

Derby City Council (Corporation Street, City Centre) (Moving Vehicle Restrictions) (Amendment to Map Based Schedule) (No.38) (Experimental) Order 2020

STATEMENT OF REASONS

When considering whether to make a traffic regulation order the Council is under a duty under section 122 of the Road Traffic Regulation Act 1984 (as amended) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

The proposed Order is in accordance with Section 1(1) and 122, of the Act as it appears to the Authority that it is expedient to make it for the purposes prescribed in Section 1:

For facilitating the passage on the road or any other road of any class of traffic (including pedestrians)

for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,

for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot

for preserving or improving the amenities of the area through which the road runs.

PURPOSE

The purpose of this order is to introduce the following restrictions, experimentally:

Corporation Street – from its junction with Derwent Street to its junction with Albert Street:

Buses, cycles and hackney carriages only – 7am to 7pm.

The above proposals are shown on drawing TCF/2020/1/Rev A.

BACKGROUND

As part of the Our City Our River (OCOR) works, Derwent Street was closed to city centre bound traffic for a number of weeks. During this time, traffic on Corporation Street reduced by around a third and there was a noticeable reduction in congestion that regularly occurs on Morledge and Corporation Street. Pedestrians were seen to have more freedom crossing the road and bus operators reported improved journey times and suggested they would support a permanent scheme restricting access into the city centre.

This restriction forms part of the councils strategy in delivering the Transforming Cities projects, aimed at encouraging cycling, walking and the use of public transport for decades to come.

REASONS FOR PROPOSALS

As part of the councils Covid-19 response, to support social distancing, encourage cycling and improve bus reliability for key workers, it is proposed to bring forward this scheme. It is anticipated that this will dramatically reduce the number of vehicles driving through the city centre along Corporation Street, Morledge and Derwent Street, at times when congestion occurs regularly at peak times. Outside of the hours of 7am to 7pm, traffic flows are reduced. It is considered that a 7am to 7pm restriction achieves the objectives of the scheme without unduly impacting on the night time economy.

The proposal would help pedestrians regain precedence over vehicles in the city centre and improve connectivity between the Council House, the Market Hall, Quad and the Market Place. In turn this would maximise the benefits of the Council's ongoing and planned investment in city centre regeneration and improve the reliability and efficiency of the bus station.

The bus station is Derby's key transport interchange and traffic congestion on the Morledge has a negative impact on its operation. Bus services have had to be removed from the bus station to prevent unnecessary conflict and a key factor has been the high level of car traffic using the Morledge/Bus Station Junction. Removing unnecessary traffic from the Morledge and Corporation Street would enable the bus station to operate more efficiently, maximising the Council's investment, and reducing unnecessary delays for passengers.

It is considered that restricting access on Corporation Street rather than Derwent Street is more effective in restricting through traffic on to the Morledge and would be more readily understood by drivers.

Access to the Market Place and Assembly Rooms Car Park is maintained from Full Street and Derwent Street. Additionally, the roundabout adjacent to the Market Place provides a safe turning facility. Access to Albert Street, Victoria Street, Tennant Street and the Council House Car Park is maintained from the Morledge and the roundabout provides a safe turning facility.

It is anticipated that the restriction will be enforced using cameras similar to those used to enforce bus lanes around the city.

Arrangements will be put into place to assess the situation before and after the introduction of the experimental order, with the decision as to whether the experimental TRO is implemented permanently based on measuring the following performance indicators:

- Finalising hours of operation. Considering whether restrictions could be relaxed to provide access after evening peak, in particular to the Council House car park.
- Feedback from Councillors, businesses and other key stakeholders with regards to assessing improved traffic flows on Corporation St and Morledge.
- Feedback from public transport operators, report improved journey times and bus reliability.
- Monitor vehicle flows, comparing before and after figures on Corporation Street and the Morledge.
- Consideration of all comments and valid objections received during the experimental period.

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