



21/05/20

**Dear Councillor Lewis,**

I'm writing to you on behalf of Derby Cycling Group (<https://derbycyclinggroup.org.uk>), a campaign group for a cohesive cycle network in and around Derby.

With the current pandemic, the UK Government has been strongly encouraging local authorities to implement, as a matter of urgency, changes to their transport network that encourages the greatly increased numbers of people using cycling and walking. The aim is to maintain (or grow) this increased take up of cycling and walking to help with the expected traffic congestion and much reduced public transport capacity as people return to work.

We've been in discussion with Derby City Council and, after consultation with our members, have suggested a number of possible schemes that could be implemented by the City Council which it is currently considering.

As you'll be aware, there are a number of places around Derby that, whilst the "man in the street" considers them to be Derby, are actually the responsibility of Derbyshire County Council. It is thus important that, for schemes around Derby, the Derby and Derbyshire Councils work jointly on solutions. It is generally accepted that journeys of around 30 minutes are especially suitable for commuters to consider cycling (5-6 mile distance) and this distance covers a lot of the area around Derby city as well as nearby separate communities (e.g. Duffield). Thus, improvements to cycle facilities in and around Derby will be attractive to a lot of Derbyshire residents. In fact the greatest concentration of Derbyshire County Council residents who could benefit from active travel solutions during the current pandemic are probably concentrated in the area around Derby city.

I have raised the necessity of the joint working of the Councils with Councillor Holmes of the City and he, whilst expressing his view that a lot of the residential areas around Derby should

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perhaps be part of the Derby City authority's responsibility, agreed that joint working on these emergency active travel measures was important.

There are likely to be many suggested schemes that could easily, quickly and cheaply be implemented by Derbyshire County Council. Some other authorities around the country are providing facilities to collect ideas from their electorate. Initial ideas suggested by our membership include:

- Closure of the Ford Lane access to the A38 near Little Eaton. This is planned to be implemented as a permanent change with the A38 flyover works and could easily be brought forward to provide immediate benefits (one of the Government recommendations). The point of closure is in the County but would provide benefits to the Ford Lane estate (part of the City) as through traffic in the estate would be removed and the estate would become much more attractive for cycling and walking. Currently a lot of traffic uses the estate as a rat run to avoid traffic queues on the A38 travelling northwards to the Little Eaton island.
- There are various historical cycle lanes painted on the road in Little Eaton but these are a very poor facility as the painted lines are often faded, are not continuous, and are blighted by (legal) car parking on the cycle lanes. An exercise in reviewing and re-implementing the cycle lanes would provide benefits to County residents travelling from Little Eaton, Holbrook and Kilburn towards Derby city.
- Quarndon is poorly served for cycling and walking with a lot of the roads being narrow and some without pavements. In particular, Woodlands Lane is used heavily by walkers and some cyclists for Quarndon residents to access shops and schools in Allestree (all using the road as no pavement is available). A cycle and walking route through Allestree Park alongside the road would greatly improve the safety of the walkers and cyclists and would be another great example of joint working between the city and the county councils.
- There is the opportunity to restrict through traffic along Eaton Bank between Duffield and Little Eaton thereby making the route much more attractive to cyclists commuting from Duffield towards the city.
- Looking towards the future, there are advanced plans for a new estate to be built alongside Kedleston Road on the outskirts of Allestree (but in the county council area).

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Current plans provide for good cycle and walking provision within the estate but very poor connectivity from the estate to the cycle network in Derby (where most residents will be travelling). There are simple solutions available by connecting the estate to existing bridleways to avoid use of the congested and unsuitable roads but pressure is needed on the landowner for the necessary access across their land. This access could be put in place now in preparation for the new estate and would, again, best be addressed by joint working with Derby city.

I can provide more detail on these suggested schemes.

As you'll be aware the Government is encouraging councils to make very rapid (within weeks) changes to support increased active travel and I'd welcome your comments on Derbyshire plans for the areas around Derby and how you'll be working with Derby City Council to ensure proper "joined up" solutions. I'd also appreciate your views on the suggested projects listed above.

Derby Cycling Group are keen to provide input and our membership has a lot of experience of cycling in the Derby area and are a resource available to support your planning. I can be contacted on [ian.dent@derbycyclinggroup.org.uk](mailto:ian.dent@derbycyclinggroup.org.uk) and look forward to hearing from you.

Yours sincerely,

Ian Dent

cc: Councillor Chris Short  
Councillor David Taylor  
Councillor Carol Hart  
Mike Ashworth