

Mr Rob Davison
Overview and Scrutiny Officer,
Derby City Council, PO Box 6292,
Council House
Derby
DE1 2ZL

2215
01773 572215
Ashley Knott
GEC/D/16/HQO/TM/AK

13th November, 2008

Re: Duffield Road Bus/Cycle/Taxi Lane, Derby

Dear Sir,

Further to our recent e-mail communication and telephone conversation regarding the above I have now had the opportunity to research the previous Highway Authority consultation and reported collision history for this section of road.

I was not aware the traffic regulation order in respect of the bus lane had become permanent on 2nd September 2008 until I received your recent e-mail and I have no record of any views being sought from the police prior to this decision.

I welcome the opportunity to comment on the present situation having now had the benefit of travelling the road on two evenings this week between 5pm and 6 pm.

A consequence of the bus lane's operation is to restrict carriageway width for roads users travelling north and southbound along the route.

Justifiably, the speed limit has been reduced to 30 mph to further improve road safety and recognise the increased risk of road user conflict both to vehicles travelling in opposite directions and the increased risk of stationary traffic given the junctions and private driveways, particularly on the northbound route, from the City Centre.

This reduced carriageway width northbound will impact on cyclists and will rely on drivers being patient to allow sufficient safety margin when overtaking to prevent forcing oncoming traffic to move into the bus lane.

I have no information on any effect on traffic flows, however, reduced carriageway widths/clearance distances are shown to be of benefit in generally reducing the speeds of opposing traffic in these circumstances. This was my experience when travelling the road towards the City this week.

The reported personal injury and non injury collision data shows 3 personal injury collisions since the bus lane went 'live,' non of which appear to be contributory to the bus lane itself. There has been no increase in the number of reported non-injury collisions since the Bus Lanes introduction.

Having regard to the above information and comments, there is no evidence that its introduction has had a detrimental effect on road safety.

I support its continued operation on the basis that its use, together with any road safety implications for all road users, is effectively monitored by the Road Safety Partnership and any issues are resolved accordingly.

Yours sincerely

Traffic Management Officer