

## SENT AS E-MAIL

Dear Rob Davison

Many thanks for your letter and for the advice contained therein.

We are not members of the DRAG, and suspect that our views may differ from those of that group. We would therefore be grateful if the following could be logged as our independent opinion.

### The Basic Options

We are firmly of the opinion that the Bus Lane should *remain*, because:

- there are significant developments planned for the centre of Derby which will generate more journeys in and out of the city centre. The need for a Bus Lane can only increase with time.
- bus times are much more reliable *with* the Bus Lane.
- without a Bus Lane and unreliable bus times, fewer people will use the buses, leading to more traffic on the road, causing more unreliability - a very vicious cycle.
- without a Bus Lane, buses will sit in the same traffic queue as cars. Bus passengers will see no benefit from using a bus - causing more traffic (the vicious cycle again).

### Potential improvements to the Bus Lane

Taking each of the potential improvements referred to in your letter:

a) abolish the Bus Lane between Mileash Lane and Broadway but retain the remainder - we would support this improvement as:

- it would retain the benefits of the Bus Lane;
- it would reduce the problem of traffic from Mileash Lane having to enter the middle lane of the carriageway for only a short length; and
- our conversations with others who would prefer to see the Bus Lane removed altogether, still concede that this one change could significantly improve the current situation.

b) keep the Bus Lane for part-time operation (other users allowed at other times) - we would support this improvement as:

- it would help maximise reliability of bus times during the inbound rush hour;
- it would minimise some of the safety problems for traffic during the outbound rush hour (when cars need to overtake cycles, stationary buses at stops, etc).

c) keep three lanes, with the middle lane taking buses only (inbound morning, outbound evenings) - we would not support this proposal as:

- it would constitute a significant safety hazard with buses crossing lanes when stopping and starting;
- safety would also be prejudiced for cycles attempting to use the bus lanes.

d) keep three lane, no Bus Lane, tidal flows for the central lane - we would not support this proposal as:

- there would be no Bus Lane, and therefore prejudice reliability of bus times, leading to the vicious cycle again).

### Additional comments

- Potential improvements (a) and (b) could both be undertaken in combination. We would support this.
- There are no proposals to improve safety for cyclists - particularly for those who are disadvantaged when riding on the road, outbound in the evening. A cycle path should be developed along the grassed margin to Duffield Road. If the width is not exactly as recommended by Highways Regulations, this should not prevent such an innovation (as we understand that the Bus Lane is not 'full width' but it is still considered to be beneficial overall).

If you require any further information or clarification please let us know. Meanwhile we would appreciate acknowledgement of receipt and confirmation that our views will be logged as part of your process of collecting evidence for the review and scrutiny activity.

Yours sincerely

*Graham & Chris Bennett*

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