

**BUS LANES REVIEW – OUTCOME OF SCRUTINY OF INTERIM REPORT****SUMMARY**

1. The September 2010 meeting of the Neighbourhoods Commission had decided, as a part of its Work Programme for 2010/11, to 'consider the effectiveness of the Kedleston Road bus lane, dependent upon decisions following the current trial'. To avoid duplication the Commission decided to scrutinise the issue when the results of the wider review of bus lanes, commissioned by Cabinet Member for Planning and Environment, was completed. On 17 January 2011 an interim report was considered by Councillor Holmes. This contained information about many but not all bus lanes. A nine part resolution was passed, including decisions regarding the future of Kedleston Road and Duffield Road bus lanes. At its meeting on 7 February the Neighbourhoods scrutinised the report and associated resolution.

**RECOMMENDATION**

- 2 That the bus lanes on Kedleston Road and Duffield Road should be retained for a further period and any decision to remove them should be taken only after a further twelve months to allow a fuller evaluation of the effectiveness of both

**REASONS FOR RECOMMENDATIONS**

- 3.1 The meeting heard from ward members for Allestree and Darley and from representatives of Trent Barton. Many aspects were discussed, but the main areas of disagreement related to road safety and whether the gain in bus journey time was justified against restricting car users.
- 3.2 **Competing interests of travellers.** Different views were also attached to the significance of the bus journey time saving delivered by the Duffield Road bus lane. On one side the gain of four minutes for the buses was felt not to warrant the road reduction in capacity for car users, who could potentially benefit from more fluid traffic and faster car journeys if the bus lane was removed. For Trent Barton bus lane delivered the two key points of concern to passengers: reduced journey times and punctuality. To the company the four minutes journey saving was important in itself but the loss of the bus lane would make services susceptible to congestion with the risk of late running. With almost 4 out of 10 passengers on that route choosing to leave their car at home to take the bus, the risk could be some would switch back.

- 3.3 **Road safety.** Different views were expressed about whether the bus lanes improved, or detracted from, the safety of road users. On Duffield Road, the Officer report indicated that the number of reported accidents were broadly the same as were reported before the bus lane was installed. Comment was made that the reduction in speed from 40 to 30 mph should reduce accidents. The Kedleston Road bus lane was considered not to have been in place long enough to draw reliable conclusions on safety. Trent Barton's representative referred to the importance of recorded accidents for comparison; ward councillors referred to the experiences reported by residents. Councillor Barker explained that near misses or minor accidents are unlikely to be reported and therefore not appear in statistics.
- 3.4 The Cabinet Member referred to the approach taken of balancing the differing interests and views. For Duffield Road and Kedleston Road the balance had come down on the side of removing the bus lanes. He pointed out that for several of the other locations the decision was to retain the bus lane, in some cases with modifications.
- 3.5 All the Commission's members acknowledged this was a complex issue with arguments for and against. The majority opinion was that more time is required before a decision to remove is taken. Allowing a further year would bring the following advantages. For Kedleston Road it would allow the scheme to be properly tested in the new traffic conditions that apply post-Connecting Derby period. This could include data about the trend and extent of modal shift ie how many car movements are replaced by bus rides. For Duffield Road it would allow more time to seek to reconcile the views of some of the public with the recorded data. That could include some research of Councillor Barker's point that there are real but unrecorded incidents.
- 3.6 No one participating at the Commission meeting said they were against bus lanes in principle. Equally, the members who supported the recommendation (at 2 above) were not wedded to the retention of these bus lanes. Some attendees referred to the need to remove the bus lanes to respond to the voices of residents. However, another said that in Darley there are views both for and against. What is sought is further time to make an evidence-based decision on the operational issues (safety, use of the limited carriageway space) and to gauge the views of widest number of residents and travellers.

## SUPPORTING INFORMATION

4. The meeting was attended by several of the Allestree and Darley Ward councillors, the Cabinet Member for Planning and Environment plus the Head of Traffic, and representatives of Trent Barton. Professional

**This report has been approved by the following officers:**

<b>Legal officer</b>	n/a
<b>Financial officer</b>	n/a
<b>Human Resources officer</b>	n/a
<b>Service Director(s)</b>	n/a
<b>Other(s)</b>	Chair and Vice Chair of the Neighbourhoods Commission

<b>For more information contact:</b> <b>Background papers:</b> <b>List of appendices:</b>	Name 01332 643648 e-mail <a href="mailto:rob.davison@derby.gov.uk">rob.davison@derby.gov.uk</a> None Appendix 1 – Implications
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## Appendix 1

### IMPLICATIONS

#### Financial

1. None in this report.

#### Legal

2. A three weeks statutory consultation is required.

#### Personnel

3. None directly arise

#### Equalities Impact

4. None directly arise

#### Health and Safety

5. See paragraph 3.3

#### Carbon commitment

6. Not calculated but there is a gain obtained by modal shift from private car to bus use.

#### Value for money

7. None in this report

#### Corporate objectives and priorities for change

8. CG5 To contribute to reducing the effects of climate change in Derby