

report



meeting ENVIRONMENT COMMITTEE

date 21 JULY 1988

FROM: Director of Planning & Transportation

agenda item number

31

MAPPERLEY PLAINS TRAFFIC MANAGEMENT SCHEME

1. Members are reminded that at the meeting of this Committee on 23rd July 1987, approval was given in principle to the Mapperley Plains Traffic Management Scheme and that inter alia detail design work commence taking into account the associated problems in certain nearby streets (a plan showing the scheme will be displayed at the meeting). Subsequently, at the meeting on 24th February 1988, it was resolved that Traffic Regulation Orders associated with the first phase of the scheme be made, subject to the results of formal consultation and public advertisement. This report deals with the issues of parking and through traffic on the nearby residential streets.

Parking

2. In response to complaints and following extensive site investigations it is proposed to introduce a number of parking restrictions as shown on drawing TM/05179/7. In formulating these restrictions, a careful balance has been drawn between the parking needs of residents and shoppers, whilst not compromising requirements for road safety.
3. It is anticipated that the proposed parking restrictions will produce the following safety-related improvements:-
 - a) on those side roads to the north-west of Plains Road (Breckhill Road, Bonnington Road, Gretton Road and Beech Avenue) by restricting parking to one side of the road as far as the brow of the hill, access will be maintained for emergency vehicles at all times and intervisibility will be improved over the brow of the hill. This is particularly important on Breckhill Road as this forms a busy distributor road and is used as a bus route;
 - b) on Haywood Road between Westdale Lane and the south-west extremity of the car park, by restricting parking to one side of the road, access will be maintained at all times for emergency vehicles and car park traffic, as well as improving safety for vehicles turning in and out of the car park;
 - c) by removing parked vehicles from the immediate vicinity of the junction of Haywood Road and Bennett Road, any confusion will be reduced that currently occurs at this junction where Haywood

Road changes from one-way to two-way operation, turning movements will be eased and safety improved;

- d) by introducing a daytime waiting prohibition on one side of Whittingham Road access problems at times of greatest pressure for parking will be reduced (the hours of the existing daytime prohibition on Bennett Road will be adjusted so as to be the same as others in the area); and
 - e) by introducing waiting restrictions on Robinson Road, close to its junction with Woodborough Road, visibility will be improved and access problems eased that are currently experienced due to parking on Robinson Road close to the junction.
4. As the side roads are generally only wide enough to allow parking within the carriageway on one side of the road, the restrictions will generally have the effect of rearranging existing parking in a manner consistent with safe operation. Some on-street parking will be lost. However, Gedling Borough Council is negotiating to acquire land to provide a new car park with access from Bonnington Road and this will compensate for this loss.

Through Traffic

5. Complaints have been received from residents of the Porchester Gardens area about through traffic on those roads which run parallel to Plains Road between Porchester Road and Westdale Lane, in particular Haywood Road. These roads carry large volumes of access traffic so any restrictions on through traffic would only have a limited effect on the total traffic flow. The through traffic uses the roads as an alternative to Plains Road which is currently badly congested. The proposed major improvements to Plains Road, including the provision of laybys for parking, will combine to alleviate congestion. This in turn will reduce the need for through traffic to use this area and hence it is not thought appropriate to take any other action to reduce through traffic prior to the implementation of the major scheme. However, the situation will be monitored and a further report brought to this Committee if proved to be necessary.
6. The residents of Coronation Road and Maitland Road are concerned that through traffic will increase when traffic signals are introduced at the junction of Woodthorpe Drive with Plains Road, as part of the major scheme. Surveys show that, in particular during the evening peak period, a relatively high volume of through traffic uses Coronation Road when compared with the low volume of traffic requiring access to premises. It is accepted that following the introduction of traffic signals at the end of Woodthorpe Drive it is likely that through traffic will increase. It is, therefore, proposed to restrict entry to the section of Coronation Road between Breckhill Road and Woodthorpe Drive to those vehicles requiring access to premises (see plan TM/05179/8) and in order to

reinforce the traffic signs at either end of the road the carriageway would be narrowed and surface treatment changed. Maitland Road is situated more than 500 metres from Plains Road and it is not, therefore, considered that making Coronation Road "access only" will transfer through traffic in significant numbers on to Maitland Road. Furthermore, Maitland Road is a more complicated problem in that it has adjoining roads - Greys Road, Hills Road and Fairview Road which would need to be considered. On balance it is considered that the situation on Maitland Road should be monitored, following the introduction of the restrictions on Coronation Road and appropriate action taken if necessary.

7. Residents of the remaining section of Coronation Road (to the north-east of Breckhill Road), Bonnington Road and Gretton Road (see plan TM/05179/8) are also concerned about through traffic on these roads. Surveys of current traffic show a relatively small volume of through traffic, when compared to the number of vehicles requiring access to premises in the area and does not in itself justify action. Residents are, however, very concerned that the new car park mentioned in paragraph 4, being proposed as part of the scheme, with access from Bonnington Road will attract more through traffic to the area. It is accepted that following construction of the car park some additional through traffic might use Coronation Road and Bonnington Road on its way to and from the car park. It is, therefore, proposed to ban through traffic in this area by placing appropriate signs as shown on the attached plan. Physical measures on the periphery of the scheme, involving changes to the nature and width of the carriageway, will be taken to increase the effectiveness of the traffic signs. It must be stressed, however, that the introduction of the restrictions described in this paragraph would only be introduced on completion of the proposed Bonnington Road car park as they could not be justified on current levels of through traffic.
8. These proposals have been brought to this Committee in advance of consultation. However, the views of Gedling Borough and the Police (if in the form of an objection) will be reported to Committee together with any objections arising out of public advertisement.

RECOMMENDATION

9. It is RECOMMENDED that, subject to the consideration of the results of formal consultation and of any objections following public advertisement, the Traffic Regulation Order be made as described in this report.

Tm.DRP/MAW/3/Mapperley/P
27 June 1988

NO BACKGROUND PAPERS