



Consultation on improvements to Derby Road, Spondon

Completed: 19th May 2023

Derby Cycling Group details

<https://derbycyclinggroup.org.uk/>

Derby Cycling Group is a voluntary organisation that campaigns for a cohesive cycle network in and around Derby and champions cycling to create an environment where it is safe, normal, convenient, and fun. Membership is currently over 340 people and we have over 950 active Facebook users on our forum. The group has been in existence since 1979.

Our committee is made up of a variety of individuals from engineers, past and present, to former academics who bring a broad set of skills and know-how to our campaign for better cycling provision. But ultimately, we are all end users of cycle infrastructure and we have first-hand experience of cycling in and around the streets of Derby and understand what constitutes good quality cycling provision.

Summary

This report represents opinions on behalf of Derby Cycling Group regarding the [Consultation on improvements to Derby Road, Spondon | Let's Talk Derby](#)

Derby Cycling Group has carried out a review of the proposals on plan and on site and presented this as a detailed narrative on our website at [Derby Road - Spondon - Derby Cycling Group](#)

As a group we strongly welcome the initiative to improve cycling, walking and wheeling provision along Derby Road in Spondon which is in line with the aims of the group as well as bringing benefits to the suburb of Spondon and the wider Derby area.

From our review of the scheme, we support the following:

- The **principle** of new traffic light-controlled junctions including at Raynesway adjacent to the roundabout, at the junction with Asda and on Derby Road adjacent to Spondon Roundabout. The proposals will facilitate the crossing of these roads for users of all abilities without the need to take risks as is required today.
- Segregated cycleways and footways which eliminates potential conflicts between pedestrians and cycle users.
- The proposal for a floating bus stop to remove the risk of collisions between buses and

people on bikes.

- The continuity of this proposal with previous consultation scheme cycleway scheme proposal on Nottingham Road in Chaddesden.
- Removal of redundant street furniture and widening of the corridor for all active travel users.

We have several key objections relating to the philosophy of design, including:

- The proposed layout and functionality of the junction with Asda, while safe, is an indirect and unattractive route for people on bikes.
- The proposed use of shared-use paths where space exists for segregated footway and cycleway which create conflicts between pedestrians and people on bikes.
- The proposed discontinuities and frequent changes in priorities along the cycleways and shared use paths including “give way” markings on the crossing over Aspen drive
- The lack of improved connectivity with existing cycle and walking infrastructure, particularly at Spondon Roundabout towards Spondon Linear Park and beyond Merchant Avenue

Derby City Council’s aims for the scheme are unlikely to be fully realised by the proposed measures as they currently stand. These include:

- Accelerating the local uptake of lower carbon journeys
- Promoting innovations in new transport modes, low carbon technology and data to create a seamless and sustainable transport network that meets the needs of local people of all ages.
- Reducing the dominance of vehicle traffic in the city
- Extending the city’s walking and cycling networks
- Embedding more sustainable and more active travel cultures
- Helping the city to remain well connected so that it continues to be a vibrant, attractive, and safe
- Creating attractive and accessible local neighbourhoods

Detailed Response

With the aim of providing a measured and objective response, Derby Cycling Group has carried out a detailed assessment of the proposals with use of the design principles outlined in the Department for Transport's publication "Gear Change: A bold vision for cycling and walking" - Figure 1.



Figure 1: Cycleway Design Principles

We have included a marked-up consultation drawing with our comments in the appendix.

The following responses describe areas of the proposed route from Raynesway heading east towards Spondon roundabout

Acorn Way

There is ambiguity regarding a north-south crossing to the eastern side of Acorn Way. On the consultation drawing there appears to be a small hint of a proposed crossing going in.

On review of a previous consultation for Nottingham Road in Chaddesden, an upgrade to the existing unprotected crossing point is not included.

Derby Cycling Group would object to the omission of a safe crossing and therefore we strongly support a traffic-light controlled crossing at this location. It would provide the scheme with

connectivity to residential properties on the East and Northeast side of Chaddesden.

Raynesway

We object to the extensive use of shared-use path adjacent to the proposed toucan crossing. The extents of segregated cycle and footway should be maximised. The grass verge segregation on the existing cycleways on Raynesway is a very good template to follow and there is sufficient room to provide this level of segregation for new sections of cycle and footway.

We welcome the principle of a traffic light-controlled crossing immediately adjacent the roundabout on Raynesway. We object to the toucan crossing type as this would be, in effect, a shared-use area leading to conflict between pedestrians and people on bikes. In line the design principles, people on bikes should be separated from and not treated like pedestrians.

A single-stage straight-over crossing next to a multi-staged pedestrian crossing would be strongly supported by the group and therefore should be considered. An example from Sheffield is shown in Figure 2.



Figure 2: An example parallel signalised crossing in Sheffield.

193-183 Derby Road

The existing and proposed routes between Raynesway and Aspen drive are inadequate. Measuring 2.5m from kerb to the edge of adjacent properties, the width for a shared-use path adjacent to a busy road is insufficient. Unless bolder proposals are made here, such as reducing the number of car lanes at the roundabout, the route should be fully de-cluttered of all street furniture, including telegraph poles to maximise the effective width of the shared-use path.

The use Dutch entrance kerbs should be considered at the access points to the properties in place of dropped kerbs. This is to ensure the shared-use path surface is consistently level throughout the length of the narrow section of path.

The Bank – Aspen Drive

We welcome the proposal to narrow the bell-mouth junction and tighten the bend radius to slow down turning traffic.

We object to the “give way” markings on the cycleway. This requires cycle users to look around a 270 degrees panorama for signs of oncoming traffic. The hierarchy of road users and highway code state that people on foot and on bikes have priority across side streets. A positive intervention at this location would be to reinforce this message such as a raised hump (level with the footway) and give-way markings on the road. The footway is significantly narrowed by the proposal and given the limited space, a partial or reduced set back should be considered.



Figure 3: A prioritised junction crossing with partial set back

Alternatively, access into Aspen Drive from Derby Road could be banned and access would be from Raynesway only. Making Aspen Drive exit-only onto Derby Road would significantly reduce the risk of collisions with people on bikes from cars turning into the junction.

Toucan Crossing Upgrade – Derby Road

Derby Cycling Group supports upgrades to road crossings in principle, but it is unclear what the aims of the upgrade are and whether they are necessary to support the aims of the council.

Derby Cycling Group objects to the break in the continuous two-way cycleway to a shared-use path immediately adjacent the toucan crossing that are associated with the upgrades.

To provide a continuous cycleway, a signalised two-way cycle lane should be considered where people on bikes must yield and give way to people on foot or on mobility scooters using the crossing with low-level cycle signals showing the same aspect as that for road traffic.



Figure 4: An example of a light-controlled crossing in Bermondsey, Southeast London

Floating Bus Stop

Derby Cycling Group supports the relocation of the existing bus-stop in a layby and into the main carriageway. Additionally, we support the use of the floating bus stop concept which will be much welcomed, remove the risk of people on bikes coming into conflict with buses and will be a novel addition to the Derby streetscape.

The detailed alignment should be revisited as the angular flared geometry does not replicate how a cycle would traverse this section of cycleway and thus would not meet design principle relating to how users behave.

Two-way Cycleway

Derby Cycling Group supports the provision for a two-way cycleway. However, it is short-lived, and we object to the discontinuities this produces.

Asda Junction

Derby Cycling Group supports the principle of traffic-light controlled crossings for the junction with Asda and the removal of the wholly inadequate refuge on the existing crossing over Derby Road.

We strongly object to the proposed layout shown in the consultation drawings. If the overall ambitions of the scheme (to make cycling, walking and wheel more attractive) are to be fulfilled then there is a strong case to be bold with the design at this location.

Derby Cycling Group has produced a sketch outlining an alternative solution to the consultation scheme. (Note that the inclusion of “green” shared use path on the right hand side of Figure 5 does not indicate our support for shared-use paths)

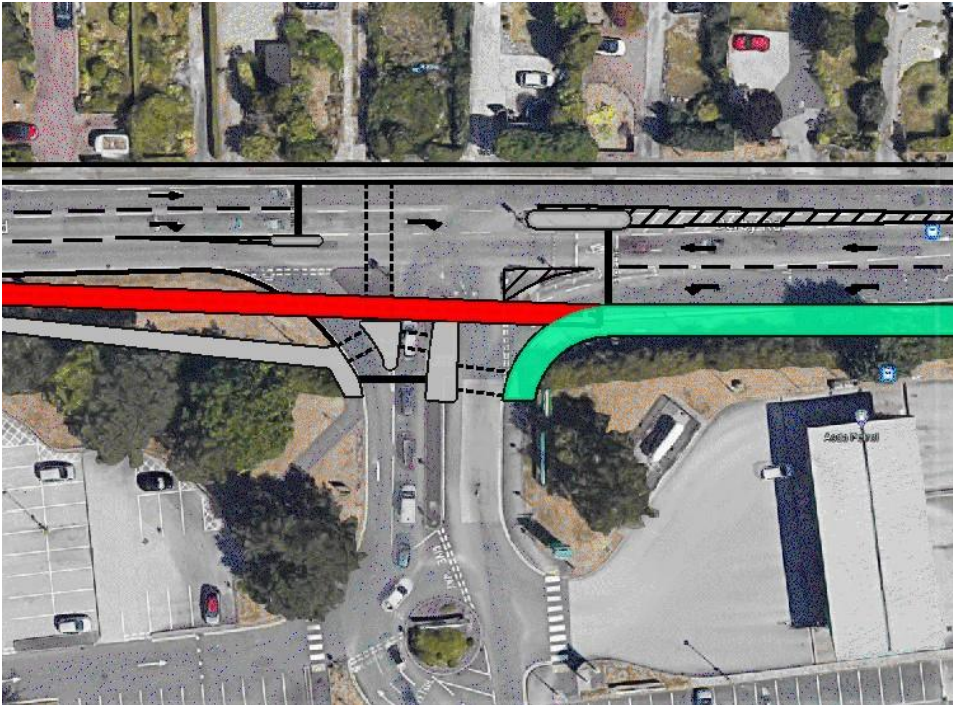


Figure 5: A modification to the consultation proposal at Asda

This is a prime candidate for a “hold the left” junction which would be a suitable template to manage the safe flows of cycles, pedestrians and general traffic. Figure 6 is an extract from LTN 1/20 and illustrates the principle of the “hold the left” junction – If flipped round 180 degrees, it could be superimposed onto the junction at Asda with some modifications to lane designation)

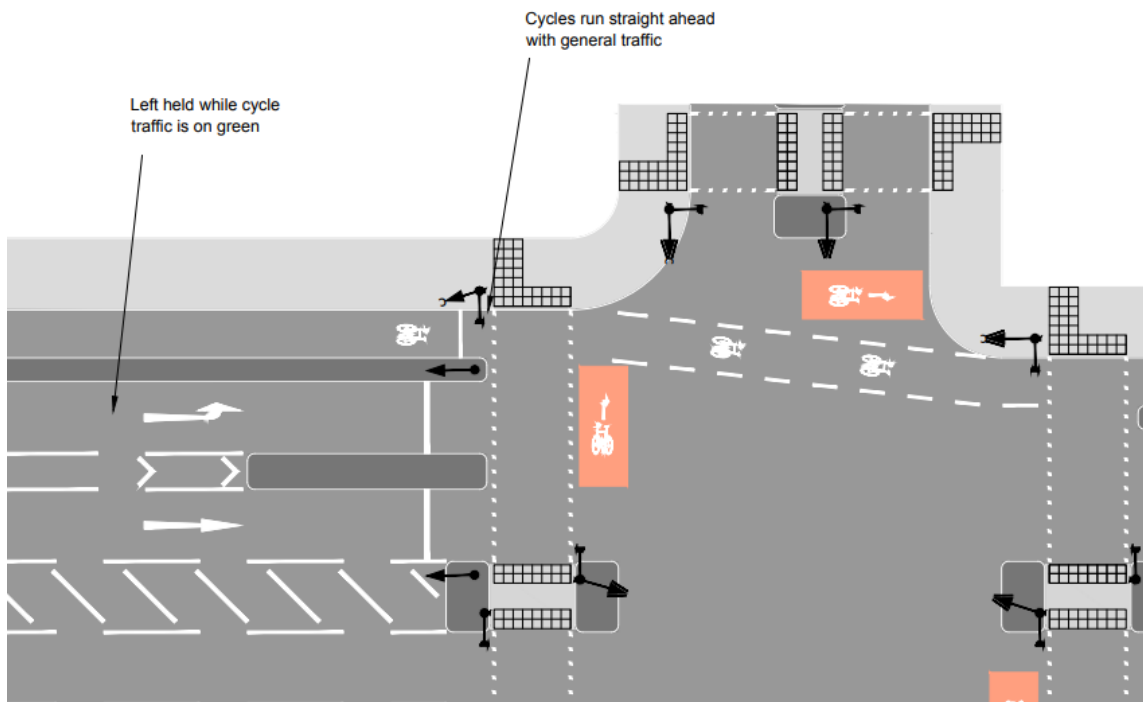


Figure 6: Hold the left layout from LTN 1/20

Heading from east to west, in this arrangement as it would be applied at the junction with Asda, the nearside cycle track is given a dedicated green signal while conflicting general traffic turning across the cycle track – the left turn into Asda but also the opposing right turn – is held on a red signal. The turning motor traffic only receives a green signal when cyclists are held on a red signal. This removes potential for 'left and right hook' conflicts between cyclists and motor traffic.

Traffic light phases could be as follows:

- Through-traffic (both directions on road and cycle way) and across Asda junction for people on foot.
- Left turners & right turners **exiting** Asda and left turners **entering** Asda from Spondon Roundabout. People on foot can cross Derby Road from a refuge during this phase. Straight-on cyclists, pedestrians and motor vehicles would be held at this phase.
- Right turners **entering** Asda from Chaddesden, left turners **exiting** Asda, and straight-on through traffic heading eastwards.

Consideration on signage is required to ensure people on bikes don't make left turns into Asda while pedestrians are crossing. A "no left" turn sign attached to a low-level cycle signal would be required. Cyclists entering Asda from the Spondon Roundabout direction would be required to use the shared-use path or alternatively be encouraged to carry on further west and enter Asda near the proposed floating bus stop.

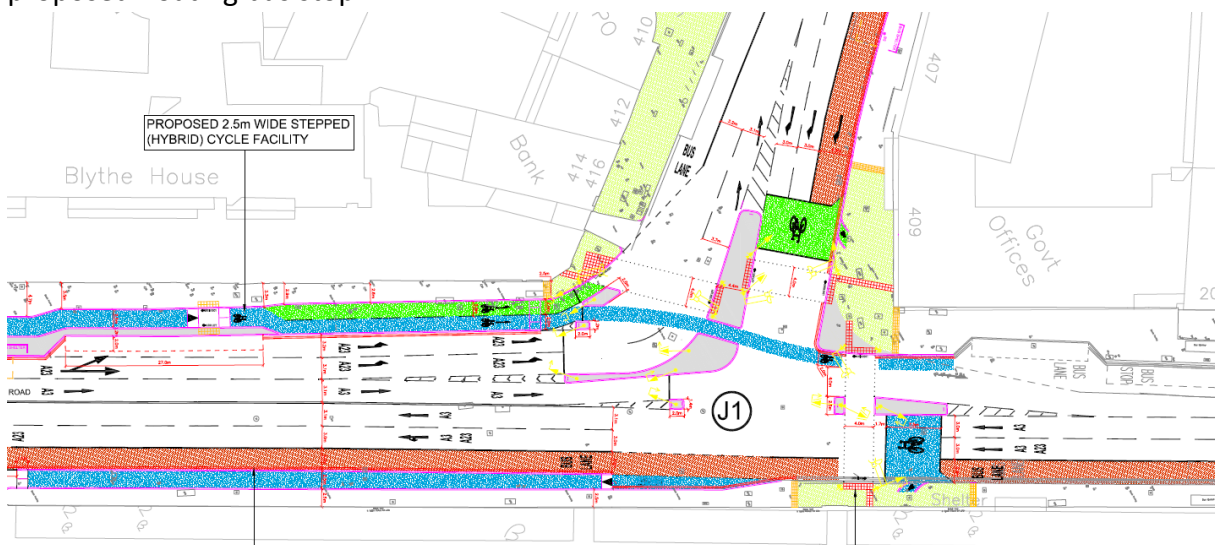


Figure 7: An example "Hold the Left" junction in Kennington, London, which could be tailored to the junction at Asda

A hold the left junction at Asda would be a great addition to the streetscape that Derby City Council could showcase as an example of their commitments to installing high-quality cycling infrastructure

Asda to Spondon Roundabout

Derby Cycling Group objects to the use of a shared-use path at this location. There appears to be ample space to provide segregated footway and cycleway. The hatching in the main carriageway appears wider in the proposal than exists today. With the removal of the existing toucan crossing across Derby Road, and the associated refuge, carriageway space should be reallocated for walking and cycling infrastructure.

The group also supports decluttering of street furniture along here including telecoms cabinets.

It is unclear why the main carriageway on Derby Road, immediately adjacent Spondon Roundabout, is to be realigned by a lane width. Retaining the existing alignment would allow existing lighting columns to remain and ensure there is adequate space for segregated cycle and walking routes heading south towards the Spondon Linear Park cycleway.

Toucan Crossing – Spondon Roundabout

Derby Cycling Group welcomes the introduction of a traffic-light controlled junction immediately adjacent the busy road and often high-speed traffic on Spondon Roundabout

It is unclear from the consultation drawings whether the crossing requires two phases to cross the road. Derby Cycling Group would support a single-phase crossing so the people on foot and on bikes are not held up. The refuge proposed appears inadequate for a two-stage crossing.

We object to the use of toucan crossings for reasons mentioned earlier. There is adequate room to install a parallel signalised crossing to ensure pedestrians and people on bikes are kept segregated to eliminate potential conflicts.

Spondon Roundabout

With regards to the options for creating space for a shared use path, Derby Cycling Group has no favoured option. The group would wish to maximise the extents of two-way segregated cycle way and if both options require implementing to facilitate this then we would support that.

Realigning the kerb on the roundabout would narrow what is a very wide section of carriageway, reduce speed of traffic circumnavigating the roundabout. This would have wider benefits for road safety.

Missing Links

There is a need for serious consideration of the connectivity of the scheme to form a cohesive network and maximise take-up of cycling, walking and wheeling along the proposed route. Without connectivity, the value of the scheme is substantially reduced.

The existing links from Spondon Roundabout towards Spondon Linear Park requires two crossings of the A52 exit and entry slip roads. These existing crossings are unattractive, dangerous for many due to high-speed traffic, multiple lanes to cross and last minute lane changes by motor vehicles. It is disappointing to not see any proposed improvements as part of this scheme which would provide a safe continuous cycleway from Spondon Linear Park, Spondon Railway Station, residential areas to the south of the A52 and new commercial developments in the immediate area at SmartParc.

A parallel crossing should be proposed at the end of Merchant Avenue to further emphasise the

hierarchy of road users. Links from Merchant Avenue should be explored such as reclassifying a public footpath as permissible for cycles by removing the “no cycling” signage. This would ensure connectivity with the Spondon area to the north of the A52.

Detailed Design and Implementation Standards

We acknowledge that the consultation plans are outline designs but the Derby Cycling Group wish to ensure that that detailed designs consider LTN 1/20 guidelines, particularly associated with maintaining a consistent **effective** width and eliminating street clutter. Avoiding the use of pedestrian guard rails should also be considered as they offer little protection.

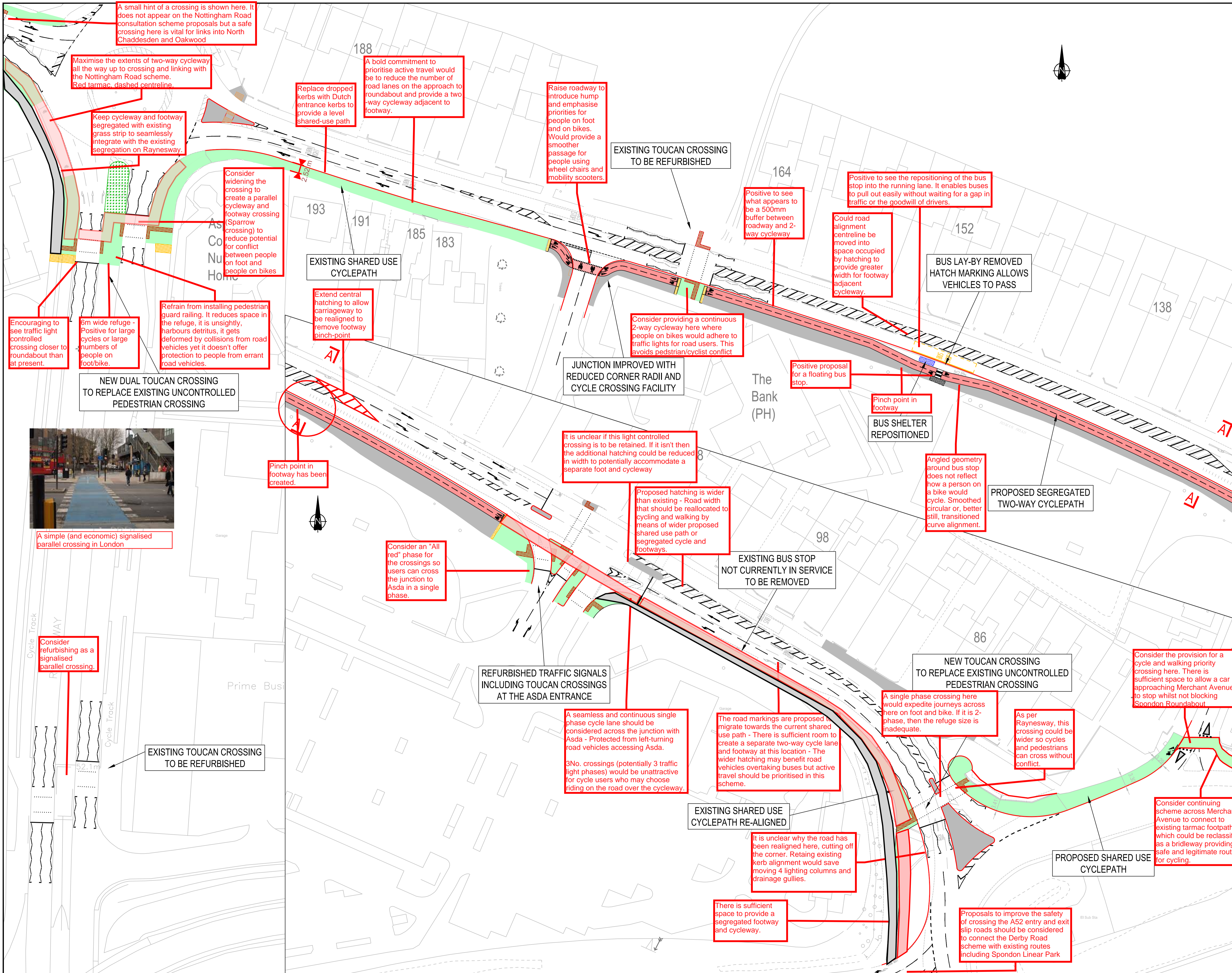
Concluding Remarks

This report was compiled by committee member and treasurer James Bailey on behalf of Derby Cycling Group. We believe it to be a fair and accurate assessment of the consultation proposals.

Derby Cycling Group is keen and willing to play a significant role in the shaping of Derby for the benefit of cycling.

Please contact james.bailey@derbycyclinggroup.org.uk for any queries relating to the content of this report or for further discussions on how Derby Cycling Group can assist Derby City Council in achieving engineering excellence with regards to cycling infrastructure.

Appendix: Marked-up consultation drawing.



KEY

- Two-way cycle track
- Shared use footway
- Pedestrian footway / traffic island
- Grass verge / traffic island
- Tactile and corduroy paving
- Existing tactile paving to remain
- Proposed cantilever bus shelter as replacement for existing
- Existing bus shelter to be removed

Note: Hatch patterns and colours used on the plan are for clarity and do not represent finished surface materials

A small hint of a crossing is shown here. It does not appear on the Nottingham Road consultation scheme proposals but a safe crossing here is vital for links into North Chaddesden and Oakwood

Maximise the extents of two-way cycleway all the way up to crossing and linking with the Nottingham Road scheme. Red tarmac, dashed centreline.

Keep cycleway and footway segregated with existing grass strip to seamlessly integrate with the existing segregation on Raynesway.

Consider widening the crossing to create a parallel cycleway and footway crossing (Sparrow crossing) to reduce potential for conflict between people on foot and people on bikes

Refrain from installing pedestrian guard railing. It reduces space in the refuge, it is unsightly, harbours detritus, it gets deformed by collisions from road vehicles yet it doesn't offer protection to people from errant road vehicles.

Encouraging to see traffic light controlled crossing closer to roundabout than at present.

6m wide refuge - Positive for large cycles or large numbers of people on foot/bike.

NEW DUAL TOUCAN CROSSING TO REPLACE EXISTING UNCONTROLLED PEDESTRIAN CROSSING

Extend central hatching to allow carriageway to be realigned to remove footway pinch-point

Replace dropped kerbs with Dutch entrance kerbs to provide a level shared-use path

A bold commitment to prioritise active travel would be to reduce the number of road lanes on the approach to roundabout and provide a two-way cycleway adjacent to footway.

Raise roadway to introduce hump and emphasise priorities for people on foot and on bikes. Would provide a smoother passage for people using wheel chairs and mobility scooters.

EXISTING TOUCAN CROSSING TO BE REFURBISHED

EXISTING SHARED USE CYCLEPATH

EXISTING TOUCAN CROSSING TO BE REFURBISHED

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A simple (and economic) signalled parallel crossing in London

AMENDMENT DETAILS			
NO.	BY	CHKD	DATE
FOR INFORMATION			
DRAWN BY	AC	CHECKED BY	ZJ
DATE	22.02.23	APPROVED BY	ZJ
DATE	22.02.23	SCALE	B1
ORIGINAL DRAWING SIZE		841 x 594 (A1)	
SCALE 1:500			

Derby City Council

ENGINEERING DESIGN
COMMUNITIES AND PLACE DIRECTORATE
Council House, Corporation Street
Derby DE1 2FS
Tel (01332) 293111

PROJECT TITLE
Derby Road A52 to Acorn Way Improvements

DRAWING TITLE
Indicative Layout

PROJECT REFERENCE NUMBER	DMPD2PC3
DRAWING NUMBER	TT001
REVISION	P03

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