



Derby City Council

**REGENERATION AND HOUSING SCRUTINY
REVIEW BOARD
25 JANUARY 2023**

ITEM 06

Sponsor: Director of Planning, Transport & Engineering
Author: Head of Traffic and Transportation

Traffic Priorities – Corporation Street

Purpose

- 1.1 To provide the Board with information on changes to traffic priorities made on Corporation Street during the covid pandemic.

Recommendation

- 2.1 To note this report

Reason

- 3.1 This report has been compiled in response to a request from the Board as set out in the work programme at October 2022 meeting.

Supporting information

4.1 Background

On 27 May 2020 Government announced the Covid 19 - Emergency Active Travel Fund. It was designed to enable Local Authorities to provide pop-up/temporary interventions to create environments that would be safer for both walking and cycling. The aim was to support active travel as a way of managing potential overcrowding on public transport as the lockdown was lifted. It was also hoped that these actions may stimulate changes in commuting habits with the associated benefits to health, air quality and congestion. This first tranche of funding was to implement measures quickly, using special emergency powers, that set aside any of the usual pre-scheme consultation measures.

- 4.2 Proposals had to be submitted to the Department of Transport by 5 June and the guidance advised that the funding would be weighted to areas of high public transport use. This effectively gave six working days for submissions to be returned. The funding criteria allowed for schemes to be implemented without formal design and to operate as a test of proposals that were not fully developed but may be being considered as part of other projects or programmes. A key condition of the grant award was that work on the ground had to start within four-weeks of the release of funding and had to be substantially completed within eight-weeks. Government wanted to see measures that were ambitious and bold where the impact could be clearly seen.

4.3 **Corporation Street**

Included in Derby's proposals were restrictions to Corporation Street to reduce through traffic and provide a journey time advantage for public transport. Historically, congestion through Corporation Street and Morledge had frustrated the operation of the bus station, adding to congestion on the site as well as lost journey time. The scheme was intended to alleviate this and to provide a quieter street environment. This would make a more pleasant space to walk and cycle, as well as enhancing the enjoyment of the Market Place. These aims were strongly in line with the requirements of the funding.

4.4 The restriction was initially done under Experimental Traffic Regulation Order (TRO) powers. It commenced in early August 2020, with access for buses and taxis (Hackney vehicles) only between 07:00 and 19:00 and applied in both directions. A camera was installed to monitor the impact and the level of non-compliance. At this early stage, there was no enforcement but there were periods where warning notices were issued to drivers.

4.5 The use of the Experimental TRO allowed the quick implementation required as part of the funding. It also meant that formal consultation was on-going immediately. This consultation remained open for comment up to November 2021. There were 6 objections:

- 1 x raised a question of access to blue badge bays
- 2 x businesses on Stuart Street
- 3 x said the road should be open to all traffic

None of the objections presented a material challenge to the aims of the scheme and a permanent Traffic Regulation Order was progressed through the Council process to establish the restriction.

4.6 **Impact of the scheme**

During the initial implementation and when the formal restriction was confirmed, the scheme attracted local media attention and request for FOI information on the fines collected. This has assisted in publicising the scheme.

There have been complaints about the signing of the restriction. As a result of the monitoring during Experimental period, the signage was improved over and above the statutory requirements in advance of PCNs being issued.

Two cases have been taken to the independent national Traffic and Parking Tribunal and in both cases the Council has been supported. It received positive comments about the purpose of the scheme and the method of implementation, including the standards of signing and road markings.

4.7 This table showing the PCNs issued each month since the implementation of the permanent order:

2021	
Nov	2257
Dec	7067
2022	
Jan	4687
Feb	4176
Mar	4007
Apr	3692
May	4186
Jun	2927
Jul	3391
Aug	3781
Sep	2752
Oct	4206
Nov	2798
Dec	2428

We do not have reliable pre-scheme traffic volume data for this route, the suggestion from historic modelling exercises suggest that between 6000 and 8000 non-bus trips were made per day up to February 2020. There are also seasonal trends in overall volume across the network that impact on the figures, however, December 2021 and December 2022 comparisons show a decline in non-compliance.

4.8 The scheme has received overwhelming support from the public transport operators, not only because of removing daily morning and evening congestion from the route, but because it assists the bus station to function more efficiently, without late arriving buses competing for bays and standing on the concourse.

4.9 Related changes

- The scheme creates the opportunity to amend the existing restriction on Phoenix Street, to potentially allow improved access in the Riverside area, without adding traffic to the heart to the city centre.
- The scheme aligns with the Albert Street and Victoria Street scheme (Transforming Cities Fund) and the wider benefit to the city centre.

Public/stakeholder engagement

5.1 The emergency nature of the funding meant that pre-implementation consultation requirements were set aside by the special conditions. The Derby programme, however, included a commitment to review all the schemes, and where appropriate, carry out public consultation. Nationally many projects attracted negative media and some schemes were removed very soon after implementation. As a result Government issued a directive to review all schemes and introduced mandatory consultation in later funding calls.

Engagement with bus operators has shown full support for the scheme from them and passenger groups.

Other options

6.1 The Government timescales from announcement of the actual bid criteria was exceptionally short. This meant that schemes were tested by implementation rather than through the normal business case methodology.

Financial and value for money issues

7.1 The infrastructure implemented by this scheme was fully funded by this external fund.

Legal implications

8.1 None arising from this report.

Climate implications

9.1 The scheme has a local environmental benefit in providing a reduction in traffic and a better space to walk and cycle in cleaner air. The biggest direct benefit has been for public transport users and operators, in terms of removing daily occurring congestion and helping to support the recovery of passenger transport.

Socio-economic implications

10.1 None arising from this report.

Other significant implications

11.1 None arising from this report.

This report has been approved by the following people:

Role	Name	Date of sign-off
Legal	N/A	
Finance	N/A	
Service Director(s):	Verna Bayliss, Director of Planning, Transport & Engineering	13 Jan 2023
Report sponsor	As above	
Other(s)		

Background papers:	None
List of appendices:	None