

## **Water End CCfA Task Group Public Consultation Thursday 18<sup>th</sup> February 2010**

1. This event took place on Thursday 18<sup>th</sup> February 2010 and was attended by approximately 30 members of the public and 3 Members of the Task Group.
2. The following views were received from members of the public at the event:

### **Cycling**

3. A member of the Cyclists Touring Club (CTC) expressed the view that the work that had been carried out at the Water End junction had been beneficial to cyclists, especially as many people in the city commuted to work by bicycle. He stated that a recent survey had highlighted that 57% of cars in the peak period were undertaking short journeys and there was a need to encourage a move to alternative modes of transport for these.
4. The Water End scheme was not a 'stand alone' scheme and was just one part of an orbital cycle route that was being built around the city.
5. Traffic counters will be in place to monitor and prove change of usage.
6. A local resident expressed the view that there were very few cyclists using the new cycle lanes. They did not believe that cyclists should have any more leeway than other road users. A short car journey via the new junction could now take up to 20 minutes.
7. During a 20 minute journey from Leeman Road to Clifton Green one resident said they saw only 1 cyclist. They questioned why priority was given to cyclists when so few were using the facilities.

### **Pedestrians**

8. 'Rat running' was not good for pedestrians, especially those with pushchairs and/or small children. One resident with small children had had a 'near miss' at The Avenue.
9. It was quite difficult to cross the road at The Avenue at peak times. Even if vehicles were not going at more than 20 miles per hour it was still awkward for the elderly and those with pushchairs and small children.
10. A Representative from the Cyclists Touring Club North Yorkshire said that there was a pedestrian footway on the north side of Clifton Bridge, however many pedestrians did not cross to use this.
11. A Westminster Road resident said that having safe walking routes was fundamental. National Guidance suggests that we need them, especially for children and young people to play in the street. Westminster Road and

The Avenue were less attractive for pedestrians since the changes to the junction. There were 486 vehicle movements on Saturday 6<sup>th</sup> February 2010 between 2pm & 3pm.

12. One resident wanted to know whether Council policy was to prioritise in the following order:

Pedestrians  
Cyclists  
Vehicular traffic

### **Motorists**

13. There has been a significant increase in traffic over recent years and the City of York Council's traffic engineers have not taken the impact of this into consideration when implementing/designing new schemes.
14. There is no consistency in CYC policy.
15. Residents in the area have to bear the brunt of the introduction of this scheme.
16. A resident, who was both a cyclist and a motorist, was in favour of the cycling provision at Water End and felt the changes to the junction had made the area safer for cyclists. As a motorist he expected to be delayed and felt that motorists were part of the problem.
17. The Police do not have the resources to monitor traffic flow, junctions or 'rat running'.

### **Residents Views**

18. Changes to major junctions must be well planned through traffic modelling that takes into consideration the impact changes may have on suburban roads. This was not taken into consideration when the modelling for the junction changes at Clifton Green was undertaken.
19. There was a 97% increase in through traffic volume in Westminster Road and The Avenue.
20. 93% of residents in Westminster Road and The Avenue petitioned for point closure such was the negative impact of increased traffic on their community.
21. Tens of letters have been sent to the Chief Executive and to the Executive Member for City Strategy.
22. The increase in through traffic is not in dispute but the solution is. The proposed 20mph speed limit is a token gesture and will not address the problems being experienced.

23. Generally local residents welcomed the fact that the scheme would be evaluated a year after installation (March/April 2010). They did, however, believe that any evaluation should include the impact the changes to the junction had had on Westminster Road and The Avenue.
24. 50% of the increased traffic flow is not at peak times, so there is no let up in traffic even at weekends. There is an overall increase in traffic on Westminster Road as a result of the changes made to the junction.
25. A resident living on the corner of Westminster Road and The Avenue said that a 20mph limit was counter-productive as it highlights that it is a main road that people may consider using. They did not feel enough was being done on the phasing of traffic lights. The only solution was to close the road, which the majority of residents were in favour of. They could not understand why the Council were too afraid to do this.
26. A Resident living at the junction of Westminster Road and The Avenue said that due to increased traffic travelling in both directions there had been many near misses.
27. As cars frequently had to queue for 20 minutes at a time to pass through the junction there were concerns about the air quality in this area. Residents asked if there were air quality statistics available for before and after the changes to the junction.
28. Residents asked if there were statistics showing the amount of cyclists that used the junction both before and after the changes were made.
29. If you introduce a point closure then the traffic on the main highway would increase and people would have to queue for much longer. People will always drive, so we shouldn't be making changes to the highways just to accommodate a few cyclists.
30. Clifton planning panel should have been involved/consulted on the junction changes.
31. Motorists prefer to cut through Westminster Lane to go north onto the A19 rather than wait in a queue.
32. The pattern of traffic using Westminster Road is now established; adjusting the traffic lights will now no longer address the issue.
33. Many residents feel that closing the road would be the lesser of two evils.
34. Would have uproar if you put chicanes down the road, lots of pollution.

**Other views**

35. There is a large increase in traffic around the end of the day, in part due to St Peter's School.
36. The above view was counteracted by a resident who expressed the view that it was the through traffic that was the problem rather than the school traffic. He believed that the school was also in favour of a point closure. It would be interesting to know how many parents used a car to drop their children at St. Peter's School.
37. Whilst cycling is important, the infrastructure needs to accommodate all modes of transport including cars.

**Written Representations**

38. In addition to the views expressed above several written representations were received from members of the public who were unable to attend the meeting. The main views contained within these are detailed below.
39. Two residents living on Clifton Green raised concerns about speeding traffic and suggested the following as possible solutions:
  - Introduce a 20mph speed limit on Clifton Green on the stretch from the junction with Clifton to Water End.
  - Position a belisha beacon at the crossing to the bus stop by The Old Grey Mare.
  - Install a solar-powered 20mph sign to alert motorists to their speed.
  - Tighten the chicane on Clifton Green to further reduce speed.
40. One of the above residents also raised concerns about the number of cyclists using the footpath on Clifton Green as a shortcut when travelling from Water End towards Clifton/Bootham. Despite the vast sums of money spent improving cycling facilities on Water End many people still prefer to cycle on the pavement.
41. The following points were raised by various local residents:
  - Westminster Road is being used as a rat run
  - Cars are speeding and even overtaking in the residential streets in the area
  - Dangerous driving in the Westminster Road area
  - Increase in volume of traffic
  - Favour a road closure
    - Favour a road closure but road closure at the junction of Water End and Westminster Road would only serve to displace traffic problems into Greycliffe Drive
  - Impact of increased noise, pollution & vibrations from increased through traffic
  - Safety issues caused by increase in through traffic

## Annex C

- A house wall in The Avenue was destroyed by a Council vehicle trying to avoid oncoming cars
- Traffic chaos at peak times
- Difficult to cross Westminster Road at peak time due to the increase in traffic
- People are still cycling on the pavement
- Why is an evaluation needed? It is quite obvious that the remodelling at Water End is a complete failure
- A 20mph speed limit would have little or no effect
- Pedestrian safety is at risk
- Environmental issues due to constant traffic jams caused by the removal of the filter lane
- The size of vehicles now using the once quiet residential streets
- Feel that the Council deceived us in their previous questionnaire. The Council didn't ask if we wanted to close the road, which I'm sure we would nearly all have agreed to, they (CYC) knew that there would be disagreement in where to close it so gave us lots of choices so no would agreed.
- Risk of damage to parked cars

42. In addition to the above a letter/report was received from the Informal Traffic Group for Westminster Road and the Avenue. This is attached at Annex C1 to this report.