



The following information covers the basic content of the presentation to the Transport and Planning Scrutiny Commission on 24th November and details the concerns of the presenters.

The presentation will be introduced by Steve Willoughby (Councillor for Allestree Ward), Simon Bucknell (Spokesman for DRAG), Peter Steer (Consultant Structural Engineer), Peter Hodgson (Rail Transport Engineer), Ron Shimmons (Retired Accident Investigator)

1. Introduction

Derby City Council has a responsibility for protecting the environment through the implementation of congestion busting schemes but this must not have any adverse effect on their duty of care to all road users.

While there is no objection in principal to the introduction of a Bus Lane on Duffield Road, it has had an adverse affect on the safety and this is overriding concern.

The following report covers the way the scheme was introduced and the lack of proper consultation. The fact that there is no evidence that any realistic risk assessments was undertaken. The inadequate way that the council officers dealt with objections and concerns. The flawed report which was used to justify making the scheme permanent etc. Throughout the whole episode there is a disquieting feeling that, once the bus lane was introduced nothing was ever going to stop it and it was always intended to be a permanent fixture.

It is obvious that the new lane configuration on Duffield Road has made the road less safe for all types of users. Through our own experiences and through the overwhelming amount of feedback from people across Derby, together with our discussions with the Department for Transport (Dft) and the Transport Research Laboratory (TRL) it is a well recognized fact that the implementation of this scheme has substantially increased the risk of accidents.

Over the last 20 months council officers have attempted to justify the scheme by comparing Duffield Road to other Roads in Derby (Nottm Rd, Agard Street, Pastures Hill etc). However in our opinion and following our discussions with the Dft it is clear that Duffield Road is completely different and therefore cannot be usefully compared with any other road.

Duffield Road is approximately 9 metres wide and accommodates three individual carriageways all at Dft min of 3 metres, one lane is dedicated to a bus lane that provides benefit when congestion builds up at the morning rush hour in term time. According to the Dft the lane configuration ' is concerning and not recommended', The TRL simply concluded that the scheme 'is obviously more dangerous than it was before'

Due to the rarity of the scheme and the experimental nature of the traffic order it is obvious that the negative effects were not known at the conception and consultation stages. While it is clear that council officers have made every attempt to justify the permanency of the bus lane scheme no use of statistics or bus timesavings can justify the implementation of a

new road layout that significantly increases the risk of accidents and reduces the use of the road for pedestrians and cyclists.

While we agree that there may be other possibilities for Duffield Road which we would be keen to consider the current traffic order give us two options, either make the scheme permanent or remove it.

In our opinion the bus lane benefits are insignificant in comparison to the obvious increased risks of accidents. Therefore the bus lane scheme must be removed while further designs are considered.

The following information will be covered in detail at the presentation. This brief summary covers some of the key points to consider.

2. Consultation Process

- Despite council claims that 3000 leaflets were posted to residents advertising the consultation resident's claim that these did not arrive as such the consultation was poorly attended.
- The only correspondence residents received was in the week commencing the 19th of February 2007. One week before the new scheme was installed.
- General feeling that Council officers were complacent and did not consider the implementation of the Bus Lane to be contentious and therefore didn't feel there was a need to actively seek views of residents or undertake due process.
- Specific information about the lane widths was omitted from the consultation. No information about the Dft min lane widths highlighted at any stage making it impossible for all parties to make an informed decision.
- Specific information about the possible negative effects were omitted from the consultation
- No target time savings for buses were indicated
- Objections and objectors letters were poorly handled – No consolidated report provided

3. Due Process

The following are all recommendations to ensure our safety. None are legal all represent commonsense and are there to protect us.

- No Feasibility Study
- No Risk Assessment
- No Road Safety Audit
- No Environmental Impact Assessment