

Water End Task Group
23rd March 2010

Responses to specific questions raised at the public meeting on 18th February 2010

1. Are there air quality statistics for Clifton Green, Westminster Road and The Avenue before and after the changes?

Data is not specifically available for those roads, however, data is available at a number of locations surrounding these roads and a plan showing the location of the monitoring equipment (nitrogen dioxide diffusion tube) is shown below.



The data is available as annual average for 2006, 2007 and 2008 and is shown in the table below. 2009 data is expected to be available by mid April.

| Tube reference | Annual Average Nitrogen Dioxide ug/m ³ | | | |
|----------------|---|------|------|-------|
| | 2006 | 2007 | 2008 | 2009 |
| 68 | 29 | 36 | 31 | t.b.a |
| A11 | 34 | 42 | 40 | t.b.a |
| A12 | 35 | 38 | 40 | t.b.a |
| A13 | 25 | 25 | 29 | t.b.a |
| A14 | 23 | 26 | 29 | t.b.a |
| A14a | 23 | 26 | 29 | t.b.a |
| A15 | 27 | 26 | 29 | t.b.a |
| A16 | 24 | 23 | 27 | t.b.a |
| A5 | 32 | 34 | 39 | t.b.a |

| | | | | |
|-----|----|----|----|-------|
| A59 | 31 | 27 | 33 | t.b.a |
| A6 | 30 | 27 | 32 | t.b.a |
| A7 | 33 | 33 | 36 | t.b.a |
| A85 | 22 | 25 | 30 | t.b.a |
| A87 | 41 | 43 | 39 | t.b.a |
| A9 | 32 | 37 | 38 | t.b.a |
| A90 | 39 | 40 | 48 | t.b.a |

Explanation of results

| | |
|----------|---|
| <35ug/m3 | Generally not of concern |
| 35-40 | Elevated concentrations approaching objective |
| >=40 | Breach of air quality annual objective for nitrogen dioxide |

The diffusion tubes do not distinguish between traffic pollution, industrial pollution, background pollution etc. They can provide an indication of traffic emissions where they are co-located with traffic counters. Whilst traffic counters are located on Clifton Bridge and Shipton Road they are not co-located with diffusion tubes. No other emissions are monitored in the area.

2. What is the methodology of the evaluation, how has it/will it be used?

The Clifton Green cycle scheme is part of the wider orbital route. The Orbital route has been identified as part of the strategic cycle network over a period of time in an effort to be able to join the east/west routes either side of the river. The Clifton Bridge scheme was identified as an obvious gap in the cycle network and was included in the list of capital schemes to be progressed to address the issues raised by the Scrutiny Committee considering cycling, several years ago. A significant amount of consultation has been carried out as part of that Scrutiny process and cyclists advised that it was a location that needed addressing. The consultation carried out for the Cycling City programme identified a need to provide a linking route that avoided the city centre whilst also providing the means to reach key destinations.

The methodology to assess the success or otherwise of the scheme is a comparison of before and after data from key locations along the route:

Clifton Bridge cycle counts.

Clifton Bridge vehicle counts.

Cycle City project monitoring (area wide cycle usage).

Turning counts at Salisbury Road and Clifton Green.

A check of the modelling outputs and predictions against the actual flows and delay times (from the traffic Master data set).

3. Is Council policy still to prioritise pedestrians over cyclists over motorists?

The Council has a Road User Hierarchy (RUH) that places pedestrians at the top followed by people with mobility problems and then cyclists. Car borne commuters are at the bottom of the hierarchy. The RUH has two uses; firstly it provides the strategic priority relating to modes to be encouraged and secondly it sets out the order in which needs of the different users should be considered within a scheme. It does not mean that pedestrians have absolute priority; it means that their needs will be considered before other modes in making any improvements or alterations to the highway.

4. What cycle data is available to show use of the route before and after the alterations?

Cycle flow data is available for Clifton Bridge before and after the scheme and is attached at Annex C3.