



A38 Derby Junctions – Statutory Consultation: Response by Derby Cycling Group 11th October, 2018

1. Submitter Details

- 1.1. This response is submitted by Derby Cycling Group, a member-based, voluntary organisation which represents about 400 members, living and working in and around Derby city and which promotes cycling as a healthy, sustainable and cost effective means of everyday transport. The A38 Derby Junctions scheme will affect our members who travel in the vicinity of the A38 both during the construction phase of the project as well as with the infrastructure created by the project.
- 1.2. We are therefore responding in relation to Non Motorised Users (NMUs) with emphasis on cycle travel and we are not commenting on the motor vehicle transport issues which the scheme is trying to address or which arise from it.

2. Principles for Local Travel

- 2.1. Derby Cycling Group believes that the A38 Derby Junctions scheme presents some fantastic opportunities for active travel:
 - 2.1.1. Giving priority for active travellers by creating direct, good quality, off-road cycle routes. with prioritised, quick response, signal controlled crossings alongside and across the A38.
 - 2.1.2. Creation of local transport infrastructure which prioritises active travel, using state of the art infrastructure design standards including:
 - 2.1.2.1. **Segregated NMU routes** with plenty of space for cyclists and pedestrians each in their own space.
 - 2.1.2.2. Humidity and temperature controlled crossings which give NMUs more priority in cold and wet weather.
 - 2.1.2.3. Corners with radii suitable for the bicycle standard design vehicle, including cyclists with child trailers and luggage.
 - 2.1.3. Creating better cycle routes which enable families to travel by bike from major residential areas such as Manor Kingsway, Mackworth, Mickleover, Allestree, New Zealand, Little Eaton, and Breadsall to major destinations such as Royal Derby Hospital, University of Derby, Derby city centre, Markeaton Park and many others.
 - 2.1.4. Connecting existing cycle routes together, formalising them better and making them more visible for everyone, so they will be used more. Where existing routes exist, they are often of poor quality, discontinuous, are poorly signed, are difficult to access because of poor road crossing design, and do not have enough space for the number and mix of pedestrians and cyclists using them. **Our comments and suggestions below are aimed at mitigating the current shortcomings of the existing provision and making sure that the new facilities which are created avoid perpetuating the usability issues of the past.**



2.2. During the construction phase of the A38 Derby Junctions scheme:

2.2.1. All existing cycle routes must remain open at all times while the construction phase is underway. Where the physical path needs to be worked on, short, good quality, diversionary routes must be provided which are accessible to everyone (no steps for instance). We believe it is important that active travel is seen to be regarded as important and worth nurturing by making the effort to protect the numbers travelling actively while this project is in development. Journeys made on foot and by bike in the areas around the three junctions affected, are not very easily changed to use other routes – there often are no other routes. The project must enable those people who undertake active travel in these areas today to be able to continue to do so unhindered while the project is in progress. We would like to see evidence of contingency planning for route continuity, ideally with a named point of contact with whom issues can be raised and discussed. A good example of where this has been done before was on the Raynesway Park Junction project. The more recent Derby A38 Junctions improvements, in 2013, especially in the vicinity of Little Eaton island, was an example of inappropriate temporary provision, with unsupervised, steep steps meaning many people were unable to use the route because they could not physically get their bikes up and down the steps, even using the ramps provided. If the NMUs are closed at all, or made unusable by some people, then this would go against one of the four stated objectives of the project – “Connect people by maintaining existing facilities (eg crossings and ramps etc) or providing new means for cyclists, pedestrians and disabled users to cross the road.”

2.2.2. We would like that all contractors vehicles be required to be fitted with the latest cycle safety equipment and that all drivers be trained in cycle safety and awareness, as part of the contracts issued for the project, in a similar way to the Crossrail project in London, and for the project to enforce those standards for all vehicles coming on-site. HGVs are not only involved in a disproportionately high number of cyclist deaths and serious injury collisions compared to the number of these vehicles on the road, they are also a source of fear for many people which prevent them from getting on a bike in the first place. We need to know that every effort is being made to keep cyclists as safe as possible while the numbers of HGVs and other site traffic are unusually high during the construction of the new junction layouts.

3. Kingsway

3.1. We support the proposed NMU route over the new bridges, to link the Manor Kingsway development with Mackworth (Greenwich Drive South), but we object to the proposal for uncontrolled crossings over the slip roads. This is intended as a route to school and to enable that to happen these must be signal controlled crossings.

3.2. Cycle access from Brackensdale Avenue to Greenwich Drive North is needed, utilising the land to be vacated by the old A38 access road at this point. This will also give access to the new public open space which will be created here while providing access towards Markeaton Park on this side of the A38.

3.3. The Brackensdale Avenue area has the potential for many improvements to enable more cycle travel:

3.3.1. Creating an off road link between the existing NCN cycle path from Mackworth Park, along Greenwich Drive South to its junction with Brackensdale Avenue.



3.3.2. Parallel crossings over Brackensdale Avenue on both sides of the A38, to give better continuity of routes to school and shops (eg Kingsway Retail Park) through this critical and already well used, NMU junction.

3.3.3. An off-road connection along Brackensdale Avenue from opposite Greenwich Drive South to connect with Brackensdale Primary School.

3.4. We support the proposal for NMU routes along Kingsway Park Close, but more details are needed about them. We recommend at least a parallel crossing on a raised platform where the existing cycle path will cross the new Kingsway Park Close link road and the side-section of Kingsway Park Close. The cycle paths must be of good quality and must connect back onto the carriageway safely (eg offset kerbs in a genuine parallel access arrangement).

3.5. Derby Cycling Group objects to the 2-lane exits from the new roundabouts onto the A38 slip road westbound and Kingsway Park Close. These will encourage aggressive driving styles and faster speeds which pose problems and risks for the proposed NMU crossings. We recommend single lane exits to be provided.

4. Markeaton

4.1. We support the plan to retain the “curly bridge” which links Markeaton Street and Queensway with Markeaton Park and welcome the upgrading which is planned to enable cyclists to be fully accessible to it. We recommend that the bridge width be at least 4m wide, which will give an effective width of 3m due to the necessary side railings.

4.2. Relating to the configuration of the curly bridge, we suspect (but have no evidence) that most journeys over the bridge are to or from Markeaton Street, and if so would like the ramp access to be most easily accessible from that direction, and similarly on the Markeaton Park side. Has any analysis been done regarding the NMU journeys over the existing bridge? If not we would like that to be done and if necessary the main direction of access adjusted to accommodate them.

4.3. We also support the plan to retain the existing cycle access to Markeaton Park directly from the new A38 slip road, adjacent to the cycle crossing, even though the adjacent motor traffic entrance will be closed.

4.4. The signal controlled junction on Ashbourne Road with Markeaton Park and the garage/McDonalds has several issues:

4.4.1. The cycle routes are not continuous over the entrance to the garage/McDonalds or Markeaton Park, and they need to be. Full consideration of cyclists coming along the west (Mackworth) side of Ashbourne Road and wanting to access the park must be given and a direct route to the park is needed, with suitable, convenient, road crossings provided.

4.4.2. A cycle route into the park from this junction is also needed; it is no good getting a young family to the park gates on their bikes and then just dropping them onto the access road with the cars. This path also needs to be on the plan.

4.4.3. We object to the creation of a roundabout within Markeaton Park; it would cause risks and issues for cyclists and pedestrians.



- 4.5. We are pleased to see a cycle facility being provided on Ashbourne Road, immediately prior to the Markeaton Junction, when coming out of Derby, but we need details of this facility (is it a path, or a cycle lane, etc) and especially how it gives access to the off-road paths on the new roundabout, and how it enables more confident riders to remain on the carriageway and ride the roundabout if they so choose.
- 4.6. The plan shows “existing paths” from Kedleston Road to the start of the new scheme. These existing paths are far below standard and need to be included in the project scope and upgraded accordingly:
- 4.6.1. Crossings at the top of the A38 Queensway entry sliproad, on Kedleston Road, are badly needed, and also a redesign of that junction.
- 4.6.2. The paths alongside both sliproads for Queensway/Kedleston Road are far too narrow and the surface is very sub-standard and must be brought to national standard. Because of adjacent fencing, 3m would be too narrow here and we suggest a segregated path.
- 4.7. The direct NMU route from Greenwich Drive North, past the existing entrance to the garage/McDonalds to Markeaton Island must be retained and enhanced to make it safe for cyclists and pedestrians. We would prefer the only access to these businesses to be from Ashbourne Road, for the safety of cyclists and pedestrians travelling along this route.
- 4.8. The cycle path from Windmill Hill Lane, via Thurcroft Close to Raleigh Street is disjointed and is not direct. This needs to be streamlined and the brief on-road section removed. We propose a direct, continuous, off-road path alongside the A38, with links to Windmill Hill Lane, Thurcroft Close and the cut-off end of Raleigh Street; joining Raleigh Street part way down (further from the corner than at present).
- 4.9. The closing of the uncontrolled pedestrian crossing between Thurcroft Close and Greenwich Drive North is disappointing, however in general Derby Cycling Group regards the existing crossing as dangerous and it will only get worse following the implementation of this scheme. We understand that any safe crossing here would be expensive and would prefer that this money is spent on creating really good, state-of-the-art crossings at Brackensdale Avenue in particular, and Markeaton Island, to encourage and enable more journeys by bike, rather than being spent on a new crossing resulting in poorer quality crossings at other locations. We must emphasise that in agreeing to the closure of the Thurcroft Ave to Greenwich Drive North crossing, **we do expect the Brackensdale Ave and Markeaton Island crossings to be very good** and to fully consider the many, complex NMU journeys which go through them everyday.

5. Little Eaton

- 5.1. We are concerned that current plans are for the very narrow shared path which links Ford Lane over the railway to the Little Eaton island to remain unchanged. This path is severely sub-standard as any sort of NMU route, in particular it is far too narrow.
- 5.1.1. EITHER, the NMU route over the rail bridge between Little Eaton island and Ford Lane needs to be widened to allow a segregated cycle/pedestrian route to be constructed; this is a major NMU route and will become even more so with the future construction of the Derwent Valley Cycleway (DVC).



5.1.2. OR, if the existing path above is retained in its present form, a new, segregated cycle/pedestrian path should be created to the south of the A38, connecting the route of the Derwent Valley Cycleway with the A61 NCN54 route at Little Eaton Island. This would rise up from the DVC path adjacent to the NMU underpass beneath the A38 to cross over the railway, then descend to the new roundabout at Little Eaton junction. We emphasize that this would be an **additional path** to the existing route on the north side of the A38 and additional to the DVC route through the NMU underpass towards Ford Lane. It must be built to best practice cycle path standards.

5.2. The route away from the Little Eaton junction, along the A61 towards Pektron Island, should be a segregated path.

5.3. We support the intention that **signal controlled** NMU crossings are planned where the NMU path crosses the A38 slip-roads.

5.4. In our opinion, the A38 Derby Junctions scheme must include within its scope, the objective of reducing the number of car journeys by enabling more cycling and walking journeys. To this end, in the vicinity of the Little Eaton junction, we would like to see:

5.4.1. A segregated cycle path leading from Little Eaton junction to the Pektron Island, including purchase of land from Bookers to create the space for it.

5.4.2. A signal controlled crossing over the A61 towards Breadsall to replace the existing dangerous uncontrolled crossing.

5.4.3. The construction of a off-road route connecting Ford Lane with Haslams Lane along the riverside; i.e. this section of the Derwent Valley Cycleway.