



Derby Cycling Group,
c/o 126, Station road,
Mickleover,
Derby,
DE3 9FN

Date: 20th November, 2018.

Your Ref: Derby City Council Air Quality - Preferred Option Nov 2018

1. Introduction:

- 1.1. Derby Cycling Group has considered the Derby City Council Air Quality, Preferred Option proposal and we are submitting our response to it here.
- 1.2. We understand that constraints have been placed on the Clean Air proposal by the Department for Transport, which mean that the basic outcomes for air quality must be delivered quickly and must focus on dealing specifically with fossil fuel powered traffic. We understand that a more far reaching proposal to reduce traffic overall by enabling more active travel, public transport and their supporting measures, is problematic within the DfT guidelines because these involve behaviour change which generally takes longer to achieve than the ideas presented in the current proposal. However, we believe that giving a fossil fuel powered traffic focus to the proposed scheme does not preclude the incidental inclusion of features which preserve and enhance active travel. It is this belief that has driven the focus of our response to the initial clean air proposal.
- 1.3. **We object specifically to the removal of the right-turn facility for cyclists on Friar Gate into Brick Street and the degradation of the access to the bus/cycle/taxi gate at the junction of Friar Gate and Bridge Street**, by the removal the dedicated access lane, thus making cyclists mix with all forms of other traffic in lane2 to access the cycle gate.
- 1.4. We believe the facilities above should be upgraded, not removed, and we suggest the following active travel-friendly aspects be added to the overall proposal:

2. Principles:

- 2.1. Derby's LTP3 mandates "a balanced approach" to transport planning, so cycling and walking as means of transport must be considered from the outset for this scheme, and benefits for active travel must be sought, even though it is primarily a motor-vehicle focussed project.
- 2.2. No existing cycle or walking facilities be removed
- 2.3. All changes to the road layout must include cycle-friendly and pedestrian-friendly features; it is essential to enable more people to cycle and walk. The development of "better" routes for cars CAN incorporate benefits for cyclists and pedestrians as well; if they are done at the same time it costs far less, but can achieve additional benefits for active travel as well as the intended reduction in pollution.
- 2.4. The current proposals CAN be adjusted to also incorporate cycle-friendly features. In many cases these will not detract at all from the motor vehicle objectives.

3. Detailed Responses:

- 3.1. Below we have made some initial suggestions regarding how we would like to see the current proposal enhanced. We would like an early opportunity to discuss these with the project team in more detail and we would like to see details of the actual changes as they are developed (eg plans and designs) so we can comment on these; we appreciate that time is tight and the detailed design work is still on-going although the initial consultation is coming to an end.

4. Mercian Way/Uttoxeter Rd/Stafford Street Roundabout:

- 4.1. From Mercian Way, bikes can currently go straight ahead onto the roundabout towards Stafford Street, although many cars turn left onto Uttoxeter New Road at this point. Bikes must be able to continue to use the left lane to go ahead towards Stafford Street (eg “left turn except cycles” markings, cycle lanes on the roundabout in lane 1, reducing the build-out on the roundabout to incorporate a cycle lane, a red-tarmac strip extending from the existing cycle lane on Mercian Way, across to the roundabout and extending into Stafford Street to make a visual cue to drivers that this is a direction of travel they can expect cyclists to take ... etc).

5. Uttoxeter Road approach to Inner Ring Road Roundabout:

- 5.1. The Bus and cycle gate must be retained as-is (currently this is in the proposal, we are just reinforcing our requirement here).
- 5.2. Add yellow hatched area on the roundabout to the prevent blockage of the bus/cycle route from this gate towards Curzon Street.

6. Stafford Street towards Ford Street:

- 6.1. The single vehicle lane proposed at the exit of the roundabout onto Stafford Street must be positioned to the right hand side of the available space (and not the left as in initial designs) and a mandatory cycle lane placed on the left hand side of the space (possibly with a hatched area between the two at the beginning, narrowing to just a line as the road narrows) and running into Stafford Street.
- 6.2. Continuation of the cycle lane all along Stafford Street, space being gained by removing central hatchings on Stafford Street and minor kerb re-alignments
- 6.3. Removal the dangerous kerb part way down Stafford Street which sticks out into the traffic flow, smoothing out the kerb line so it does not protrude into the road space.
- 6.4. Open out the cycle lane to form a shared left-turn vehicle lane on the approach to Friar Gate junction, but allow bikes to go straight ahead from the left hand lane into Ford Street (as they can today). Alternatively, the cycle lane could continue to the end of Stafford Street and advanced cycle lights enable cyclists travelling ahead to move off prior to motor vehicles.

7. Stafford Street/Friar Gate/Ford Street Junction

- 7.1. Cyclists in the left lane on Stafford Street can currently go ahead onto Ford Street; this facility must be retained.
- 7.2. Make the cyclist’s right to go straight ahead clear by road markings “except cycles” and signage.
- 7.3. Make a cycle pass-through in the build-out at the entrance to Ford Street, so that the right of cyclists to make this manoeuvre are clearly identified to drivers and cyclists alike.
- 7.4. Continue a cycle lane along Ford Street, across the face of Agard Street and mounting the off-road cycle path on Ford Street just after the junction with Agard Street on a much widened dropped kerb.
- 7.5. The Ford Street cycle path to be segregated to facilitate easy access by cyclists from the road onto the path.
- 7.6. The Ford Street cycle path to be extended across Agard Street and alongside the University of Derby Law Department building, to connect with the toucan crossing at the junction with Friar Gate. This will fill in the existing gap in the cycle network for cyclists riding in this area.
- 7.7. There would be benefits to pedestrians crossing at the end of Stafford Street, by Friar Gate, if a single stage crossing was introduced instead of the existing two-stage crossing. This would create space for the additional cycle route we describe in the previous and the next sections.
- 7.8. In addition there could be a planning condition in any planning application for Friar Gate goods yard to have a direct, dedicated, cycle path from Uttoxeter Road roundabout to Friar Gate adjacent to the old railway bridge.

8. Ford Street to Stafford Street:

- 8.1. There is currently no cycle infrastructure here; ideally a cycle lane would be built from Willow Row, alongside Ford Street and Stafford Street to link with the Inner Ring Road paths on Mercian Way.

9. Right Turn from Friar Gate to Brick Street:

- 9.1. Retain the right turn for cyclists, which can be done in several ways:
 - 9.1.1. Enhance the facility so that bikes can wait parallel to traffic in a lane in front of and protected by the pedestrian crossing island.
 - 9.1.2. Enable cyclists to use the remodelled pedestrian crossing to make the right turn:
 - 9.1.2.1. Widen the pavement and provide a dropped kerb within the advanced stop box so cyclists can get off the road and access a toucan crossing.
 - 9.1.2.2. Make the crossing into a single stage crossing. This is necessary because the remodelled central refuge is too narrow for a bike (it's even too narrow for a person to stand in comfort with traffic passing by on both sides). A single stage crossing would bring benefits to pedestrians and cyclists. There could be opportunities for other single stage crossings at this junction as well (eg Uttoxeter Old Road and Ashbourne Road) at the same time/phase.

10. Friar Gate Bus and Cycle Gate:

- 10.1. The dedicated bus/cycle/taxi lane approaching the bus and cycle gate must remain; few people will be able to cycle in lane 1 within a fast flowing stream of traffic, by virtue of the coordinated traffic lights at the Uttoxeter Old Road and Bridge Street junctions, and then cross into lane 2 (containing even faster flowing traffic) in order to access the cycle gate onto the lower part of Friar Gate. For those who dare do it, it will always be a very risky manoeuvre.
- 10.2. Regarding the approach to bus and cycle gate, we urge that:
 - 10.2.1. The bus/cycle/taxi lane in lane 2, be retained, (including the protective island which marks the start of this lane) giving access to the bus/cycle gate into the lower part of Friar Gate
 - 10.2.2. That motor traffic merges from two into one lane prior to this and enters Bridge Street as a single lane.
 - 10.2.3. If necessary the protecting island could be moved closer to Bridge Street, but it is essential that cyclists only have to move over one lane, and are not mixed with fast flowing traffic in lane 2, approaching the bus/cycle gate.
 - 10.2.4. The phasing of lights so that buses, cycles and taxis entering the bus/cycle gate and Bridge Street move together would be an improvement for users of the gate.
 - 10.2.5. Given that traffic will not be prevented from turning right into Vernon Street, there will often already be intermittent delays for traffic in Lane 2, so we believe that this means that a permanent merging arrangement may not be so detrimental to the overall efficiency of the road here as one might first anticipate; the benefits of two lanes turning right out of Uttoxeter Old Road will still remain.
- 10.3. In parallel with our suggestion above, the pedestrian crossings at this point could also become a single phase for people crossing Bridge Street and Friar Gate (this would enable people crossing Bridge Street to do it in one go, instead of two separate phases).

11. Uttoxeter Old Road:

- 11.1. There are no details of measures on Uttoxeter Old Road present in the proposal. Derby Cycling Group's suggestions for this part of the scheme are as follows:

- 11.1.1. Cycle lanes to be installed on both sides of Uttoxeter Old Road to the north of the old railway bridge to enable cyclists to more easily filter past the anticipated increase in the number of motor vehicles in this street following the implementation of this scheme.
- 11.1.2. The Advanced Stop Line at the Ashbourne Road end to be retained but with the cycle lane feeding into it.
- 11.1.3. Consider measures to enable cyclists heading south on Uttoxeter Old Road to use Junction Street to access the new, planned cycle lane on Uttoxeter New Road, rather than riding up the hill to the Rowditch. Facilities at the junction of Junction Street and Uttoxeter New Road will be required to enable cyclists to easily and safely get out onto Uttoxeter New Road (toucan crossing?). Alternatively an up-hill cycle lane could be installed on the approach to the Rowditch to help cyclists filter through traffic and help traffic safely pass slower cyclists on this steep up-hill section.
- 11.1.4. The pedestrian crossing at the Ashbourne Road end of Uttoxeter Old Road could become single stage so pedestrians can cross the whole road in one go.

12. Supporting Measures:

- 12.1. The proposed supporting measures are far too vague; we cannot judge the merits of specific measures when they are not defined.
- 12.2. However, of those that are present, we urge that:
 - 12.2.1. The proposal must “enable”, not just “promote”, sustainable and active travel choices because these are the things which will give fewer motor vehicles and deliver a more permanent, long term, reduction in pollutants. Specifically, additional cycle paths and cycle lanes are required to enable more people to feel safe enough to cycle and to filter safely past queuing motor traffic. Just telling people it’s good for them to walk and cycle more will have a much reduced effect, we need to enable people to do it.
 - 12.2.2. The proposal must include electric and conventional bicycles within the scope of “fleet renewal”; these are the ultimate low emission vehicles and their use must be maximised. Any attempt to say that these will be “implied” by the phrase “... or an alternative form of transport...” must be rejected; we think a specific statement that e-bikes and conventional bikes are part of the fleet renewal scheme is essential, and these should then be offered seriously, proactively as a high profile part of the fleet renewal scheme.
 - 12.2.3. We would like to see the existing travel planning offering from the city council, which was promoted at the public exhibition, be used to help people decide what alternative vehicle would be most suitable for the journeys they use it for.
 - 12.2.4. Electric charging infrastructure MUST include an e-bike charging network. This must be a dedicated e-bike charging network because the travel and parking patterns for e-bikes is different to that of e-cars. However, every e-car charging point could have an integral, e-bike charging point *as well* and a secure locking point so bikes can be locked up while charging. If e-Bikes Derby were to start recharging their bikes on the street, it would be useful to incorporate a public charging point at the end (or at each end?) of the bike share stand, this would create a respectable charging network at least in the city centre.

13. Summary:

- 13.1. With these additional features included in the Preferred Option we think it would deliver a greater effect on pollution in the immediate period but will also provide infrastructure which will enable more and more active travel to take place in the future, for example as other parts of the cycle network get built, as the e-Bikes Derby network grows and if people take up bikes

instead of cars as part of the fleet renewal activity. If we don't build this infrastructure as part of this project, it will be much harder to do it retrospectively in the future.

- 13.2. We have heard from the City Council that there is an intention to continue to drive forward with other schemes which generate cleaner air in the future and we look forward to seeing those longer term soft and hard measures which will enable real reductions in motor traffic to come about, but at Derby Cycling Group we know from experience (such as with the Cycle Demonstration Town) that it is essential to maximise benefits from current schemes, because you never know when the government focus will shift in a different direction.
- 13.3. We look forward to working with the Clean Air team to develop the current proposal further, we do believe it has great potential.

Yours sincerely,

Tony Roelich
Campaigns Co-ordinator
Derby Cycling Group