



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

Date: 14<sup>th</sup> November, 2017.

Your Ref:

**Proposed Pedestrian and Cycle Improvements Abbey Street Area, Derby**

Dear Tony,

1. Thank you for sending details of the proposed cycle and pedestrian improvements in the Abbey Street/Curzon Street area to Derby Cycling Group. We welcome these proposals, and we like the enhanced cycle permeability which the schemes seeks to provide, however we do have one major objection.
2. We think the proposal for a shared use pavement alongside Monk Street and part of Curzon Street would be better as a two-way, off-road, cycle path from Mercian Way alongside Monk Street to Abbey Street and a one-way off-road cycle path, leading to a mandatory cycle lane, along Abbey Street up to it's junction with Curzon Street. The cycle path should have it's own kerb line to demarcate it from the pedestrian part of the path, possibly with different surfacing. In our opinion this gives a better solution for pedestrians as well as cyclists because the space for each is clearly marked. In our opinion this is beneficial for the following reasons:
  - 2.1. It creates a simpler, continuous cycle through-route from Mercian Way to the junction with Macklin Street and Curzon Street.
  - 2.2. It enables cyclists to cross into Macklin Street away from motor traffic. There will be no right turn from the main carriageway on Monk Street, so a separate cycle path also makes it easier for cyclists to be excepted from this right-turn rule.
  - 2.3. It enables demarcation of the cycle route for the benefit of partially or unsighted people with opportunities to make the path detectable with a stick.
  - 2.4. It demonstrates that cycling here is regarded as it's own form of transport.
3. We would like to see the following design elements incorporated into the off-road cycle paths we have suggested:
  - 3.1. The cycle path to be segregated from the pedestrian area with its own kerb line.
  - 3.2. The access to Forman Street needs to be blended better; the acute angle to be negotiated to reach the cycle contraflow lane shown on the plan needs to be made more easily navigable.
  - 3.3. A pedestrian and cycle priority crossing at the end of Monk Street is needed (parallel crossing?) so the walking and cycling routes are continuous towards Curzon Street (a major desire line)
  - 3.4. Easy access for cyclists turning right off Abbey Street onto the cycle path is needed.
4. Other points we would like to note are:
  - 4.1. An issue which will need addressing here is the pavement parking which happens on Abbey Street between Monk Street and Curzon Street at the moment.

- 4.2. We would like the cycle crossing of the pavement into Newland Street to have some form of different surfacing so it is clear that this is a crossing point, to help pedestrian awareness.
  - 4.3. I am not sure of the value of the cycle lanes across the face of junctions on Macklin Street because when riding down there it is not advisable to swing into the cycle lanes between the cars in the parking areas. Cycle symbols may suffice.
  - 4.4. The marking of the give way area on the cycle contraflow at the end of Forman Street needs to be perpendicular to the give way line. We believe some cyclists may wish to turn right here (eg those who start their journey on Forman Street or are ending it on Curzon Street) and the angled approach line makes this more difficult as well as encouraging traffic entering Forman Street to cut the corner.
5. Two additions to the scheme we would like to see are:
- A mandatory left turn at the end of Curzon Street, except for buses and cycles, thus cutting off the rat run through this part of the city centre which gets very congested at times and must cause clean air issues on Curzon Street.
  - Cycle parking to be provided by the shops on Monk Street and at the junction of Abbey Street and Curzon Street.

Yours sincerely,

Tony Roelich  
Campaigns Co-ordinator  
Derby Cycling Group