

## **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**

1. At a meeting on 12<sup>th</sup> August 2009 Members of the Economic & City Development Overview and Scrutiny Committee considered a report regarding a Councillor Call for Action (CCfA) submitted by the Clifton Ward Councillors. The CCfA was in relation to traffic issues at the junction of Water Lane, Clifton Green, Westminster Road, The Avenue and Clifton Green.
2. It was decided to proceed with the CCfA and a cross-party task group was established to undertake the work.
3. In the first instance the Economic & City Development Overview & Scrutiny Committee asked the task group to comment on a report being presented to the Executive Member for City Strategy on 1<sup>st</sup> September. This report details the responses to petitions submitted by residents in the affected area.
4. In light of the above the task group make the following comments:
  - i. The task group recognise the difficulties being faced by the residents of the area. They acknowledge that the introduction of the Water End Cycle scheme, the burst water main and the removal of the speed cushions along Westminster Road have had a significant impact on traffic issues in the area. They do, however, acknowledge that this series of events is an abnormal combination and would not usually have happened.
  - ii. The task group also acknowledge that people appear to be keeping within the speed limits of the area and no speeding problems had been reported. Once the speed cushions along Westminster Road were reinstated then the speeds would fit with the criteria for a 20mph zone.

### **Comments on the Options**

#### **Option A – Further Survey**

- The task group acknowledged that there was already some through traffic in the area prior to the changes being made. It is also difficult to judge how or whether this will change when the speed cushions in Westminster Road are reinstated. The task group supports Option A but suggests that the survey be started by the end of September 2009 to allow for the return to school and the report completed by the end of October 2009 (on the understanding that the speed cushions will be replaced by the end of August as reported to the Economic & City

Development Overview and Scrutiny Committee at their meeting on 12<sup>th</sup> August 2009).

### **Option B – 20mph Speed Limit/School Travel Plan Review**

- The task group supports Option B

### **Option C – Access Only Order**

- The task group accepts that this would be an ineffective deterrent and would be difficult to enforce.

### **Option D – Banned Turning Manoeuvres**

- This would be an ineffective deterrent and would be difficult to enforce. It could be more disadvantageous to local residents than to occasional users of the route.

### **Option E – One Way Traffic**

- This could be more disadvantageous to residents, particularly in terms of speed. One-way traffic could mean that there was an increase in speed in this section of the area.

### **Option F – Banned Turning Manoeuvres with Junction Alterations**

- Banning left turns is awkward and may prove to be more disadvantageous to residents than beneficial.

### **Option G – Point Closure along Westminster Road or The Avenue**

- The task group accept that this is a possible solution but it would need very careful exploration due to the knock on effect it may have on other streets in the area (i.e. Greencliffe Drive). It could create conflict between existing residents in the area dependent on where the closure point was sited. There would, therefore, need to be very wide and careful consultation with all residents of the area.
- There may also be an impact on access for service vehicles (emergency services, refuse lorries etc) and would reduce the amount of space available, especially in terms of vehicles turning.
- There could be an increase in pressure on those roads left as access and egress points and on the egress/access point of the road that is partially closed.
- There could be an adverse effect on traffic movement at already busy signals in the area.
- The task group has suggested that the possibility of introducing 'build outs' to introduce priority pinch points should also be explored as an alternative option to point closure. This may help control the traffic flow and allow the passage of traffic but would make it a less attractive

route for the through traffic leaving the route freer for those that need to use it. It is acknowledged that this may lead to a small loss of on-street parking but this wasn't considered to be a critical concern.

### **General Comment**

- Whichever option is ultimately chosen there needs to be careful consultation as all options offer advantages for some residents and disadvantages for others. It is, therefore, crucial that ALL residents in the affected areas are consulted to get a balanced view of opinions.

### **5. Task Group Members:**

Cllr Potter  
Cllr D'Agorne  
Cllr Holvey

### **6. Comments from the Economic & City Development Overview & Scrutiny Committee**

Members of the Economic & City Development Overview & Scrutiny Committee who were not part of the task group, were asked to comment on the task groups findings listed above, and the following views were expressed:

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| Cllr Pierce | I generally endorse the preferences expressed but regard a 'access only' order as desirable to communicate the function of the highways. Whilst this may be difficult to enforce, it is not impossible and will act as a deterrent. |
| Cllr Hyman  | The report seems to be fair and picks up those issues that require attention. The results of future surveys should help make a final decision.  |