**Operation of Grafton Road**

**Introduction**

In response to residents' concerns regarding the number of heavy goods vehicles, safety, and the lack of passing places between Messaline Avenue and Horn Lane, two options have been designed within for this section of Grafton Road in Acton.

**Background**

Grafton Road is a narrow residential road with residential parking along either side. There are only a few properties with off-street parking, and as such, there are only a couple of places to allow for a vehicle to pass in the opposite direction. Grafton Road has been identified as a preferred route between Acton and the A40 when there is congestion elsewhere on the network. The majority (64%) of vehicles travel in a westerly direction along Grafton Road. The introduction of a controlled parking zone in summer last year has reduced parking demand in Grafton Road.

Council officers have discussed these proposals with your Ward Councillors and are now seeking your views and comments.

The closing date for this consultation is **21 September 2012**

Complete your questionnaire online at [www.ealing.gov.uk/consultations](http://www.ealing.gov.uk/consultations)
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Existing Problems

- Lack of passing places to allow vehicles to pass in the opposite direction;
- Large goods vehicles (LGV) make up a weekday average of 9% of traffic;
- Reports of parked vehicles being damaged when drivers try to pass instead of reversing to allow the other driver to pass; and
- Reported incidents of road rage due to neither driver reversing to create a passing place.

Proposal – Option 1

Proposal number 1 involves creating passing places by introducing double yellow lines across existing dropped kerbs between Messaline Avenue and Horn Lane. This design will result in the loss of 4 residential parking places and will cost in the order of £5k to implement. Please see option 1 drawing attached.

The Benefits – Option 1

- Cost effective solution to a problem that surveys show to occur only after residents have parked for the evening and traffic volumes are lighter;
- Damage to parked cars will be reduced; and
- Speeds will stay at an acceptable 85th percentile of 20mph.

The Disbenefits – Option 1

- No changes are expected to the percentage of large goods vehicles; and
- Four residential parking places will need to be removed.

Proposal – Option 2

Proposal number 2 involves introducing a one-way section of Grafton Road between Messaline Avenue and Horn Lane. The direction of one-way operation will be in a westerly direction to work with the one-way section of Emanuel Avenue to the North. In order to allow access to this section of Grafton Road, the road closure at the junction of Cumberland Park/Crane Avenue would be removed as part of this option. This option will cost in the order of £10-12k. Please see option 2 drawing attached.

The Benefits – Option 2

- Traffic volume numbers will be reduced in this section of Grafton Road; and
- Damage to parked vehicles is expected to be reduced.

The Disbenefits – Option 2

- One stop and shop bay near Horn Lane will need to be removed;
- Other stop and shop bays in Grafton Road will become under utilised as they will no longer be able to be accessed from Horn Lane;
- Two residential parking places will need to be removed near the junction of Messaline Avenue to introduce the one-way entry;
- Traffic will be displaced to surrounding residential roads;
- No change is expected to the percentage of large goods vehicles;
- More than twice as expensive than the alternative option 1; and
- Traffic speeds may increase, as drivers will know there is no oncoming traffic.

Your Views

The Council would like to know your views in order to implement the right scheme in the area. Please examine the benefits and disbenefits for the two options above in conjunction with their respective plans attached and make your views known to us by Friday 21 September 2012.

What Happens Next

The responses to the questionnaire enclosed will be analysed and reported to your ward councillors. Taking into account the views of residents and businesses as expressed in this consultation, a decision will then be taken regarding implementation of the scheme.