

**STATEMENT OF REASONS
PROPOSED TRAFFIC REGULATION ORDER**

**Derby City Council (Pear Tree Crescent) (Moving Vehicle Restriction)
(Amendment to Map Based Schedule) (No.54) Order 2022**

Derby City Council is duty bound pursuant to 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), of the Act as it appears to the Authority that it is expedient to make it for the purposes prescribed:

1. For avoiding danger to persons or other traffic using the road or any other road or any such danger arising
2. 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,
3. For preserving or improving the amenities of the area through which the road runs

EFFECTS

The purpose of the order is to introduce the following restriction:

Point of No Entry for Motor Vehicles on the tip of the Eastern arm of Pear Tree Crescent, at its junction with the straight length of road that becomes Princes Street

This will be supported by changes to the road layout to reinforce the Point of No Entry but designed to retain access for the purpose of the annual Vaisakhi parade. Access for cycles will be maintained.

The existing **Prohibition of vehicles above a maximum width** restriction will be revoked, and the signs removed, to be replaced with No Entry signs.

Extents are depicted in drawing TM S14 03

BACKGROUND

The Council has received several complaints from residents of Pear Tree Crescent about the level of traffic using Pear Tree Crescent to the east of Portland Street as a through route to access businesses on Princes Street and within the Robinsons Industrial Estate.

Traffic surveys and site investigations, conducted in early 2021, confirm this is happening to the extent deemed unsuitable to the existing character of the street.

To help resolve this the Council consulted residents earlier in the year on potential options to change the road layout. The options were as follows:

- 1) Point of No Entry enforced by a buildout and signage to allow traffic to only travel from Princes Street to Pear Tree Crescent
- 2) Point of No Entry enforced by a buildout and signage to allow traffic to only travel from Pear Tree Crescent to Princes Street
- 3) Point of No Entry, enforced by a narrowed carriageway with buildouts either side and a central bollard. The bollard would prevent traffic from traveling towards Princes Street, from Pear Tree Crescent. Pear Tree Crescent would be a No Through Road for traffic travelling from Princes Street. The central bollard would be removeable to facilitate the annual Vaisakhi parade

The outcome of the consultation confirmed a significant majority in favour of option 3. Options 1 and 2 were rejected as they would only alleviate part of the problem and would likely experience high levels of contravention due to a lack of sustained enforcement.

Option 3 would also provide greater improvements in safety for residents, their visitors, pedestrians, and cyclists.

Motor Vehicle access to Pear Tree Crescent will be from Portland Street only. There are alternate routes for visitors to the Gurdwara and the businesses on Princes Street. A removeable bollard will be installed to allow access for the annual Vaisakhi parade that uses Pear Tree Crescent and Princes Street as part of its route.

Cycle access through the Point of No Entry will be maintained, promoting sustainable travel.

REASONS FOR PROPOSALS

Restricting access on Pear Tree Crescent, at the arc of the crescent, where it meets the straight length of road adjoining Princes Street will prevent traffic using a residential street as a cut through route to the industrial estate and businesses on Princes Street. It will help alleviate problems with speeding and unsuitable vehicles and ensure the residential character of the Crescent is preserved.

With no through traffic, residents should experience lower levels of noise, pollution, and a safer environment for pedestrians and cyclists.

Verna Bayliss
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