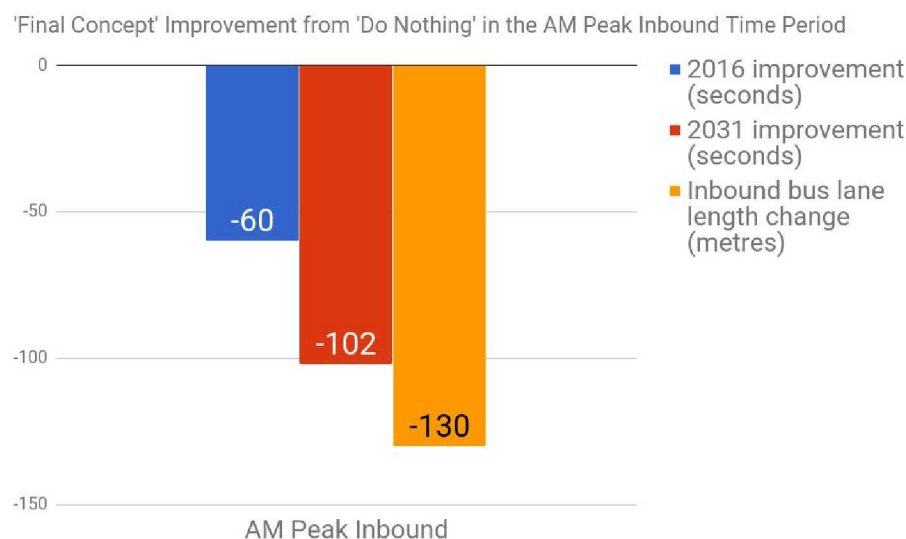


The 'Do Optimum' proposal I helped develop contains safe footways and cycleways, protected by an avenue of trees and verges with ample space for good bus stops.

But the officer's 'Final Concept' scheme is predicted by the computer model to be a major improvement in all motor vehicle journey times, even more so in 2031, over both 'Do Nothing' and 'Do Optimum'. It predicts every junction will have shorter queues.

Quote from the report:

"The 2016 AM Peak 'Final Concept' bus reliability results shows improved bus reliability for both directions of travel, maintaining average bus journey times inbound (even with a reduction of bus lanes on this side of the road in comparison to 'Do Nothing')"



The report says that bus lane length reduction is compatible with improved bus journeys.

The predicted bus improvements seem to have little to do with bus lanes and almost all to do with the clever designs for the major junctions. Shorter queues at junctions mean that bus lanes don't do much. And all this while bus priority refinements to junctions have yet to be added.

I have a compromise proposal. Please amend Milton Road recommendation (c) to:

"Take the 'Do Optimum' design as provided by the Local Liaison Forum resolutions; with its lesser length of bus lane; with its trees, verges and good bus stops; with its attractive walking and cycling facilities; and apply the following modification: that the major junction designs from 'Final Concept' are incorporated in place of the 'Do Optimum' junction designs where there is an improvement. Agree this new 'Final Optimum' hybrid conceptual design as a basis for detailed design work and the preparation of an interim business case to facilitate further public and statutory consultation."

Although officers have said they will consider reducing the bus lane length from 'Final Concept',

that promise is too weak. The process should instead be designed to meet the objectives with no more bus lane than strictly necessary.

Bus lanes are a heavy-handed measure that obviate themselves if successful. You are in danger of building a 20th-century-style white elephant. In contrast, bus priority via smart junction design doesn't suffer from that problem, and is a distinctly modern approach that leaves room for good trees, verges, bus stops, cycleways and footways.

Instead of a strip of tarmac, your legacy would be a world-class street that works for everyone, one which you are proud to show to the next generation.

Will the Assembly agree to propose to the Executive Board an amendment to recommendation (c) as described here creating the 'Final Optimum' hybrid conceptual design?