

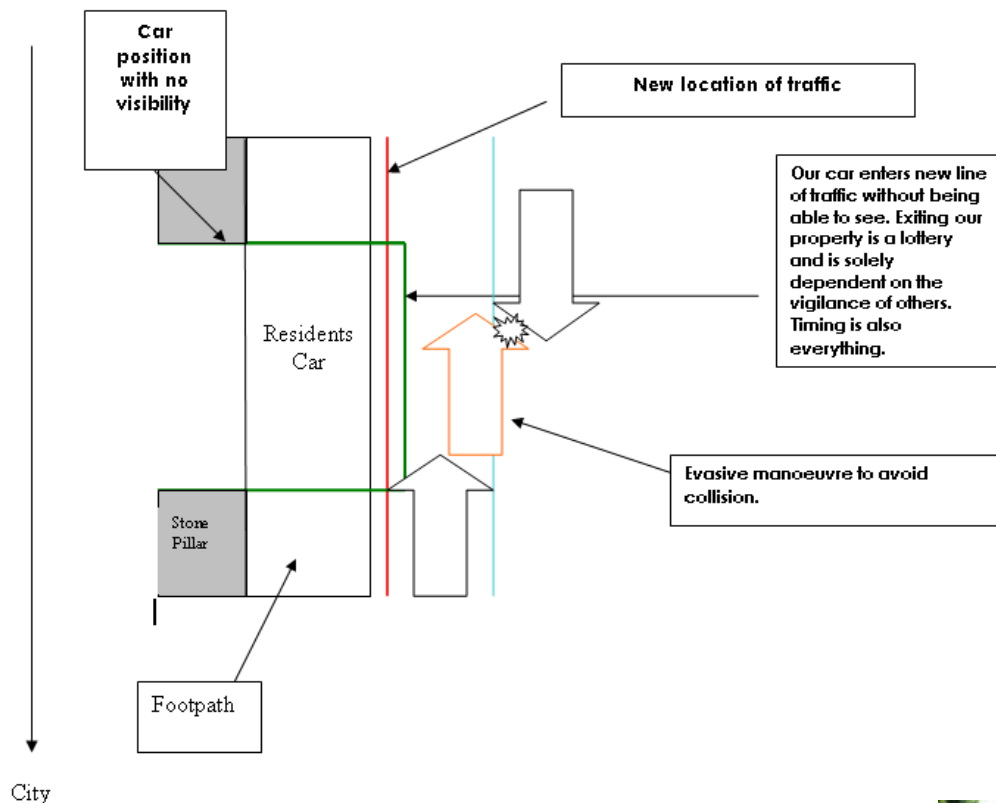
**4. Before Bus Lane (BBL) & After Bus Lane (ABL) – See lane width diagrams at <http://www.lanewidthguidelines.blogspot.com/>**

Although Dft guidelines and recommendations are not legally enforceable they are there for our safety. We have measured the road in different places the lanes are below the Dft minimum. If one individual lane was below or around the minimum this would represent an increased risk but on Duffield Road this problem is exacerbated by have three lanes close to or below the Dft minimum.

Put simply the road width is too narrow for the volumes and types of traffic using the road. As the traffic now flows at the edges of the road along the double yellow lines safety has been compromised for residents, cyclists and pedestrians.

**Residents**

Residents on the west side of the road are most affected particularly between the Broadway Pub and Saint Benedicts School. This is because traffic now flows at the edges of the road along double yellow lines (approximately 6 inches from the kerb) which is almost 1 metre closer ABL. Historically this space was used by residents as a safe space to exit their properties to gain the visibility needed.



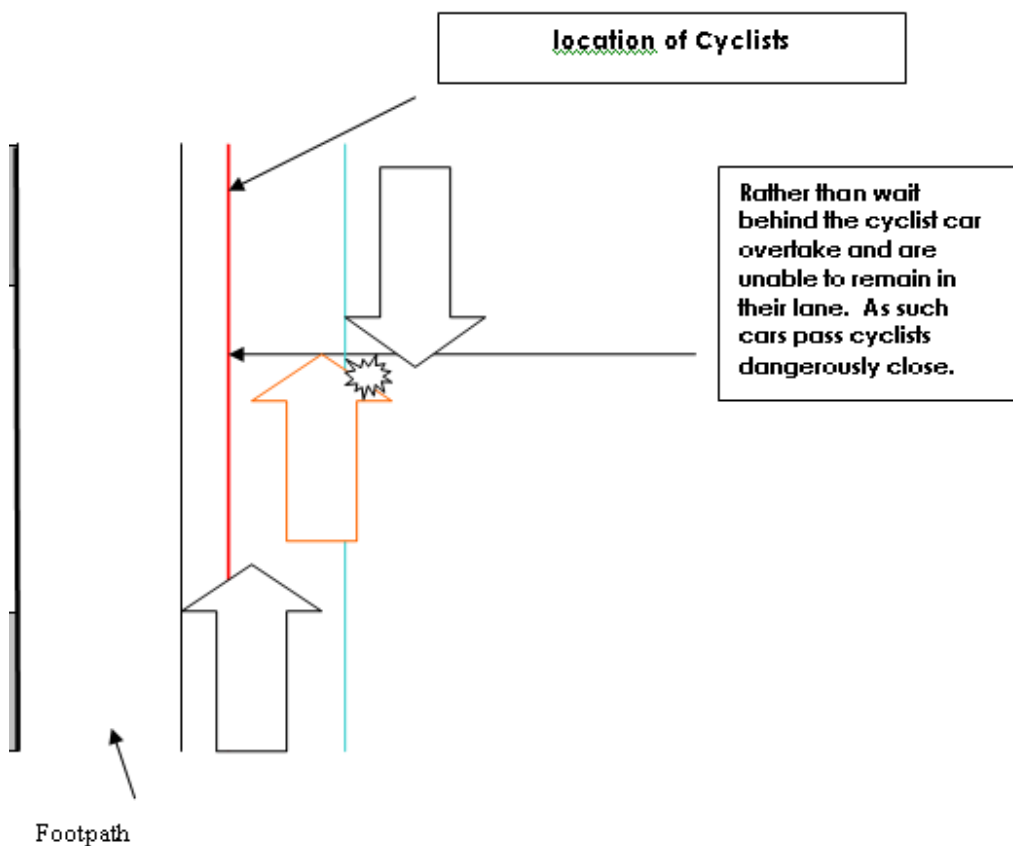
Residents on the east side of Duffield Road complain that it is now much hard to enter their properties because they have to cross over two lanes of traffic. However they are relatively unaffected and while they are aware that there is a major issue on this road they have made a decision not to object as it is their belief that objections may result in road widening which will ultimately affect their side of the road.

The diagram above and the picture right demonstrates how close traffic now travels to pedestrians due to squeezing three lanes in to a 9m road



### CYCLING PROBLEMS AND RELATED MATTERS

It is well documented that cycling northbound is hazardous. Councilor Care said it was 'Hairy' and that is an understatement. As each lane is 3m or below there is simply no space for cyclists. Cars are unable to give the Dft recommended half a cars width and overtake cyclists in such a way that they compromise the safety themselves, oncoming traffic and the cyclist. In turn affected cars jettison in to the bus lane, which is used as a 'buffer lane' and consistently used to avoid head on collisions. This happens almost every time a cyclist is overtaken apart from when a bus is using the bus lane. This is when the accidents are happening.



## 5. Summary of Effects of lane configuration on Duffield Road

### As the lane width are too narrow

- Increased dangers for all road users including buses
- Increased danger to residents
- Increased danger to cyclists (northbound)
- Increased danger to pedestrians
- Problems with access, parking and deliveries for residents
- Loss of business (Coach House Guest House)
- Environmental damage (loss of trees, gardens) to improve access and parking
- Vehicles exiting driveways in the worst effected areas are up to half a metre in to the carriage way before gain visibility. As traffic now flows up to a metre closer to the kerb this is an extremely dangerous situation already witness by Lucy Care.
- Residents in most affected area receive verbal abuse when pulling out of their drives for endangering other road users.
- At the Broadway Pub bus stop vehicles blindly overtake stationary buses into the right hand citybound lane. (see pic of bus overtaking bus)
- Due to the narrowness of the lanes at Ferrers Way vehicles turning left encroach in to middle lane creating the possibility for collision.
- Mileash Lane junctions are more dangerous and difficult to negotiate having two lanes to cross rather than one.
- Deliveries to houses along the northbound stretch often create huge problems and block all northbound traffic and/or force dangerous overtaking. Deliveries on the opposite block the bus lane.
- Excessive spill over parking throughout Darley Abbey
- Unsafe drop off and pick up's on Broadway (up to 100 cars a day drop children off here for St Mary's and now Saint Benedicts.
- Larger vehicles traveling northbound now travel in the gutters inches away from pedestrians walking up the narrow northbound foot path
- Taxi's and buses abuse the speed limit are regularly seen undertaking
- Increase in congestion for car users and slower journey times (1.5 minutes)
- Implementation of 30 mph speed limit – NB. no speed enforcement has been seen on this 1000m route and few cars adhere to new speed limit.

## 6. Benefits of the Bus Lane

- To reduce bus journey times by taking buses through congestion caused by traffic backing up from Five Lamps junction to Palm Court Island.
- To encourage people traveling to Derby to swap their cars for the bus as a means of reducing congestion and carbon emissions. Note: Not everyone using Duffield Road works in Derby and therefore cannot use the bus as an alternative.
- Effective between 8am and 9am Mon – Fri i.e. 5 hours per week during term time.
- Reduced rat running through Darley Abbey – (No difference according to Darley Abbey residents).

**Time Saving:** Av. 5 minutes time saving on buses using this route at peak times.

**Success Rate:** 'Claimed' increase in bus use on this route by 4.5%