

# PETITION REQUEST TO WIDEN VICTORIA ROAD TO ALLOW LORRY ACCESS AND PROVIDE PARKING SPACES

<b>Cabinet Member(s)</b>	Councillor Keith Burrows
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Planning, Transportation and Recycling
<b>Officer Contact(s)</b>	Steven Austin Residents Services Directorate
<b>Papers with report</b>	Appendix A

## **1. HEADLINE INFORMATION**

<b>Summary</b>	To inform the Cabinet Member that the Council has received a petition requesting the removal of grass verges on Victoria Road, Ruislip to create parking spaces.
<b>Contribution to our plans and strategies</b>	The request can be considered in relation to the Council's strategy for on-street parking controls.
<b>Financial Cost</b>	There are no financial implications associated with the recommendations to this report.
<b>Relevant Policy Overview Committee</b>	Residents, Education and Environmental Services POC
<b>Ward(s) affected</b>	South Ruislip, Manor and Cavendish

## **2. RECOMMENDATIONS**

### **Meeting with the petitioners, the Cabinet Member:**

- 1. Discusses with petitioners their concerns relating to lorry access along Victoria Road between its junction with West Mead Road and Torcross Road;**
- 2. Advises petitioners that the Council will not, as a general rule widen highways at the expense of long established grass verges;**
- 3. Notes that residents have previously rejected proposals for parking management measures in this section of Victoria Road; and**
- 4. Instructs officers to commission a suitable 24/7 traffic survey which will identify prevailing vehicle speeds, types and volumes.**

## **Reasons for recommendations**

To allow the Cabinet Member to discuss with petitioners their concerns and, if appropriate, add aspects of their request for further investigation.

## **Alternative options considered / risk management**

These will be discussed with petitioners.

## **Policy Overview Committee comments**

None at this stage.

## **3. INFORMATION**

### **Supporting Information**

1. A petition with 22 signatures has been submitted to the Council from residents in a section of Victoria Road, Ruislip signed under the following heading:

*"We the residents of Victoria Road, South Ruislip request that the Cabinet Member considers the cutting back of verges giving due consideration to the trees on both sides of Victoria Road from the Old Dairy Site to Torcross Road; thus taking cars back off the carriageway of this very busy stretch of the Victoria Road to enable large vehicles to pass each other unhampered by parked cars. The situation has become impossible 7 days a week, owing to the opening of the Old Dairy Site, together with other retail stores. These new staggered spaces could also be part of a Parking Management Scheme".*

2. Victoria Road is a long, straight, local distributor road which links Ruislip and South Ruislip. The TfL London Buses 114 Bus Service between Mill Hill Broadway and Ruislip Station runs along Victoria Road. South Ruislip Station is a short walk from Victoria Road and is served by the Central and Chiltern rail lines.

3. The principal section of interest to petitioners would appear to lie between the Torcross Road and West Mead junctions, which mainly have residential properties situated on both sides. At the southern end of this section of road is the large 'Old Dairy' residential and retail development which includes a number of supermarkets, a multi-screen cinema and several restaurants, together with a substantial residential development behind them.

4. This section of Victoria Road has a carriageway width of approximately 9.0 metres, with footways typically 4.5m of which 2.5m is hard footway and 2m is grass verge. Within the grass verges are more than thirty mature trees, 14 lamp columns, two bus stops and their associated infrastructure, and other street furniture.

5. Immediately to the east of this section of Victoria Road, between Torcross Road and West Mead, the residential area falls within Cavendish Ward (for example, Hartland Drive), whilst immediately to the north of the Torcross Road junction, the continuation of Victoria Road lies within Manor Ward. The Cabinet Member may take a view that the Ward Members in these

immediately adjacent wards may have pertinent views on any alterations to the arrangements just outside their Wards in Victoria Road, should they believe these could have an impact on their own residents. With that in mind, a copy of the draft report was shared with them for their possible interest and comment. A location plan is attached as Appendix A.

6. As the Cabinet Member will know, the Council does not widen existing roads at the expense of long established grass verges. The costs would in any case include:

- constructing properly hardened verges, which would include setting the kerbs back with new carriageway construction of sufficient strength of accommodate parked vehicles;
- moving or protecting buried services;
- installing new lamp columns in different locations;
- making alterations to the existing drainage (including gullies); and
- accommodating the established root-systems of mature trees in a manner which does not damage them.

These and other aspects are often under-estimated by those who imagine that widening a road is a simple exercise. Even if the Council were to accede to such a request, these essential works would make the cost of such a project considerable.

7. The spacing of the trees, and their substantial size, would mean that, at the very minimum, an average of one parking space would be lost for each tree position, meaning that there would be a net loss of kerb-side parking capacity of around thirty parking spaces from this aspect alone. On the basis that petitioners made reference to '*giving due consideration to the trees on both sides of Victoria Road*' it is assumed that they are not asking the Council to consider cutting these down.

8. The Cabinet Member may also wish to note that the removal of parking out of the line of the main traffic flow on a road of this type may also have the unintended consequence of increasing overall traffic speeds, with a consequent risk of an adverse effect on road safety. It is also likely that a wider Victoria Road would attract more through-traffic, some it perhaps reassigning from other broadly parallel local distributor roads such as West End Road and Field End Road.

9. The Cabinet Member may wish to note that the petition itself was signed by 22 residents, all of whom live in one section of Victoria Road between Nos. 389 and 428 (i.e. from West Mead to Braintree Road - see map at Appendix) and yet the section of road they are asking for attention extends over about two and half times that length. There are no signatures from residents living between Braintree Road and Torcross Road who would also be affected by any proposal here, including any measures involving changes to the parking arrangements.

10. The Council has previously consulted residents in this section of Victoria Road on possible options to amend the parking arrangements, but these were rejected by residents, many of whom were concerned at the consequential loss of parking capacity that such a scheme would necessitate. A possible layout with sections of double yellow line was also shared previously with a Ward Member; it is likely that residents may understandably not like such a scheme as it would mean a loss of parking, even if it would help alleviate the traffic flow issue.

11. In light of the concerns from the petitioners, it is recommended that the Cabinet Member meets with them, explains the fact that the Council will regrettably not sanction the widening of

Victoria Road, but discusses other ideas which the petitioners may wish to explore in order to address the challenges they have identified.

12. As an additional tool to help identify the issues in Victoria Road, the Cabinet Member may wish to instruct officers to commission suitable independent traffic surveys which will provide data on the types, numbers and speeds of vehicles using this section of Victoria Road.

### **Financial Implications**

There are no financial implications associated with the recommendations to this report. However if the Council was to consider changes to the road layout in Victoria Road, South Ruislip, funding would need to be identified from a suitable source.

## **4. EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

To allow the Cabinet Member to consider the petitioners request and available options the Council has to address these concerns.

### **Consultation Carried Out or Required**

As noted in the report, the Council has already undertaken a consultation with residents to establish if there is overall support for the proposed waiting restrictions.

## **5. CORPORATE IMPLICATIONS**

### **Corporate Finance**

Corporate Finance has reviewed the recommendations of this report and concurs that there are no direct financial implications associated with this report.

### **Legal**

There are no special legal implications for the proposal to informally consult residents on parking restrictions in Victoria Road. Informally consulting residents is perfectly legitimate as part of a listening exercise, especially where consideration of the policy, factual and engineering issues are still at a formative stage.

In considering any informal consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer's recommendations. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

If the decision maker recommends officers undertake a statutory consultation, the procedures that should be followed in this case are set out in the Road Traffic Regulation Act 1984 and The Local Authorities Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489). There will also need to be consideration of Highways Act 1980, the Road Traffic

Regulation Act 1984, the Traffic Signs Regulations and General Directions 2002, which govern road traffic orders, traffic signs and road markings.

If specific advice is required, Legal Services should be instructed.

### **Corporate Property and Construction**

None at this stage.

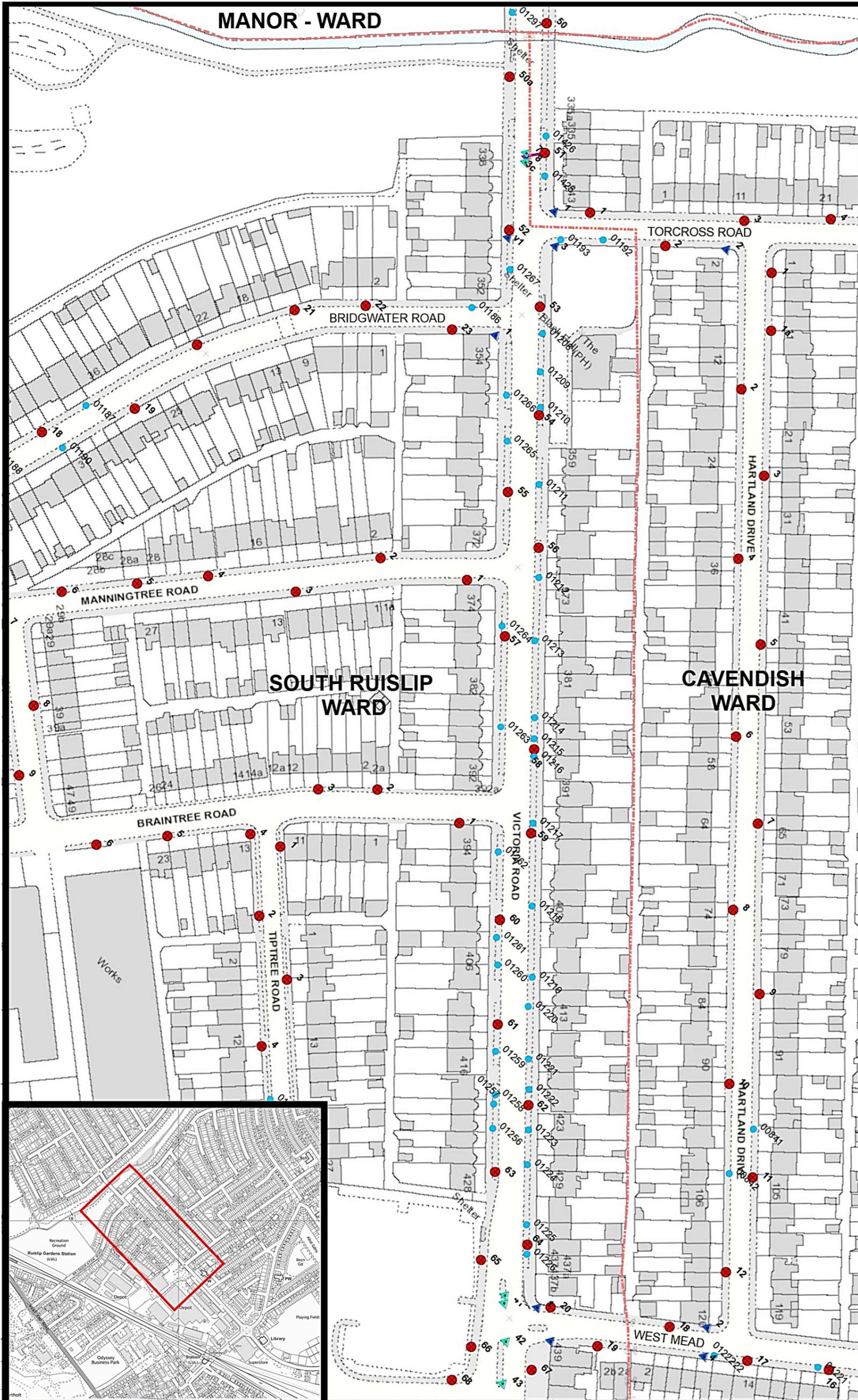
### **Relevant Service Groups**

None at this stage.

## **6. BACKGROUND PAPERS**

Petition received

## Victoria Road, Ruislip - Location plan showing trees and street lighting



### Key

-  Lamp Column
-  Zebra Crossing Beacon
-  Refuge Beacon
-  Illuminated Bollard
-  Illuminated Sign
-  Other Lighting
-  Feeder Pillar
-  Highways Tree
-  Ward Boundary



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