



DERBY CITY COUNCIL

**PLANNING, HIGHWAYS AND TRANSPORT
INDIVIDUAL CABINET MEMBER MEETING
13 December 2006**

ITEM 6

Report of Corporate Director, Regeneration and Community

Duffield Road and Kedleston Road Transport Improvements

SUMMARY

1. We have recently consulted local residents and members over proposals to introduce bus priority measures and other transport improvements on Duffield Road and Kedleston Road. A number of differing views have been expressed on the suitability of the measures and a decision needs to be made on whether we proceed with some or all of the measures.

RECOMMENDATION

- 2.1 To proceed with the proposed improvements on Duffield Road this financial year and to begin the remaining improvements on Kedleston Road in 2007/8 subject to funding.
- 2.2 To investigate the need for further traffic management measures in Darley Abbey Village
- 2.3 To consider further traffic management measures in Strutt's Park subject to resources being made available as part of the 2007/8 work programme
- 2.4 To inform residents of the outcome of the consultation and future action

REASON FOR RECOMMENDATION

- 3.1 To deliver improved transport services to support the Local Transport Plan.

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SUPPORTING INFORMATION

- 4.1 Over recent years there has been significant investment in public transport infrastructure, on the Duffield and Kedleston Road transport corridors, by the City Council and Trent Barton. As a result there were over a million bus passenger journeys on Kedleston Road and 600,000 journeys on Duffield Road in 2005/6. Congestion remains a significant problem on these routes and we are now looking to improve bus travel even more by installing measures which will reduce delays for bus passengers.

The Proposals

- 4.2 The proposals are intended to maintain existing capacity for general traffic and make better use of existing road space for public transport. Plans will be made available at the meeting. A detailed appraisal of the plans is shown in Appendix 2.

Specifically on Duffield Road we wish to introduce the following;

- a 24 hour, city bound bus, cycle and taxi lane running from Church Lane to Broadway. This would be within the existing road width with a single lane for other traffic maintained in either direction
- an extension of the 30mph limit as far as Palm Court Roundabout
- parking restrictions on both sides of Duffield Road along the length of the bus lane
- improvements to the Broadway roundabout to reduce excessive speed and help pedestrians to cross

On Kedleston Road the following changes are proposed

- traffic lights at Allestree Lane junction to control traffic travelling into Derby and provide some bus priority to the Allestree bus service. The new lights would include crossing facilities
- closing Kedleston Road service road adjacent to the Markeaton Hotel to stop rat running

- a 24 hour city bound bus lane running from Broadway to Bromley Street. This would be within the existing road width with a single lane for other traffic maintained in either direction
- a peak time city bound bus lane running from Arthur Hind close to Five Lamps. This would be within the existing road width with a single lane for other traffic maintained in either direction
- a no waiting ban on the south side of Kedleston Road adjacent to the Five Lamps bus lane
- a no waiting ban on the north side of Kedleston Road adjacent to the Five Lamps bus lane during the times the bus lane operated. Outside of this waiting restricted to 2 hours
- moving some bus stops to minimise traffic congestion
- upgrading the zebra crossing near Five Lamps to a puffin light controlled crossing and installing a new puffin crossing near St Alkmund's Church to help pedestrians cross more safely

Consultation

- 4.3 Wide ranging consultation has recently taken place and over 10,000 households in Darley and Allestree were informed of the plans and invited to attend a number of exhibitions. At the exhibitions residents were able to discuss the detailed plans with officers and representatives of Trent Barton and make their views known by filling in a questionnaire. The information was also available on the Council's website. In general the response was very low with less than 400 people filling in questionnaires. A small majority of respondents supported the proposals for Duffield Road whilst in general the plans for Kedleston were less well received.
- 4.4 In addition two petitions were also received. One petition, signed by 741 bus users, is in favour of the improvements. The other petition, signed by 202 people, is against the loss of on street parking as a result of the bus lane near Five Lamps. The petitioners feel that this will severely impact on access to Emanuel School and Scarsdale Veterinary Hospital.
- 4.5 A further 189 letters were received. Of these 181 were against the proposals and 8 were in favour. The greatest number of respondents were opposed to the planned traffic signals at Allestree Lane. The detailed consultation results are shown in Appendix 3.

Strutt's Park

- 4.6 We also asked resident's living in Strutt's Park to let us know what they thought about traffic conditions in their area. Only 52 out of 1119 (5%) residents returned their prepaid questionnaire. The majority of respondents felt that previous measures had not reduced traffic speeds, reduced through traffic or made the roads easier to cross.

- 4.7 It is not felt that the current proposals will have a negative impact on Strutt's Park and in light of the very small response it is not proposed to include further action here as part of this scheme. However, we are currently developing a mechanism for prioritising traffic management studies in residential areas. A number of requests have previously been received to create one way streets and improve parking within Strutt's Park and these will be considered for the 2007/8 work programme as part of the prioritisation process.

Darley Abbey Village

- 4.8 Residents of Darley Abbey Village were asked similar questions to people living in Strutt's Park. However, the response was much higher with 178 out of 761 (23%) people responding. The vast majority of respondents also felt previous measures had been ineffective and they felt further work should be undertaken.
- 4.9 As the proposed changes to Duffield Road could impact on the village further monitoring will be undertaken as part of the transport improvements. Following this consideration should be given to funding future traffic management measures in the village should it be necessary.

Trent Barton

- 4.9 As part of our bus quality partnership with Trent Barton we agreed to install an in bound bus lane on Kedleston Road from Allestree Lane to St Alkmund's Church no later than 31 March 2007. However, for a variety of reasons, including funding levels, this has not been achieved. However, the delay in delivering bus lanes may result in Trent Barton delaying the renewal of their Allestree fleet of buses. Further discussions will take place with Trent Barton regarding the recommendations contained within the report.

Conclusion

- 4.10 As expected the proposals are not universally welcomed. However there is felt to be sufficient support to proceed with the plans. Some amendments to the initial proposals have been carried out following discussions with the objectors. Furthermore it is planned to introduce the bus lanes as part of an experimental traffic order and this will provide opportunity to test the scheme over 18 months and make changes if necessary.
- 4.11 As part of the Local Transport Plan capital programme £100,000 has been set aside in 2006/7 to deliver transport improvements on Duffield Road and Kedleston Road. There are insufficient funds to complete all the works and it is planned to introduce changes to Duffield Road this financial year. Further funds will be sought from the

Local Transport Plan in the following year to begin the more costly works on Kedleston Road. The works on Kedleston Road may need to be funded over the next two years, depending on other priorities within the Local Transport Plan programme.

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Background papers:	None
List of appendices:	Appendix 1 – Implications Appendix 2 – Scheme Appraisal Appendix 3 – Consultation Results

IMPLICATIONS

Financial

1. The works on Duffield Road will be approximately £100,000 and will be met from the Local Transport Plan. The costs of the remaining improvements on Kedleston Road are estimated to be £300,000 and would be considered as part future Local Transport Plan programmes.

Legal

2. None.

Personnel

3. None.

Equalities impact

4. The proposals will help pedestrians and disabled people to cross the road and assist bus users to access the City Centre.

Detailed Appraisal

Duffield Road Transport Measures

Proposals

- A new 24 hour city bound bus, cycle and taxi lane running from Church Lane to Broadway. New bus lane to be provided within existing road width
- Remaining road width divided to maintain a traffic lane in either direction
- An extension of the 30mph speed limit as far as Palm Court Roundabout
- Parking restrictions on both sides of Duffield Road over the length of the bus lane
- The exit from Broadway to be narrowed to a single lane
- New pedestrian refuges to be provided on Duffield Road and Broadway near the roundabout to help pedestrians cross the road more easily
- Broadway roundabout to be reconstructed to better control excessive traffic speeds

Benefits

- Time savings for bus passengers of up to 5 minutes in the morning peak
- No substantial delay to car drivers
- Minimal disruption whilst installing bus lane
- Improvements for pedestrians crossing Duffield Road and Broadway
- Safer for cyclists using new bus lane

Disadvantages

- Ahead traffic may be delayed for a short period if traffic is waiting to turn right into Mileash Lane or Ferrers Way
- Loss of on street parking on Duffield Road and possible displacement elsewhere
- More complex road system
- May make it more difficult for drivers to exit Mileash Lane at peak times

Cost

The proposals will cost in the order of £100,000 but based on the government's value for time savings the scheme would generate time saving benefits for bus passengers valued at £38,000 each year.

Kedleston Road

Proposals

- A new traffic signal junction at Allestree Lane. The new junction will enable us to meter traffic travelling into Derby. We would use existing bus tracking technology to change the signal timings and minimise delays to buses using Allestree Lane. New red/green men crossings would be provided as part of the junction
- Kedleston Road service road to be closed at the Markeaton Hotel to prevent rat running
- A new 24 hour city bound bus, cycle and taxi lane running from Broadway to Bromley Street. New bus lane to be provided within existing road width

- A new peak time city bound bus cycle and taxi lane running from Arthur Hind Close to Five Lamps. New bus lane to be provided within existing road width
- Remaining road width divided to maintain a traffic lane in either direction
- Parking to be prohibited on the south side of Kedleston Road adjacent to the Five Lamps bus lane
- Parking to be restricted on the north side of Kedleston Road adjacent to the Five Lamps bus lane during the hours the bus lane is in operation. Outside of these times waiting restricted to 2 hours.
- Some bus stops to be relocated to minimise traffic disruption
- The existing zebra crossing close to Five Lamps to be converted to a puffin crossing
- Introduction of a new puffin crossing near St Alkmunds Church

Benefits

- Time savings for bus passengers of up to 7 minutes in the morning peak
- No substantial delays to car drivers
- Improvements for pedestrians crossing Kedleston Road near St Alkmund's church and near Allestree Lane.
- Safer for cyclists using new bus lanes

Disadvantages

- Some queues on Kedleston Road would be relocated north of Allestree Lane
- Possible rat running along Askerfield Avenue
- Ahead traffic may be delayed for a short period if traffic is waiting to turn right into Highfield Road
- Loss of on street parking on Kedleston Road and possible displacement elsewhere
- More complex road system
- May make it more difficult for drivers to exit Highfield Lane at peak times

Cost

The proposals will cost in the order of £300,000 but based on the government's value for time savings the scheme would generate time saving benefits for bus passengers valued in excess of £75,000 each year.

Consultation Results

Duffield Road and Kedleston Road Transport Improvements

Number of households contacted	10307
Questionnaires returned	378
Percentage of questionnaires returned	4

Bus Lane on Duffield Road				
For	%	Against	%	No opinion
170	58	122	42	55

Improvements to roundabout at Broadway				
For	%	Against	%	No opinion
189	72	74	28	73

Bus Lane on Kedleston Road (Five Lamps)				
For	%	Against	%	No opinion
153	47	175	53	31

Bus Lane on Kedleston Road (Jonty Farmer)				
For	%	Against	%	No opinion
154	50	153	50	50

Traffic signals at Allestree Lane				
For	%	Against	%	No opinion
165	56	132	44	63

An additional letter objecting to the signals has been received from 157 residents
 A petition in support of the transport improvements has been signed by 741 bus users
 A petition objecting to the loss of parking outside Scarsdale Veterinary Surgery and Emanuel School has been signed by 202 customers
 32 letters were also received, 8 of these supported the scheme and 24 were opposed

Has the exhibition been helpful?		
		%
Yes	301	93
No	24	7

Darley Abbey Village and Strutt's Park Consultation Results

	Traffic Calming in Darley Abbey		Traffic calming in Strutt's Park	
Questionnaires delivered	761		1119	
Questionnaires returned	178		52	
Percentage of questionnaires returned	23		5	
Has speed reduced in the area?		%		%
Yes	22	7	9	20
No	148	93	37	80
No opinion	8		6	
Is it easier to cross the road?				
Yes	31	11	12	22
No	135	89	33	78
No opinion	11		7	
Is there less through traffic				
Yes	7	2	7	14
No	166	98	42	86
No opinion	3		3	
Do you want further improvements?				
Yes	150	87	43	90
No	23	13	5	10
No opinion	5		4	