

A38 Junctions: Active Travel Network Checklist		
Submitted by Derby Cycling Group, October 2018		
Criteria	Status (RAG)	Comments
1. General Principles		
Retention of existing cycle routes alongside A38 junctions		
Retention of existing cycle crossings over A38 and at A38 junctions		
Existing cycle routes must remain open at all times during the construction of the new road configuration. There are no alternatives to many of these routes, lengthy diversions may be OK for cars but not when walking and cycling.		It is essential to maintain the levels of cycling while the works continue. Raynesway Park Junction was a good experience for continuity of service and we'd like to see that emulated with A38 Junctions. The earlier works at Little Eaton were a poor experience.
Improvements to NMU routes to enable more car-free journeys		No commitment to segregation
Develop more continuous, direct, cycle routes alongside and crossing A38 junctions		No commitment to the most direct line
Single stage crossings for NMUs (no central refuges) which respond quickly to the button being pressed by pedestrians and cyclists to reduce unnecessary delays to motor traffic.		Multi-stage crossings are planned
Corners and bends in cycle paths should be built with the appropriate radius and avoid sharp angles		Consider a bicycle standard vehicle concept: solo cycle; tandem; trike; bicycle with trailer bike (single wheel); bicycle with two-wheeled trailer; bicycle with panniers/child seat.
Good space to be provided on cycle paths and especially where pedestrians and cycles share the same space.		Ditto.
Temperature and humidity controlled crossings to be employed to give quicker response to pedestrians and cyclists wishing to cross in cold and wet weather.		
Contractors vehicles to be required to be fitted with at least a standard set of equipment to mitigate against collisions with cyclists (eg: Crossrail requirements). Routing of construction traffic to avoid local roads and features such a Trixy mirrors to be employed at appropriate access points to the construction sites where cyclists may be nearby.		http://www.crossrail.co.uk/news/articles/crossrail-implements-lorry-requirements-to-improve-cycle-safety
2. Kingsway/A5111 Junction		
Retention of the cycle path along the eastern side of Kingsway		
Upgrade the path along eastern side of Kingsway from Markeaton Island to Brackensdale Avenue, creating an off-road, segregated path. The existing, "bitty" route can be simplified due to the closure of the Raleigh Street access onto the A38, by retaining the path alongside the A38 carriageway with access spurs to Windmill Hill/Thurcroft Close/Raleigh Street.		Design retains "bitty" route, needs to be more direct.
Upgrade the path along eastern side of Kingsway from Brackensdale Avenue to the A5111 part of Kingsway (at least beyond the new crossing linking with Kingsway Park Close) to create a continuous, off-road segregated path.		
Install a NMU priority crossing (ideally signal controlled, at least a parallel crossing) for the NMU routes where they cross the new link road with Kingsway Park Close		Uncontrolled crossing shown.
Cycle access is required along Kingsway Park Close to enable cycle access to family-oriented places along there: Clip and Climb Derby and Hickory Dickory's Playhouse		Kingsway Park Close will become a busy road, and families need to be able to get access to facilities in that street by bike. Cycle paths are shown, details are needed and controlled crossing on side road..

	There need to be NMU links over the new A38 over-bridge on the A5111 to give options for people: eg Mickleover Greenway direct onto the A5111, avoiding the deviation down to Brackensdale Ave.		Path is planned, linking Manor Kingsway development with Brackensdale School
	The crossings proposed where the NMU link on the A5111 A38 overbridge crosses the A38 enty/exit slip roads need to be signal controlled so that children can safely use the route to get to school.		
	The entry slip roads to the A38 southbound and onto Kingsway Park Close need to be a single lane, and not two lanes, to encourage safer driving styles and reduce speeds as drivers enter these exit points.		Aggressive driving styles and faster speeds pose problems and risks at the proposed NMU crossings at these points with dual lane exits. We recommend single lane exits to be provided.
	Create a continuous, off-road segregated shared path along the western side of Kingsway from Markeaton Island to Brackensdale Avenue.		The plans so far indicate a messy route, sometimes on-road, sometimes off-road. This route facilitates family walking and cycling journeys to Markeaton Park; parents don't like swapping off then on-road with their children. This criterion creates a simple, direct, route.
	The crossing of Brackensdale Ave by the cycle paths on the east and west sides need to be focussed on NMUs and must give some priority over motor vehicles		This could be parallel or signal controlled crossings, with measures to keep vehicle speeds very low.
	NMU priority across the entrance to McDonalds and the Esso garage		Can the entrance to these sites be restricted to Ashbourne Road only, and tied in with the access to Markeaton Park? This would create many advantages for NMU crossings in both locations.
	Ideally, the off-road segregated shared path along the eastern side of Kingsway would be continued along the A5111 Kingsway, beyond the link with Kingsway Park Close, to the Kinsgway Retail Park junction.		
3. Markeaton/A52 Junction			
	Retain the "curly bridge" from Markeaton Street to Markeaton Park, widened (4m) with higher parapet and enhanced to enable shared use by cyclists and pedestrians		Direction of entrance to ramps should reflect main travel from/to Markeaton Street
	Signal controlled cycle crossings on all arms of the revised Markeaton Island: . Single stage crossings on Ashbourne Road in both directions		Ashbourne Road by the Esso garage is not currently controlled and is an unacceptable type of crossing for this busy, wide, fast moving, entry and exit to the roundabout.
	The NMU path on the eastern side of Queensway needs to be brought up to the national standard as part of this project, and the junction at the top of the entry slip road needs signal controlled crossings and a safer design for cyclists and pedestrians.		
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	Approaching from Derby along Ashbourne Road, there needs to be an on-road option: a cycle lane approaching the junction and an ASL/cycle box at any traffic lights, which allow riders to stay on the road to go round the roundabout. Access to the off-road paths is also needed.		Providing options for more and less confident riders. Facility is shown on latest plan, but details are needed.
	When leaving the Markeaton Island on the cycle paths, any access back onto the road should be via a constriction of the main carriageway and an offset kerb, allowing cyclists to enter the carriageway parallel to traffic.		This is best achieved at the signal controlled crossing - restrict the carriageway width and route the cycle path onto the carriageway at the crossing.
4. Little Eaton/A61 Junction			

	Retain signal controls on the crossings of the what will become the A38 slip roads.		Uncontrolled crossings are not appropriate because the desire is for children, their parents and families to feel safe using these off-road routes.
	Create a segregated, shared use path around the realigned roundabout and between Little Eaton island and Ford Lane.		The additional space created by the existing road bridge only taking traffic in one direction needs to be utilised to give pedestrians and cyclists their own independent space.
	Ensure parking at the cut-off end of Ford Lane cannot block access to the cycle and pedestrian paths.		
	Create a segregated, shared use path leading south along the A61, away from Little Eaton island.		No commitment to segregation
	Create a NMU priority crossing over the entrance to Ford Lane near Starbucks, and across the entrance to Starbucks its self.		Outside of plan area
	The uncontrolled crossing previously proposed over the A61 immediately south of the Little Eaton island has been removed from the plan; it needs to be replaced with a signal controlled crossing further towards Pektron Island, to replace the existing, dangerous, uncontrolled crossing towards Croft Lane and Breadsall village.		Objection to uncontrolled crossing.
	The underpass beneath the A38 for NMUs travelling from Ford Lane (West) towards Darley Abbey by the river, should be retained and ideally enhanced. The facilitation of the Derwent Valley Cycleway (DVC) is a primary importance in this area.		Any further works to develop part of the DVC would be very welcome.
	Associated with the motor traffic improvements, the widening of NCN 54 southwards from Little Eaton Island to Pektron Island (especially from the end of the dual carriageway) is needed to encourage more cycle journeys along this route. There needs to be: . A segregated shared path all the way from Little Eaton Island to Pektron Island. . A parallel crossing at the end of Alfreton Road outside Pektron to allow cyclists to regain access to the road in safety . A cycle access point from Alfreton Road onto the cycle path, avoiding cyclists slowing in traffic to access the path.		NCN54 is diabolical on this stretch of the A61; it is totally unsuitable for shared use; far too narrow with fast moving heavy vehicles right alongside. We would like to see the purchase of land to enable a first class route to be created, as will happen with the motor traffic improvements. This would be an enabler for other cycle routes along the A61 corridor on the developing DCG cycle strategy.
	EITHER: The existing shared path on the north side of the A38 between Little Eaton junction and Ford Lane is extremely narrow and needs to be widened to a good national standard.		The path is ridiculously narrow because of barriers protecting the rail bridge parapet, which have been place on the NMU path. Extra space can be gained utilising the area currently occupied by the Ford Lane slip road, and if the A38 exit slip road was to be designed as a single lane at the point where it crosses the rail bridge (only opening out to two lanes once over the rail bridge) then there would be enough space for a segregated route.
	OR: If the shared path on the north side of the A38 over the railway between Little Eaton junction and Ford Lane is to remain as it is, then a new, segregated cycle/pedestrian path should be created to the south of the A38, connecting the Little Eaton junction with the NMU underpass and then on to Ford Lane.		This would be additional to the path on the north of the A38 (which needs to remain because it provides the most direct route for journeys between Little Eaton and Allestree).
	RAG Key:		

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	Red - the stated design has an issue.		
	Amber - some requirements are met, others to be finalised		
	Green - the stated design is good		
	Purple - new or updated item, waiting feedback from project team.		