

Enabling Safe Active Travel as Coronavirus Lockdown is Lifted.

NHS Schemes

No.	Idea	Comments
1	Cone off 1 lane of Uttoxeter New Road between Royal Derby Hospital and Manor Road to enable social distancing and two way cycling for travelling to/from the Royal Derby Hospital	All quick and easy wins.
2	Cone off 1 lane of Manor Road between UNR and St Albans Road to enable 2-way cycle access to St Albans Road and social distancing on the pavement for travel to/from the RDH.	
3	Uttoxeter New Road between Manor Road and Rowditch: cone off 1 lane and ban parking at Rowditch, to create a two-way cycle lane between Manor Road and Houlst Street. Some demarcation on a pavement between Rowditch Ave and Lonsdale Place also needed to enable it.	
4	Houlst Street to become 2-way for cyclists	Gives access to Drewery Lane quiet route into the city centre from RDH
5	Uttoxeter Road opposite Kings Drive - finish off the cycle lane leading towards the hospital roundabout to prevent cars encroaching into the cycle space - unfinished work from 2 years ago.	
6	Osmaston Road on the approach to Inner Ring Road - cone off the left lane to enable cyclists to get through and create social distancing space on the pavement right at the traffic lights.	
7	London Road/Bradshaw Way (by the old DRI): Cone off the left lane on Bradshaw way at the bottom of the hill to enable people to walk and cycle on this lane, at least as far as where the shared path widens out, with a temporary ramp built to get back up onto the path.	
8	To accommodate the Bradshaw Way lane closure; the left lane on Traffic Street can become left-only (otherwise three lanes of motor traffic have to filter into 1 lane on the roundabout.	
9	Extend the coned-off space from Bradshaw Way along London Road at least as far as Oxford Street, possibly to Bateman Street. This supports NHS sites at the south east end of the old DRI site.	

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Other Schemes

No.	Idea	Comments
1	Close Normanton road to motor vehicles to enable pedestrians and cyclists to use shops and maintain social distancing: Rosehill Street to Paks Foods.	
2	Blocking access from Mile Ash Lane to Duffield Road in Darley Abbey. Traffic could drive into Darley Abbey heading north along Mile Ash Lane but be prevented from driving south by a blockage and signage between Vicarwood Avenue and Duffield Road. Without this blockage, Church Lane and Mile Ash Lane is a major rat run during morning rush hour as people try to bypass the Duffield Road queues and push into the queue nearer the front as well as driving fast through Darley Abbey.	
3	Blocking Darley Lane near to Handyside Street to prevent people using Belper Road and the estate to avoid the Duffield Road queues to 5 Lamps. The rat run leads to lots of inappropriate traffic in the estate driving to the bridge at Sowter Street and then joining the ring road. Again the blockage could just be south bound. The benefit would be making the estate just for local residential traffic, deliveries and cyclists.	There is no motivation for "rat running" at the moment so there will be no objections from drivers who are thwarted in their intentions (as there would be in normal congestion times). Both of these schemes (and I'm sure others have many more) could be physically implemented very cheaply. There will be legal procedures to follow but I understand these have been made easier by the Government. A consultation with locals could then be done whilst the blockages are in place with a view to making them permanent (if there is support) after 6 months or so.

4	Western Road, Mickleover has narrow pavements and is a busy road: Make Western Road 1-way, heading towards Mickleover by coning each side to create enough space for social distancing. Allow cyclists to ride in both directions. Traffic uses the middle of the road.	Western road suffers from speeding traffic, but is a good, flat, cycling route. Making one way will reduce traffic flow and encourage more cycling.
5	Eastwood Drive scheme could be implemented as a "try out"	Need details
6	Abbey Street: prevent through traffic short-cutting Burton Road/Mercian Way route	Creates quieter, direct route for cyclists from Burton Road to Friargate area of the city centre
7	Megalaughton Lane - one lane, one way: a significant cycling link between Spondon area and the Raynesway cycle paths. The Raynesway end could just allow traffic to enter from Raynesway but not exit onto Raynesway.	Blockage located at the last access point along Megalaughton Lane before the Raynesway end.
8	One lane of the dualled sections of the outer ring road and a sectioned off area of the single carriageway sections (eg Osmaston Park Road, Kenilworth Ave).	
9	Remove parking along Burton Road between Abbey Street & start of the bus lane to create safe cycle route.	
10	Prevent rat run along Ford Lane from Duffield Road to A38 by stopping up the A38 end, apart from for pedestrians and cyclists.	This will happen anyway with A38 Junctions, so could be implemented early.
11	Build the planned NMU crossing over Manor Road	Government guidance - quickly implement schemes currently in preparation.
12	Turn on toucan crossings at Kingsway exits	Completing the cycle paths along Kingsway to make cycling safer.

13	Turn the traffic-light control back on at the Kingsway retail park roundabout	This is a major gap in an otherwise good cycle route to the hospital from Allestree / Mackworth.
14	Suspend all parking on Kedleston Road	
15	On Kedleston Road, widen the pavement where it is narrow at the South end and extend the cycle lane all the way to Broadway using flexible plastic wands	
16	Remove time based restrictions on cycling in pedestrian areas of the city centre (St Peter Street etc.) while pedestrian volumes are lower	
17	Extend the pedestrianised area to as many streets as possible within the inner ring road	
18	Suspend parking and put in place a temporary cycle path along the full length of Birchover Way in Allestree	
19	Encourage communities to nominate local shopping zones that require additional cycle parking	

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Principles

No.	Idea	Comments
1	Messaging by the police and council regarding safe driving	For example: <ul style="list-style-type: none">. Publicising and emphasising the minimum of 1.5m passing distance at 30mph. Responsibilities to vulnerable road users. Emphasis on at least driving within the speed limit. More enforcement of infringements
2	Reinforcing messages to drivers about safe cycling spaces & enforcement: <ul style="list-style-type: none">. ASLs. Cycle lanes in general. Mandatory cycle lanes in particular. Parking in cycle lanes	
3	Get drivers to keep away from kerb when queueing to enable cyclists to filter through queueing traffic.	
4	Increased publicity and promotion of cycle training	
5	material about safe riding (proper, positive, advice about correct road positioning, observation, signalling etc)	Good, primary safety advice, not victim-blaming things like hi-viz, lights & helmets.
6	Using local businesses to distribute the messaging to their drivers and to engage with people who would like to cycle to work	

7	Secure cycle parking - like Park Bikeworks used to be. Maybe need a couple of locations in the city centre.	RDH has seen more cyclists, but also more cycle theft.
8	Robust parking enforcement	
9	Regular cycling stakeholder meeting (like in Leicester) - seeking suggestions for assisting social distancing/sustainable travel to work	
10	Now pollution is reduced, need to keep it low	
11	Council stretched; need quick and easy to implement solutions	
12	Promote positives - emphasise opportunities like keeping pollution low by retaining new cyclists (eg press statement)	DC advised against making messages which talk about "positives" because the pandemic is not positive - insensitive.
13	Opportunity to show what a strategic route could be like	
14	Council have schemes which have been in abeyance; urge them to go and deliver these	Examples needed
15	Air quality: measurements before and during pandemic can show any trends.	For future, once it is over?
16	Create a key worker cycle routes map or written list	
17	Look beyond Derby city: . Derbyshire . Police	
18	Engage with the many families who have been out cycling - retain them as regular cyclists	

19	Create some composite street scapes of what certain streets could look like if cycle infrastructure etc was implemented	
20	"Tour of Derby" - put together footage of cycling in Derby. . Interest from paper - video clips . Add to website to gain wider range of visits	
21	Some information about the responsible use of shared paths by all users to enable a better user experience by cyclists and pedestrians	Some pointers to Cycling UK information.
22	This is a unique opportunity to get some changes instigated, but the focus can ONLY be as a way to keep people safe; how to enable key workers to travel in safety, avoiding public transport.	Phrasing of any material (to the council or for public information) must be done with utmost sensitivity and with focus on the key message.
23	Any carriageway over 6m wide has capacity for road space reallocation, to create space for widened pavements etc.	
24	Cross party working to develop ideas to encourage use of alternative transport to the car	
25	Pothole and road defect repairs on roads and lanes which are used by cyclists	For example, quieter routes leading to RDH
26	Promote cycling and walking routes to places of work	For example, Allestree to RDH via cycle paths along Queensway, Kingsway, Manor Kingsway development/Uttoxeter New Road;

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Other Places

No.	Place	Comments
1	Leicester: reallocation of road space	
2	Sustrans work in Derby for key workers: . Personal Travel Planning . National map of road space reallocation	
3	. Wheels to work / bikes for key workers . BBD also doing Dr Bike via Sustainable Travel grant	
4	International examples: . Berlin . Dublin . Paris . Oakland, CA . Bogota . Milan	
5	Slow Streets - widespread partial restrictions; could be with 20mph limits	Oakland model.