

**Decision Session - Cabinet Member
for Transport, Planning and Sustainability**

20 June 2013

Report of the Director of City and Environmental Services

Westminster Road Petition

Summary

1. The purpose of this report is to consider a 79 signature petition (see Annex A) from the residents of the Westminster Road and The Avenue area requesting the closure of the route from Water End to Clifton and vice versa.

Background

2. The number of properties in the area that would be affected by a road closure are approximately:

Street	Properties	Properties Represented by Signatories
Westminster Road	71	50 (70%)
The Avenue	21	16 (76%)
Flats off The Avenue	24	0 (0%)
Greencliffe Drive	43	2 (4.5%)
Total	159	68 (43%)

3. During the works carried out to provide a cycle lane on the approach to the Clifton Green traffic signals (subsequently removed) there were a number of issues that resulted in the Westminster Road / The Avenue route being more widely used by drivers.
4. A number of reports on this matter were considered including one regarding the results of a questionnaire asking for views on closure options at 3 locations along the route (see below).

Previous questionnaire results

5. Questionnaire delivered to all the properties along Westminster Road, The Avenue and Greencliffe Drive, these being the residents who would be affected by a road closure.
6. The summary of the questionnaire results regarding a road closure are:
7. 170 questionnaires sent out, 111 returned. 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% supports a closure point at The Avenue / Clifton junction.
8. There was no overall consensus on which of the 3 options should be taken forward and there were also a significant number of responses opposed to a closure, it can be reasonably assumed therefore that if a closure were to be taken forward for formal consideration there would be objections raised by local residents and businesses.
9. It should also be noted that the ability to provide a turning head is very limited at the Westminster Road / Water End and The Avenue / Clifton junctions. At the Westminster Road / The Avenue junction there is scope for a reasonable turning head from one direction (see initial outline design in Annex B). The cost of providing a closure at this location would likely be in the order of £7000.
10. Water End has been returned to its previous 2 lane approach at the traffic signals however there have also been considerable works carried out in recent months on Water End at the Boroughbridge Road and Salisbury Road junctions and on Boroughbridge Road itself, hence traffic patterns are likely to still be disrupted from normal. Bearing this in mind a short survey of traffic using Westminster Road at the Water End junction during the peak hour periods has been carried out to give an indication of the current situation. A comparison of a previous 8am to 10am and 4pm to 6pm

survey with an ad-hoc survey carried out 30/4 and 1/5 this year (shown in Annex C) indicates that on the whole there has been a significant reduction (in the order of 50%+) in traffic since the 2 lane approach was reinstated at the Clifton Green traffic lights. The exception to this is between 4pm and 6pm from the Clifton direction which would appear to have risen to 324 vehicles in the 2 hours whereas previously this had been 249 (30% rise). It is, however, acknowledged that a high proportion of the traffic on Westminster Road and The Avenue during the peak periods will still be through traffic.

11. An estimation of the traffic that stopped in The Avenue to drop children off at the school around the 8:15 to 8:45am and then either continuing through or U turning is in the order of 30%. Any closure of the route would be unlikely to reduce this traffic from entering the area, however clearly there would be a rise in the number of drivers having to turn in the road to leave the area.

Consultation

12. The minimum legal requirement for a permanent TRO proposal is they have to be advertised in the local press, giving 3 weeks to make a formal representation (York's current practise is to exceed to legal minimum requirements). Any objections made would be reported back to a council meeting for a decision on whether to proceed as planned or not.

Options -

13. **Option 1** – To note the petition and concerns of residents but take no action at this time because of the adverse affect on some residents.

This is the recommended option.

14. **Option 2** – Initiate a traffic regulation order to close the road.

Whilst there is likely to be a reasonable degree of support for a closure the previous consultation indicted that there would be objections to such a proposal, hence this is not the recommended option at this time.

15. **Option 3** – Carry out consultation with the residents on a single closure option at the Westminster Road / The Avenue junction and report back the results.

This is not the recommended option.

Council Plan

16. Considering this matter contributes to the Council Plan building strong communities by engaging with all members of the local community likely to be directly affected by traffic management proposals.

Implications

17. **Legal:** There are no legal implications.
18. **Financial:** £1,500 for the Traffic Regulation Order
£5,500 for works on street
£7000 Total
No budget has been established for carrying out this work
19. **Human Resources:** There are no HR implications
20. **Crime and Disorder:** There are no crime and disorder implications.
21. **Sustainability:** There are no sustainability implications
22. **Equalities:** There are no equalities implications
23. **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.

Recommendations

25. It is recommended that the Cabinet Member approves the following:
 - That the petition and concerns of the residents be noted but that no action be taken to implement a road closure.

Reason: because previous consultations regarding this matter indicated strong opposition to such a scheme and there have been no changes in the networks operation that would have lead to a significant rise in use of the road a through route.

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**Report
Approved**



Date 10/06/2013

Wards Affected: Clifton

All

For further information please contact the author of the report

Background Papers:

None

Annexes:

- Annex A Front page of the petition
- Annex B Westminster Road / The Avenue Outline Closure Design
- Annex C Survey Comparison