any impacts on this junction would also affect residents who utilise this junction some of which may not have any viable alternative, particularly if any road closures are implemented.

The Residents Questionnaire Survey

13. A copy of the questionnaire shown in Annex B was delivered to all the properties along Westminster Road, The Avenue and Greencliffe Drive.
14. The summary of the questionnaire results are:

170 questionnaires sent out, 111 returned, hence response rate of 65.3%, which can be relied upon to be representative for the area. Of those that replied:

43 (39%) opposed to a closure.

68 (61%) in favour of a closure. Of those supporting a road closure:

 - 38% support a closure point at Westminster Road / Water End junction.
 - 22% support a closure point at Westminster Rd. / The Avenue junction.
 - 1% support a closure point at The Avenue / Clifton junction.

29 (26%) are in favour of further investigation into possibility of reducing the road width at the junctions.

30 (27%) are in favour of further investigation into use of chicanes and / or road narrowings.

67 (60%) are in support of the introduction of a 20mph speed limit.

15. When considering the responses to the questionnaire against the total number of local residents consulted those opposed to a closure represent 25.3% and those in favour of a closure represent 40%. Whilst the option of closing the route at the Water End / Westminster Road junction has the greatest support from those who responded to the questionnaire it is worth noting that when considered in the context of the 170 questionnaires sent out to those residents directly affected the local support for a closure at this point is 24.7%.
16. A breakdown of the results of the returned questionnaires by street is shown in Annex C.
17. A précis of the additional comments made and their frequency is shown in Annex D The most frequent concerns raised and officers comments are as follows:

- Would like the 2 lanes putting back at Clifton Green. x 12

Considering this option is not in the remit of this report.

- Closures would restrict access for residents, deliveries and emergency services. x 7

Access would be restricted for residents and deliveries, but the emergency services would have access through the closure point if necessary.

- Westminster Road / Water End junction is dangerous. x 5

Whilst Water End is a busy road visibility is quite good in all directions, hence the safety concerns are related to driver behaviour. With changing road conditions / circumstances drivers have to modify their driving in order to maintain their safe use of the road.

- Water End scheme needs to be re-evaluated. x 5

The Water End scheme is subject to an evaluation review that will be reported in due course.

- Exiting Greencliffe Drive is difficult / dangerous. x 5

It is acknowledged that restricting residents to one access and exit point to Greencliffe Drive would lead to some difficulties.

18. Whilst there is an acknowledged majority of residents overall in favour of a closure, with the favoured position at the Water End junction, when considering the responses on a street by street basis there are marked conflicting views as follows (see also Annex C):

Street	N ^o . in favour	% in favour	N ^o . against	% against
Westminster Road	41	79	11	21
The Avenue	11	50	11	50
Greencliffe Drive	13	41	19	59

19. Because closing Westminster Road at Water End would leave the open route of Greencliffe Drive through the area that is little used at present there is a reasonable expectation that some of the through traffic and school related

traffic would choose to use this route. Hence the option of closing this route was put to residents as well. Overall the option of closing Greycliffe Drive at either end had little support (20%) and amongst the replies from the Greycliffe Drive the support in total was 32%, split down as 19% preferring the closure at Water End and 13% preferring the closure at Westminster Road.

20. In addition to the comments returned with the questionnaires a number of residents sent letters and e-mails in before and after the consultation and these comments / concerns are outlined in Annex E.

Options

21. The options available are:

- A. To begin processing a Traffic Regulation Order to close Westminster Road and Greycliffe Drive at their Water End junctions. Whilst this option is not recommended due to the lack of a significant majority of local residents in favour of such proposals, it should be noted that if this option is considered appropriate to proceed with then this would involve further consultation with all affected local residents on any firmed up proposal. Any subsequent objections to the proposals during the Traffic Regulation Process would have to be brought back to a future Decision Session for consideration before any action could be taken to close either road.
- B. To carry out further investigations into the use of road narrowings and / or chicanes to discourage through traffic. This is not a recommended option as support from local residents for such measures is low.
- C. To implement a 20mph zone for the area. This is a recommended option as there is general support demonstrated from the local residents and the reduced speeds brought about by existing traffic calming features justify lowering the speed limit – though it should be noted that this is unlikely to have a significant impact on the volume of through traffic.
- D. To note the outcome of the traffic surveys and questionnaire and take no further action at this time. But, that the results be considered as part of any future evaluation of the Water End cycle scheme. This is a recommended option because these 2 matters are linked.

Corporate Strategy

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

Implications

- 23.

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

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

Contact Details

Author:

Alistair Briggs

Traffic Engineer

Tel No. (55)1368

Chief Officer Responsible for the Report:

Damon Copperthwaite

Assistant Director City Strategy

Report Approved



Date

18/12/2009

Wards Affected: Clifton

All

For further information please contact the author of the report

Annex A – Traffic Survey information**Annex B – The Questionnaire****Annex C – Questionnaire results****Annex D - Précis of comments made in the questionnaire****Annex E – Additional comments made outside of the consultation carried out****Annex F - Comparative Traffic Volumes (published on 31 December 2009)****Annex G – Comments from the Economic & City Development Overview & Scrutiny Committee Task Group (published on 4 January 2010)****Annex H – Annex of additional comments received from Members and residents since the Decision Session agenda was published (published on 31 December 2009).**

Annex 2A

Origin and Destination Traffic Survey Results

12 hour Traffic Survey - 7am to 7pm

Traffic entering Westminster Road from Water End

Total traffic	837
Through traffic	744 (89%)
School traffic	43 (5%)
Residential traffic	50 (6%)

Traffic entering The Avenue from Clifton

Total traffic	603
Through traffic	515 (85%)
School traffic	34 (6%)
Residential traffic	54 (9%)

Both directions combined

Total traffic	1440
Through traffic	1259 (87.5%)
School traffic	77 (5.5%)
Residential traffic	104 (7%)

AM Peak hours Traffic - 8am to 10am	PM Peak Hours Traffic - 4pm to 6pm																
<p>Traffic entering Westminster Road from Water End</p> <table border="1"> <tr> <td>Total traffic</td> <td>300</td> </tr> <tr> <td>Through traffic</td> <td>282</td> </tr> <tr> <td>School traffic</td> <td>14</td> </tr> <tr> <td>Residential traffic</td> <td>4</td> </tr> </table>	Total traffic	300	Through traffic	282	School traffic	14	Residential traffic	4	<p>Traffic entering Westminster Road from Water End</p> <table border="1"> <tr> <td>Total traffic</td> <td>156</td> </tr> <tr> <td>Through traffic</td> <td>139</td> </tr> <tr> <td>School traffic</td> <td>4</td> </tr> <tr> <td>Residential traffic</td> <td>13</td> </tr> </table>	Total traffic	156	Through traffic	139	School traffic	4	Residential traffic	13
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Annex 2B



Directorate of City
Strategy

9 St. Leonard's Place
York
YO1 7ET

Tel: 01904 551550

4th November 2009

Dear Resident

Westminster Rd. / The Avenue / Greycliffe Dr. Through Traffic Consultation

Over the last few months there has been some discussion and interest from local residents regarding the matter of through traffic using the above roads. The purpose of this letter and questionnaire is to set out a number of options and seeks residents views on what options have the support of the local community. I must stress at this point that this is not a referendum, but is part of an information gathering exercise for the area to be reported back to the Executive Member for City Strategy.

Petitions received earlier in the year indicated a level of support for Westminster Road to be closed. The consequences of a road closure can vary depending on where it's located, hence a number of suggestions have been put forward for your consideration. As the closure of Westminster Road at the Water End junction would likely lead to Greycliffe Drive being used by some drivers as an alternative through route instead, two closure options for this road are also put forward for your consideration.

I should stress that the closure options put forward at this time are indicative only and merely show an approximate location to allow you to assess how a road closure in the vicinity would affect your daily journeys. If you have concerns over the exact location of a proposal, please indicate what they are in the space provided on the questionnaire. These may then be taken into account should plans be taken forward to a more detailed design stage.

As an alternative to road closures, it has been suggested that road narrowings and /or chicanes could be considered for use along the route to deter through traffic, hence your "in principle" views are being sought on this course of action. It is worth noting that whilst these types of measure do often lead to a reduction in vehicle speeds there is also a loss of on street parking availability adjacent to the measures. Without more detailed design I am unable to say at this time how this may affect your existing arrangements.

It has also been suggested that a 20mph speed limit may be beneficial for the area. Although a lower speed limit is unlikely to lead to a significant reduction in through traffic, the existing traffic calming features make this route suitable for consideration of a reduced speed limit. A 20mph speed limit is not reliant on any of the other options being taken forward and can be considered in isolation.

Continued on back page

Work is also continuing with St. Peter's school in developing their school travel plan in order to try to reduce the volume of traffic arriving and leaving at the start and end of the school day.

Investigations are currently underway to assess the traffic patterns in the area following adjustments made to the signals at the Shipton Road / Clifton Green junction. When this has been completed we will have a more accurate understanding of the traffic flows through the area and the implications of any future alterations under consideration.

Whilst you may have already responded to petitions, discussed the issues with Ward Councillors or sent in a letter / e-mail on this matter I would urge you to take the time to review the options put forward in this leaflet and consider the implications such measures would have on your own travel patterns. Then, complete the short questionnaire (one per household) and return it in the FREEPOST envelope provided so that the views of the local community can be accurately captured.

The results of the questionnaire, along with surveys results, will be reported to an Executive Member for City Strategy Decision Session meeting to consider how best to take the matter forward. The outcome of any decisions on this issue will be circulated to residents in due course.

If any of the outlined proposals are taken forward for detailed design with a view to implementation a formal legal process has to be gone through before any road can be closed, speed limit introduced or parking restrictions put in place. Hence, this would give further opportunity to comment on / formally object to proposals put forward for your area.

I appreciate that the options put forward are likely to generate some discussion and regret that due to the scale of the consultation individual correspondence is not a practical option. Hence, it is important that all your views are recorded on the questionnaire.

Thank you for your time in reading the above and taking part in the consultation.

Yours faithfully

Alistair Briggs
Traffic Engineer
Network Management

To the residents of:
Westminster Road, The Avenue and Greencliffe Drive

Westminster Rd / The Avenue / Greencliffe Dr. Questionnaire

		YES	NO
Q.			
1	Do you favour any road closures along Westminster Road and The Avenue?	<input style="width: 50px; height: 20px;" type="checkbox"/>	<input style="width: 50px; height: 20px;" type="checkbox"/>

If you answered **NO** to question 1 please go straight to question 4

		YES	NO
2	If you favour a road closure (see leaflet plan) which option do you support?		
A	Close Westminster Road at the Water End junction	<input style="width: 50px; height: 20px;" type="checkbox"/>	<input style="width: 50px; height: 20px;" type="checkbox"/>
B	Close Westminster Road at The Avenue junction	<input style="width: 50px; height: 20px;" type="checkbox"/>	<input style="width: 50px; height: 20px;" type="checkbox"/>
C	Close The Avenue at the Clifton junction	<input style="width: 50px; height: 20px;" type="checkbox"/>	<input style="width: 50px; height: 20px;" type="checkbox"/>

		YES	NO
3	Closing Westminster Road at the Water End junction may lead to through traffic using Greencliffe Drive. In conjunction with this would you support a closure (see leaflet plan) of Greencliffe Drive at:		

X	The Water End junction	<input style="width: 50px; height: 20px;" type="checkbox"/>	<input style="width: 50px; height: 20px;" type="checkbox"/>
Y	The Westminster Road junction	<input style="width: 50px; height: 20px;" type="checkbox"/>	<input style="width: 50px; height: 20px;" type="checkbox"/>

4	Do you wish further investigation into the possibility of reducing the road width at the junctions with the main roads to deter through traffic?	<input style="width: 50px; height: 20px;" type="checkbox"/>	<input style="width: 50px; height: 20px;" type="checkbox"/>
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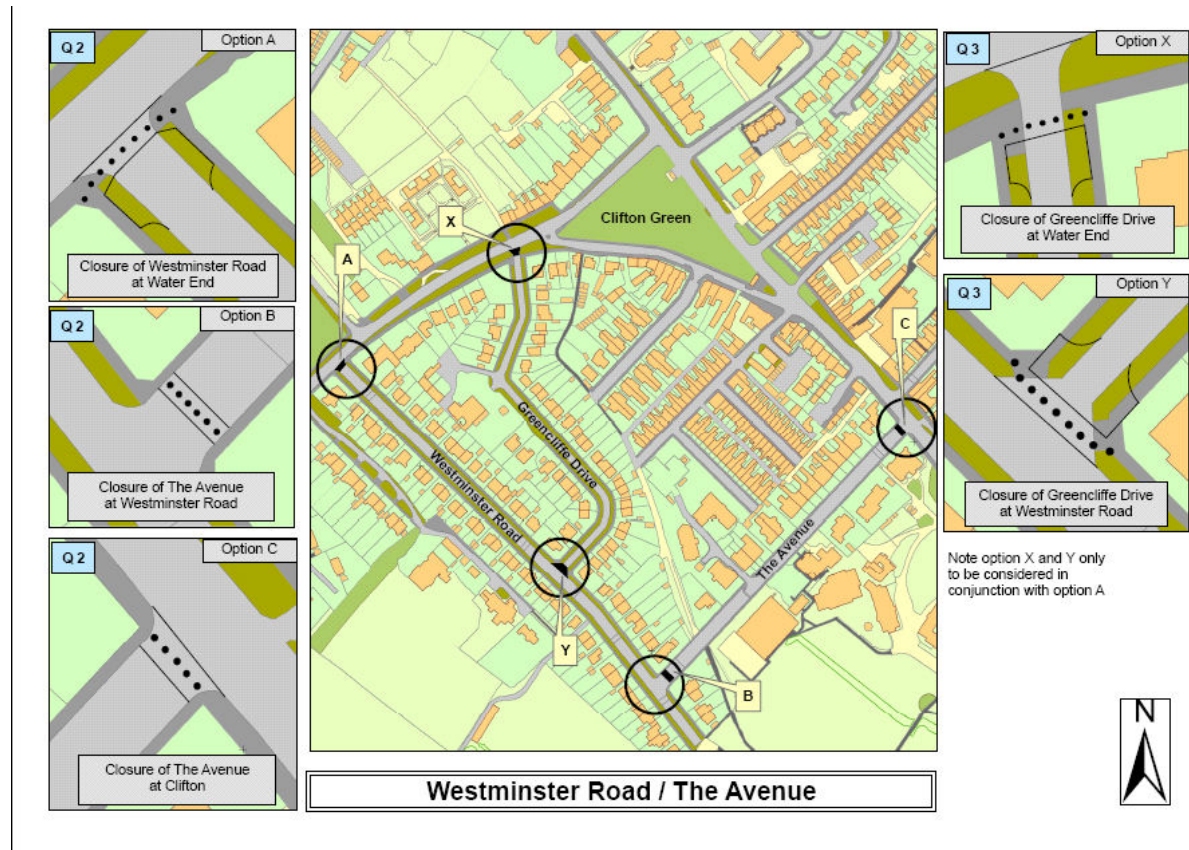
5	Do you favour further investigation into the use of chicanes and / or road narrowings along the streets to deter through traffic? Please be aware this could lead to a reduction in on street parking availability.	<input style="width: 50px; height: 20px;" type="checkbox"/>	<input style="width: 50px; height: 20px;" type="checkbox"/>
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6	Do you support the introduction of a 20mph speed limit? (this could be done whichever option above is favoured)	<input style="width: 50px; height: 20px;" type="checkbox"/>	<input style="width: 50px; height: 20px;" type="checkbox"/>
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7 Street name and number:
.....

8 Any further comments?

A3 plan from the consultation leaflet reproduced below.



Annex 2C

Residents Questionnaire

Street	N ^o sent out	N ^o returned	% returned
Westminster Road	67	52	77.6
The Avenue	56	22	39.3
Greencliffe Drive	44	32	72.7
Other	3	5 (inc. blank addresses)	N/A
Total	170	111	65.3

Responses for the whole area (the percentages are based on the total number of responses received)

Question	N ^o Yes	% Yes	N ^o No	% No
Q1 Do you favour a road closure	68	61	43	39
Q2 Which option do you support				
A Close Westminster Road at Water End junction	42	38		
B Close Westminster Road at The Avenue junction	25	23		
C Close The Avenue at Clifton junction	1	1		
Q3 Greencliffe Drive closure options				
X The Water End junction	13	12		
Y The Westminster Road junction	15	14		
Q4 Reduce road width at junctions	29	26	73	66
Q5 Further investigation for using chicanes	30	27	75	68
Q6 Do you support 20mph speed limit	67	60	38	34

Responses for Westminster Road (the percentages are based on the Westminster Road responses only)

Question	N ^o Yes	% Yes	N ^o No	% No
Q1 Do you favour a road closure	41	79	11	21
Q2 Which option do you support				
A Close Westminster Road at Water End junction	35	67		
B Close Westminster Road at The Avenue junction	5	10		
C Close The Avenue at Clifton junction	0	0		
Q3 Greencliffe Drive closure options				
X The Water End junction	4	8		
Y The Westminster Road junction	6	12		
Q4 Reduce road width at junctions	8	15	39	75
Q5 Further investigation for using chicanes	8	15	40	77
Q6 Do you support 20mph speed limit	22	42	26	50

Responses for The Avenue (the percentages are based The Avenue responses only)

Question	N ^o . Yes	% Yes	N ^o . No	% No
Q1 Do you favour a road closure	11	50	11	50
Q2 Which option do you support				
A Close Westminster Road at Water End junction	6	27		
B Close Westminster Road at The Avenue junction	7	32		
C Close The Avenue at Clifton junction	0	0		
Q3 Greycliffe Drive closure options				
X The Water End junction	3	14		
Y The Westminster Road junction	4	18		
Q4 Reduce road width at junctions	8	36	14	64
Q5 Further investigation for using chicanes	4	18	17	73
Q6 Do you support 20mph speed limit	17	77	4	18

Responses for Greycliffe Drive (the percentages are based on the Greycliffe Drive responses only)

Question	N ^o . Yes	% Yes	N ^o . No	% No
Q1 Do you favour a road closure	13	41	19	59
Q2 Which option do you support				
A Close Westminster Road at Water End junction	1	3		
B Close Westminster Road at The Avenue junction	11	35		
C Close The Avenue at Clifton junction	0	0		
Q3 Greycliffe Drive closure options				
X The Water End junction	6	19		
Y The Westminster Road junction	4	13		
Q4 Reduce road width at junctions	11	34	17	53
Q5 Further investigation for using chicanes	16	50	15	47
Q6 Do you support 20mph speed limit	25	78	6	19

ANNEX 2D

Précis of Comments made in the Questionnaire

Comment	N ^o .	Officer response
A disabled person lives in the area	1	Noted, they too would be subject to the restriction.
Exiting Greycliffe Drive onto Water End is very difficult	5	Noted.
Would like Clifton Green putting back to two lanes	12	This option is beyond the scope of this report.
Would prefer a closure between Greycliffe Drive and The Avenue	2	This is a variation on one of the options put forward and whilst it may be feasible there would not appear to be a high level of support for such action to be considered.
20mph speed limit will make little difference to volumes of through traffic	1	This is correct.
Make roads access only	4	Access only restrictions do not work and are no longer considered an effective option to put forward.
Not enough traffic to justify closure	3	Noted, though not all residents agree with this assessment.
Closures would restrict residents, deliveries and emergency services	7	This is correct.
20mph speed limit would not work	1	The mean speed of traffic on Westminster Road is already 20mph; hence it is a suitable speed limit for the area.
Access to hotel car park would be adversely affected	1	This is correct.
Introduce banned turns	1	It is very unlikely that the introduction of banned turns would be well observed.
Re-evaluate the Water End scheme	5	This option is beyond the scope of this report.
The through traffic is dangerous	2	Although this view is noted, there are speed reducing measures in the street that would reduce vehicle related dangers.
School traffic is the main problem	1	Noted, though not all residents agree with this assessment.
Use a rising bollard	3	This option has not been considered as there are very significant cost implications both initially and as an ongoing matter.

Westminster Road / Water End junction is dangerous	5	This view is noted, though visibility is quite acceptable in all directions, hence the concerns are down to driver behaviour rather than limitations on the junction layout.
Coaches to the school would have difficulties turning	1	Noted.
If the road is closed can the road humps be removed?	1	This option has not been considered.
Traffic speed is not the issue	3	This is understood. The proposed reduced speed limit is merely being considered as it is appropriate to do so whilst investigating other matters in the area.
Cut hedges back on Clifton Green and put cycle lane on footway	2	This option is beyond the scope of this report.
School traffic reversing is already dangerous	2	Noted.
Would like signs flashing the speed limit	1	This option has not been considered at this time.
Bollards should be removable so emergency vehicles can use route	1	This is an option that could be considered if a closure were progressed.
Concerned Ousecliffe Gardens maybe used instead	1	This concern has not been raised previously and would need further investigation if a closure were progressed.
The volume of through traffic is reducing	1	Noted.

ANNEX 2E

A précis of additional comments made outside of the consultation carried out

	Comment	No.
1	Improve the cycle facilities on Clifton Green by cutting the hedges back that have overgrown the footway.	
2	There is no east to west cycle facility on Clifton Green	
3	The amount of through traffic on Westminster Road is excessive for a residential street and the road should be closed.	3
4	Increased through traffic causes disturbance through noise levels, affect health and quality of life.	5
5	Traffic calming does not stop the volume of traffic.	
6	20 mph speed limit does not be tackle the problem.	3
7	Chicanes only slow traffic down when volume is a problem.	
8	The Water End cycle scheme caused the problem	5
9	Vehicles making the turn from Westminster Road to the Avenue go too fast and are dangerous.	2
10	The Westminster Road / The Avenue junction does not comply with the councils highway design guide in terms of corner radius and visibility.	
11	Long Queues of vehicles on Westminster Road.	2
12	The council's highway design guide says use of residential roads should be discouraged.	
13	Drivers on Water End drive on the wrong side of the road to avoid the queue and turn into Westminster Road.	3
14	Cyclists are still using the footway in preference to the cycle lanes.	
15	Opposed to fixed bollards but would like a rising bollard.	
16	Supports 20mph speed limit.	
17	Supports traffic calming measures	
18	Proposes signed access only for residents	
19	The road humps are too low and cars speed	4
20	Concerned about the safety of children in the area	2
21	Do not support closing road.	
22	Reinstate the traffic lane on Water End	
23	Cyclist don't use the cycle lane	
24	Introduce no right turn into Westminster Road	
25	Introduce road charging	
26	Would like an additional road hump near the Westminster Road / The Avenue junction.	

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Annex 2F

Comparative Traffic Volumes

Link	Date	12-hour 2-way flow
Water End	2008 average	17833
Clifton Bridge	Sep-08	14795
A19 Clifton	2008 average	10363
Beckfield Lane	Jun-08	6121
Grantham Drive	Sep-07	2176
Navigation Road	Sep-08	2050
Highborne Road	Jun-08	1874
Elmfield Avenue	Jun-08	1690
Westminster Road / The Avenue	Sept-09	1440

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Traffic Issues at Junction of Water Lane, Clifton Green, Westminster Road, and The Avenue

Comments from the Economic & City Development Overview & Scrutiny Committee Task Group on the report being presented to the Executive Member for City Strategy on 05.01.2010

Comments from Cllr Pierce

1. I'm very disappointed (but not surprised) by the report's recommendations which appear to fly in the face of confirmation of the high volumes of traffic claimed by residents, the officer's assessment that the high response rate by residents was 'representative', and (their) majority support for a prohibition of driving order (road closure). Only a very small proportion of traffic exceeds 20 mph. So the impact of the speed limit will be minor. I suspect that some officers may realise that the Water End junction could not handle the increased vehicle flows that closure of the 'rat-run' would generate. Indeed, the 'success' of the Water End scheme depends on Westminster Road/ The Avenue providing a relief road. So, in practice, the best solution may be to dismantle the Water End 'improvement' scheme to allow higher volumes of traffic to use the junction without diverting onto Westminster Road/ The Avenue AND examine the alternative options for rerouting cyclists suggested by Councillor Scott (to the side of John Burrill Almshouses). The scrutiny task group was advised that the cost of reverting to the previous lane arrangements would be approximately £6,000.

Comments from Cllr Hudson

2. It was not my understanding that there was a problem with the speed on Westminster Road rather the volume of traffic, the report states that the average speed is 20 mph and I also understand that a 20 mph limit is unenforceable, therefore I must agree with Councillor Pierce.

Comments from Cllr Scott

3. I agree with and endorse Councillor Pierce's view.

Comments from Cllr D'Agorne

4. A question arises in my mind in the interpretation of the results of the resident's survey: Given the recommended action of only introducing a 20mph limit, how many would chose to also have road narrowings, as 'second best' to a road closure to deter the rat running? I suggest that further consultation of residents is needed in the light of the known results of the survey as views may change now that this picture of preferences has emerged.

I don't see a problem with introducing the 20mph limit - this should help reinforce the impact of the humps on traffic speeds.

I cannot endorse Councillor Pierce's view. The report indicates that there are conflicting views of residents as to where a closure might be located and the fact that the response rate is insufficient to know whether those who failed to respond would support or oppose a formal closure order. If you are to make representations to the Executive member on behalf of the Task Group I would not wish to be associated with suggestions that the junction layout revert to the original and would point out that when this was touched on in our discussions it was only to ask the question of costs and implications - we did not draw any conclusions.

I would endorse a view that further consultations should take place with residents in the light of the findings of the survey and would support a 20mph limit which is of course Labour and Green party policy for residential streets in York (with or without humps!)

5. Task Group Members:

Cllr Pierce
Cllr D'Agorne
Cllr Hudson
Cllr D'Agorne

DECISION SESSION – EXECUTIVE MEMBER FOR CITY STRATEGY

TUESDAY 5 JANUARY 2010

Annex of Additional Comments received from Members and residents since the agenda was published

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
4	Westminster Road Area Consultation and Survey Results (Page 17)	Mr G Barker Westminster Road resident	<p>I live at the junction of the Avenue and Westminster Road and consequently see the way which vehicles turn this corner, often apparently in a hurry, unable to see and perhaps avoid what might be around it. I know that my neighbour Mrs Ruth Wallace who lives in the corner house has written to you about her experience when she and her 3 children in a baby buggy, were nearly run down crossing the road outside her house, by a motorist who turned the corner at high speed.</p> <p>There are numerous fast drivers throughout a week recognised by the screeches of brakes, which we do not want to become the screeches of injured people. Quite a lot of older people live in this road, including my wife and myself. My wife has mobility problems and on occasions had to try and hurry herself across the road to avoid danger. Twice during our time here we have had our short piece of wall demolished, because of vehicles coming too fast from the wrong side of the road. During the winter period we have witnessed collisions on this corner and I'm sure we shall see more if the present volume of through traffic continues.</p> <p>Another neighbour has shown me parts of the Council's Highway Design Guide in which section 8.9.4 gives minimum kerb radius at such a corner as 6 metres but should be grateful if you would confirm this. Another part of the Guide (Sections 8.9 5/6) gives the requires visibility standards at corners at residential access roads. Again, I am sure the visibility at this corner is less than the minimum required.</p> <p>Of course it is not possible to alter the layout of this junction, but the Council could at least reduce the number of vehicles by stopping the through traffic. Local residents are less likely to turn this corner in a reckless manner.</p> <p>In your recent consultation on through traffic I voted for closure, preferably at the junction of Westminster Road with Water End</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
		<p data-bbox="817 288 1021 389">Mrs S Hannon Westminster Road resident</p> <p data-bbox="817 794 1021 895">Mr A Pringle Westminster Road resident</p>	<p data-bbox="1099 145 1973 213">and the above is another good reason for doing so. I would be grateful for your views on the situation at this corner.</p> <p data-bbox="1099 288 2013 715">.....For my own part I am spending time with my family in another part of the country, which will be a welcome break from the continuing and relentless procession of vehicles past my house using our roads as a short cut. Like many people I have several health problems, and the regular noise of revving engines and the exhaust pollution I am sure affects my general well being and adds to the stress of my life which I would be better without. I have in mind that early next month you could make a decision which will close our roads to through traffic and make the lives of people living here vastly better. Please do it and give us all a happier and healthier New Year.</p> <p data-bbox="1099 794 2018 1501">- I wish to report that the traffic volume on Westminster Road continues to have a corrosive impact on our neighbourhood, this following the installation of the Clifton Green cycle infrastructure. - Regrettably the through traffic impacts not only on the environment, but also on the health and wellbeing of the people who live here. - Further I understand local residents Mrs Hannon and Wallace have also reported the risk of high traffic volumes on the safety or wellness. - Motorists frustrated due to the traffic tail backs use Westminster Road as a rat run to avoid Clifton Green. --Westminster Road is now a habitual route for cars, delivery vans as well as other commercial vehicles wanting to avoid the Green. - The build up of traffic frequently tails back from the Water End Junction to no 40 Westminster Road. This is a distance of 300 metres each car standing with the engine running impacting on our local environment. I attach a picture on the traffic volume on friday November 20 illustrating the point further. - Moreover traffic that is queuing from westminster road to enter water end often blocks the cycle lane. This leaves cyclists isolated in the path of path of rat runners who cut into the road to avoid the traffic queues at the green. - A continual problem is the effect of corner cutting where</p>

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>drivers frustrated with waiting in queues drive on the wrong side of the road and risk hitting on coming road users.</p> <ul style="list-style-type: none">- I would like to impress upon you that the traffic volume continues to have a negative impact and is not going to disappear.- The only effective and cost effective intervention to resolve this issue is point closure of wmr at the junction at water end. As such I respectfully call upon you to consider this course of action as is the effective intervention. <p>- May I take this opportunity to wish you a merry xmas. Hope for a more peaceful new year in our neighbourhood.</p>

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