

DUFFIELD ROAD BUS LANE – RESPONSE

SUMMARY

- 1.1 The Planning and Transportation Commission undertook a review of the decision of the Council Cabinet to make permanent the bus lane on the A6 Duffield Road. On 16 December 2008 Council Cabinet received the report and requested the Corporate Director of Regeneration and Community to consider the recommendations made by the Commission and report back. Set out at Appendix 2 for Cabinet's consideration is the response, together with the actions already taken and proposed.
- 1.2 A separate report to this Cabinet sets out the 2009/10 Highways and Transport Work Programme, which includes the preparation of a prioritised list of highway drainage schemes. The drainage issues on Duffield Road will be included within this assessment.

RECOMMENDATION

- 2 To endorse the proposed response.

SUPPORTING INFORMATION

- 3 The Planning and Transportation Commission had agreed to a request, by three members of the Council, to review the Council Cabinet decision to make permanent the experimental bus lane on the A6 Duffield Road. A special meeting was held on 24 November 2008. Appendix 2 sets out the proposed response to each of the six recommendations made.

For more information contact:	Chris Hegarty 01332 641736
Background papers:	e-mail chris.hegarty@derby.gov.uk
List of appendices:	None
	Appendix 1 – Implications
	Appendix 2 – Response

IMPLICATIONS

Financial

- 1.1 None directly arising from the current proposals. However if capital works are undertaken as part of the 2010/11 Highway and Transport division capital programme this will result in additional costs.

Legal

- 2.1 None directly arising

Personnel

- 3.1 None directly arising

Equalities Impact

- 4.1 None directly arising

Corporate objectives and priorities for change

- 5.1 The proposal mainly contributes to the Council's priorities of leading Derby towards a better environment and creating a 21st century city centre.

Response to the Recommendations of the Planning and Transportation Commission

The Commission recommended Council Cabinet to:	Reason of the Commission	Response including actions already taken and proposed	Timescale
1. Increase the amount of speed checks and signage so as to reduce speeding.	The limited carriage way capacity means slower speed – including combined closing speed – is critical for the road safety of all users. Although it is not usual to repeat signage in 30 mile an hour areas, this is a new scheme and road users need reminding about the recent reduction from 40 mph. The road layout lends itself to higher speeds when not congested outside of rush hour.	Agreed – Ongoing speed enforcement action by the police has been taking place. Department for Transport rules do not permit the provision of additional 30mph speed signs in areas with street lighting. However the additional signage to advertise the reduction in speed limits from 40mph to 30mph which was put up in March 2006 is still in position.	Ongoing
2. Allow motorcycles to use the bus lane.	There would be no adverse impact as motorcycles travel at car and bus speeds. There would be a positive impact in allowing motorcyclists to make quicker and safer journeys.	Review to be completed. An ongoing trial into the use of bus lane by motorcycles has been taking place since 2005 on Uttoxeter Road and Nottingham Road bus lanes. It had been agreed that before the trial could be extended to other locations a full 3 years worth of data on its impact needed to be collected. As part of the 2009/10 work programme we are proposing to carry out a review of the trials and make a recommendation to Members on this issue.	2009/10 for review
3. Consider provision of a north bound cycle path on the east side of Duffield Road	Although space would be tight for a cycle path, it would be a major safety gain as the cyclists would no longer need to share a single lane with all other	Review to be completed. We are currently carrying out a cycle audit to prioritise route improvements required across the City. A programme for implementing improvements will	Dependent on outcome of the review

	users and it would obviate the problem of impatient drivers taking risks overtaking them. It is understood that a modest amount of Section 106 funds from the Merchant Street development could contribute to a cycle path.	be agreed early in the 2009/10 financial year. This route will form part of the review.	
4. a) Change the timing of household waste collection so that this occurs outside of peak hours and b) waste bins be collected from and returned to inside the edge of properties on the west side to avoid them being obstacles for pedestrians	This mainly relates to the west side of the A6. The current morning peak collection arrangements have a double effect. First, all northbound is held up by the slow movement of the refuse lorry – attempting to overtake involves driving in to the town-bound traffic lane. Second, bins being put in the footpath narrows leaves less room for pedestrians who are squeezed closer to – or on to – the road.	Agreed - Work has been undertaken to ensure household waste collections take place outside peak period	Completed
5. Address traffic flows at the Broadway island, by relocating the north bound bus stop or by introducing solid white lines adjacent to the current stop	The north-bound bus stop is immediately after the Broadway island. Buses stopping to pick up and set down effectively block north bound traffic which backs up to south of the roundabout. Attempting to overtake involves driving in the citybound traffic lane. Solid white lines would address the safety issue at busy times. The disbenefits are that the backing up of traffic would continue and it may be unpopular with drivers at light times when it can be safe to overtake the stationary bus. An alternative would be to re-locate the bus stop either further	Unsupported – Accident data does not support the view that the current bus stop is in an unsafe location. An investigation of the bus stop has however been undertaken to identify other possible sites for the stop. However having considered possible sites on either side of the roundabout no more suitable location has been found. The bus company has made it clear that this is a busy stop and they would rather it remained in its current location.	

	north from the island or just to the south of it where there is no bus lane and thus more space for overtaking		
6. Note the Commission's report is predicated on the Cabinet not ruling out future widening of the A6 along the affected area, with the local Neighbourhood Board and Forum being the mechanisms for resident representations on the issue	The statistical evidence showed there have been fewer accidents as a result of introducing the bus lane. Many residents do not share that view. This scrutiny exercise has sought to address the competing needs for limited carriageway space between private car and public transport users and the impact on cyclists and local residents. The preceding recommendations should help improve the safe operation of this section of the A6. However, if the future indicates that further safety measures are needed, for example because of rising numbers of car journeys, an option that must be open to consideration is the widening of the road. That itself may not prove universally popular as increased capacity would be likely to involve the loss of green edges. The Council's Neighbourhood Agenda offers regular opportunities for all residents to engage in place shaping and balancing the sometimes competing needs of sections of the local community. It may be that Section 106 or other funds could contribute to layout improvements.	Agreed – as with all of the City's roads, we continually monitor and review road accidents and casualties. If in the future there is a need to consider further changes on this route then they will be considered as part of the overall highways and transport programme development process.	