Date: 19th May, 2026.

A Report Supporting the Proposed Spondon Island, Signal Controlled, Active Travel Crossings
By Derby Cycling Group

1. Introduction

At Derby Cycling Group, we think that the hostile nature of the road crossings on Spondon Island is a significant deterrent to active travel through this junction. We know the fear of making that journey, whether by walking, wheeling or cycling; crossing feels like a game of Russian Roulette, and at busy times, it is unpleasant and unhealthy to have to pick your way between cars and lorries queuing to enter the roundabout, mixing with their exhaust fumes.

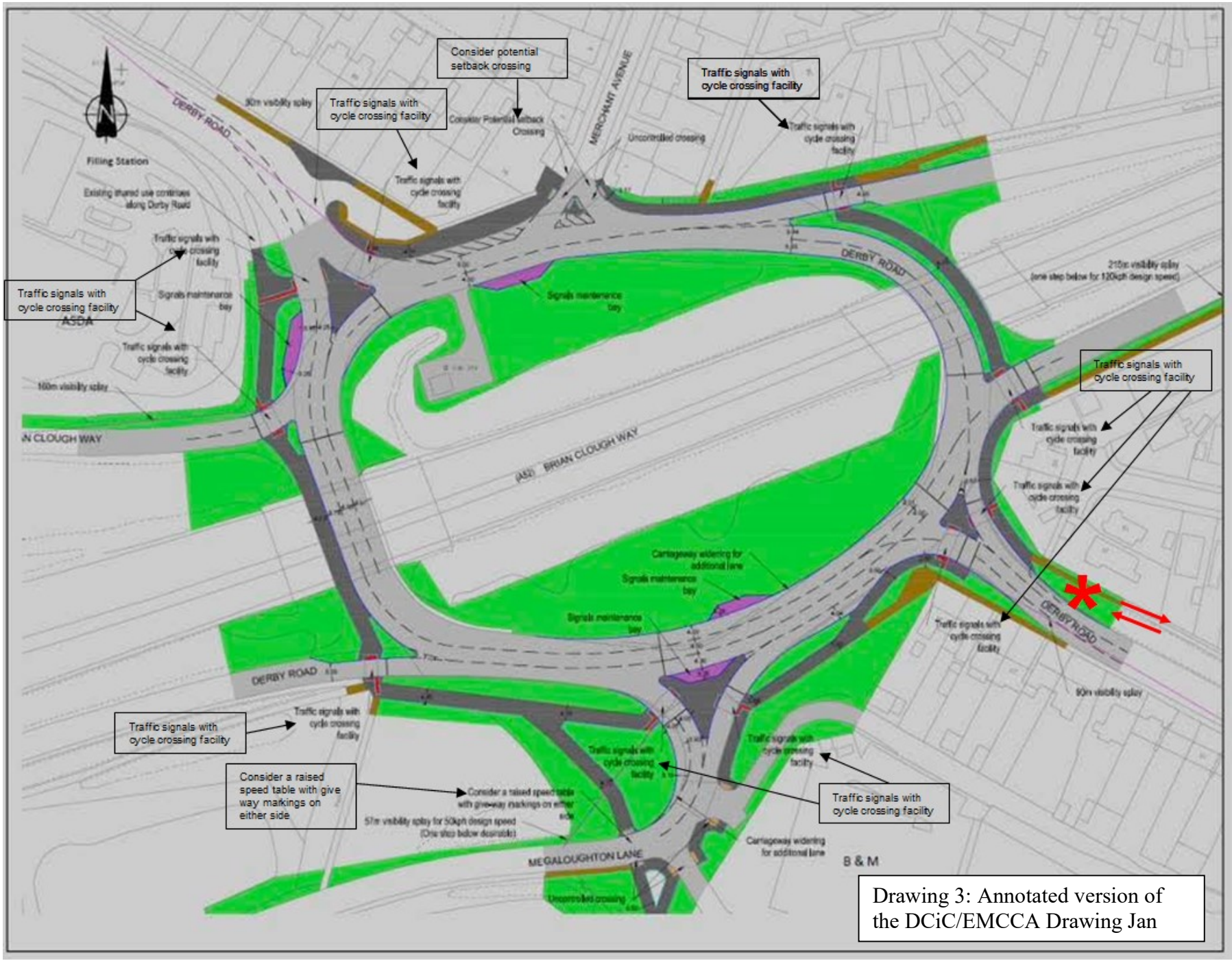
Drawing 1 is an extract from www.Crashmap.co.uk, showing cyclist casualties from road traffic collisions on Spondon Island since 1999: One death, three serious injuries and eight minor injuries. This casualty rate cannot be acceptable.

Drawing 1: Crashmap.co.uk data for cyclist casualties on Spondon Island, as recorded between 1999 and 2024 with Google mapping

The plan in Drawing 2 has come to our attention, as a potential scheme on Spondon Island. Because of the poor resolution of Drawing 2, we have created an annotated version, Drawing 3. We understand it is part of the conversation between Derby City Council (DCiC) and the East Midlands Combined County Authority (EMCCA) for potential improvements here. We believe this plan has real potential to make this junction safer, but also, really importantly, to ***feel*** safer. It shows what active travellers need and want round this fast flowing traffic island, so we can all cross the slip roads in safety and, just as importantly, feeling safe. Derby Cycling Group applauds whoever drew up this plan and endorses it wholeheartedly. It identifies all the danger points we would have pointed out and proposes good quality solutions to them. The more closely we examined this plan, the more benefits we found, so we would like all the active travel elements of this plan implemented in full.

We would also like an addition to the plan, with the creation of a new cycle path (marked "*" on Drawing 3) to avoid a narrow, hostile section of road from Spondon Island, along Derby Road eastwards towards Borrowash, as far as the junction with Lodge Lane, where we would like a Dutch-

Drawing 2:
DCiC/EMCCA Drawing Jan 2026



Drawing 3: Annotated version of the DCiC/EMCCA Drawing Jan

style treatment (with pedestrian and cycle crossings on each arm) to enable people to safely negotiate that roundabout and for cyclists to then rejoin the carriageway in relative safety, to continue onto Lodge Lane, Nottingham Road or Station Road, or in the reverse direction to access Spondon Island.

In this report, Derby Cycling Group assesses the scheme in Drawing 2, provides detailed feedback on it and includes some additional suggestions which we think will add significant value to it.

In summary the plan shows signal controlled active travel crossings at all the direct entry and exit points to the island, with the exception of Merchant Avenue, but we like the stated option of having a setback crossing here. We also like the considered treatment of a "raised speed table" and active travel priority via give way markings on the crossing over Megaloughton Lane, towards the Spondon Linear Park/Borrowash canal path.

2. Review of the DCiC/EMCCA 2026 Plan

2.1. General Benefits

All of the signal controlled crossings:

- Greatly assist people who move slowly, maybe due to age, disability, perhaps using a wheelchair or mobility scooter, perhaps crossing with young children or a dog, who take longer to cover the distance over the road.
- Take the fear and risk out of using these multiple crossing points which are negotiated on every journey made, each way, through this junction.

The scheme significantly enhances the safety of the continuous, off-road cycling route between Borrowash and the Asda superstore, the centre of Chaddesden and beyond, enabling many more people to choose to walk and cycle along this route. It will make the recently built off-road cycle route between Spondon Island and opposite Chaddesden Park Road attractive to more people for more everyday journeys to local destinations.

2.2. Crossing over A52 Eastbound Exit Slip Road

- This crossing especially mitigates poor sightlines in a westerly direction up the slip road for pedestrians and cyclists. Visibility of approaching traffic is particularly hindered for people of lower stature (for example, children), or seated in a wheel chair, mobility scooter, recumbent or adapted cycle or similar machine. It also avoids, as happens now, people having to cross the road between standing traffic waiting to enter the roundabout, crossing within a breeze of polluted, foul smelling air from vehicle exhausts; again people whose faces are closer to the ground will be affected most by the pollution.
- This crossing is over two vehicle lanes. Currently there is a risk that a motor vehicle in the near lane which allows someone to cross, hides that person from vehicles approaching in the far lane, and hides that vehicle from the person crossing, creating a risk of collision between the two within the far lane. The signal control crossing removes this risk entirely.

2.3. Crossing over A52 Westbound Entry Slip Road

The exit slip road is shown reduced from two to a single lane. This is a really important safety feature of this scheme and DCG especially applaud this element of the plan. It means it takes less time to cross the road, and so benefits those most at risk from crossing at all – those who can only move more slowly. A single exit lane removes the opportunity of aggressive drivers trying to overtake slower traffic, instead of looking for vulnerable people crossing the road. And of course, the signal control makes the crossing feel, as well as be, much safer.

2.4. Crossing over Megaloughton Lane towards Spondon Linear Park

Megaloughton Lane does not presently carry a high volume of traffic, although this may change depending on the development of the old Albert Looms site. However, the proposed change of priorities where the path crosses the road is a great proposal here. Stopping road traffic, to give way

to active travellers crossing on a raised platform, is an effective treatment at this location, where active travel forms a significant volume of the traffic.

2.5. Crossings over Megaloughton Lane entry/exit to Spondon Island

- Although a signal controlled crossing here is badly needed, there are several elements of this design which we are unhappy about and we would welcome adjustments.
- The crossing of Megaloughton Lane adjacent to the roundabout is proposed in two stages. This could take nearly five minutes to cross, based on the wait times experienced on the existing crossing on the Derby Road westbound arm. Given that traffic through here is relatively light, we think that a single stage crossing would be much better employed, similar to that across the Derby Road Westbound arm (but please refer to section 3.10 for issues with this). Having a single stage crossing would place it further from the roundabout, which in our view would make it more visible for drivers and hence in a safer position.
- The new design creates a dedicated lane on the roundabout, a slip lane, which allows motor traffic to decelerate before the exit onto Megaloughton Lane. We really like this feature, it would help crossing safety and we would like it implemented, but the geometry of the kerb still facilitates cars exiting the roundabout lane late and fast. The geometry of the exit effectively negates the intent of having the slip lane. To mitigate this, we would like the medial traffic island made smaller and the kerb radius consequently tighten up, forcing traffic to use the slip lane as intended – as a deceleration zone prior to leaving the roundabout. Having a single stage crossing would mean that the medial, triangular, island can be made much smaller because it no longer needs to accommodate the crossing.

2.6. Crossings over Derby Road Eastbound towards Borrowash

This is a new crossing, proposed by this plan. It is an excellent enhancement to the current narrow pedestrian pavement with the crossing one hundred meters or so down the road. The signal controlled crossing avoids the risk of people who are crossing being hidden by vehicles in the second lane. We have noted the build out, moving the on-carriageway lanes into the roundabout island, to create space for the pedestrian and cyclist path leading to the crossing from the south. We also noted the creation of a Derby Road eastbound dedicated exit lane which will also help drivers know whether traffic is exiting the roundabout or continuing round it, because each direction has its own lane. All of these are features we like. Our additional points are:

- We would again prefer a single stage crossing, set further back from the junction its self (as on the Derby Road westbound arm). This would give more distance for drivers to note the crossing signals, would allow active travellers to cross this arm of the roundabout more quickly and would allow the crossing to run without traffic signals on the roundabout its self.
- It is not clear on the plan if there is an exit point prior to the crossing for cyclists approaching the roundabout on the carriageway to access the cycle path. If this is not part of the plan we would like to see it added.
- This is where we would like to see a new cycle path, alongside the existing pavement on the northern side of the crossing, running along to the Lodge Lane/Station Road junction. Having created a crossing point for cyclists as well as pedestrians here, cyclists need to be able to then continue off-road to the next junction because this section of Derby Road is extremely hostile to all but the most confident riders. The new crossings create huge potential to attract new cyclists to use this route but they will not materialise if they have to ride along Derby Road between the Spondon and Lodge Lane islands.

2.7. Crossing over A52 Westbound Exit Slip Road

This crossing poses similar issues to the A52 eastbound exit slip road, with fast traffic approaching the roundabout. The advantage here is that the sightlines are very good and there is plenty of space to arrange the cycle and pedestrian paths to face the approaching traffic, again giving a good view of it. This will again help most, those who move more slowly over the crossing. It also avoids that risk of people who are crossing being hidden by vehicles in the second lane. We would prefer the

crossing to be further from the roundabout so drivers are not distracted by trying to enter the roundabout while people are trying to cross the road; this would again allow the crossing to run without traffic signals on the roundabout its self.

2.8. Crossing over A52 Eastbound Entry Slip Road

This crossing deals with similar issues to the A52 Westbound entry slip road: fast traffic exiting the roundabout, but sometimes not entering the exit lane until late, without a signal. Fortunately this arm has not suffered reported casualties, but is needed for that perception of safety and to provide good active travel permeability through the junction. We are pleased that the carriageway has been narrowed in a similar manner to the westbound side.

- However, the path between this crossing and Merchant Avenue is a severely sub-standard width for even a shared use path and widening of this needs to be part of the scheme, preferably with a segregated cycle track (as with all the paths around the island). There is plenty of space to widen the path without compromising road traffic capacity at all.

2.9. Crossing over Merchant Avenue

Merchant Avenue will remain the only uncontrolled crossing under this plan, which we do not have an issue with, so long as the design is safe and easy to use. We like the suggested idea of a setback crossing but would like to see other features as well.

- To help create a feeling of safety with the setback crossing, we would like the radius of the exit from the roundabout tightened up so traffic has to slow right down here. We suggest the hatching to the west of it could become a left turn lane and the triangle island in the middle extended over the hatched area to prevent drivers cutting across it. This would create an exit lane for Merchant Avenue, slowing drivers down and making the uncontrolled, setback crossing feel much safer for active travellers. Perhaps the crossing its self could be a parallel crossing.

2.10. Crossing over Derby Road Westbound towards Chaddesden

This crossing is already a signal controlled toucan and was set up when the cycle path was created along Derby Road towards Raynesway. This is a very welcome crossing at a place which was previously very difficult to cross safely. This crossing does not control motor traffic access to the roundabout, there is a separate give way line a few yards beyond the crossing. For motor traffic, this seems to work really well and the traffic signals don't confuse drivers about their need to give way to traffic on the roundabout.

While doing analysis for this report, we watched this crossing for a while and noted that many people do not wait for the green signal before crossing (which means that a minute or two later, traffic on the main carriageway is stopped for no reason). The factors causing this need to be taken into account when installing signals at the other arms of the roundabout:

1. There is a long wait for the green crossing signal even when there is no traffic approaching, so some people cross during a gap in the traffic because it is safe to do so. We do acknowledge that the crossing signals cannot change every few seconds; traffic on the main carriageway needs to be kept moving as well as allowing people to cross, however the crossing needs to recognise when no traffic is approaching and give a green signal as soon as that situation occurs, instead of always waiting for a fixed period of time. While traffic is approaching it is acceptable to wait a minimum time between green crossing phases (here it seems to be around 2 minutes), but if there's no traffic and someone is waiting to cross, they should get the green light immediately.
2. There is a refuge in the middle of the road so you can cross half way, even when traffic is flowing in the opposite direction. If there were no island, perhaps there would be a greater adherence to the crossing signals, but the crossing is over four lanes, so the island does allow slower movers to have a safe refuge if they are caught out by the crossing changing back to red.

3. Proposed Additional Features

Below is a summary list of features we would like to see included in the final scheme (some of which may be intended but not ascertainable from the high level plan):

1. The paths which circumnavigate the roundabout are almost all too narrow for shared use. They should be widened and there is plenty of space to do that, creating segregated cycle paths separate from the pedestrian paths, with sparrow style crossings, so that each travel mode has its own space and prevents conflict between modes. This is what we would like to have and the design should conform to LTN1/20 standards. The roundabout carriageway is exceptionally wide with some hatched areas which could be reallocated to active travel and there are ample grass verges that may be utilised as well.
2. For the new crossings we would like to see a smarter signalling regime than on the Derby Road westbound arm and we would like the Derby Road westbound signals to be configured more efficiently for active travel and for drivers. If there is no on-road traffic approaching, the crossing signal should go green immediately, otherwise wait up to a predefined maximum delay (which may vary with each location).
3. Create a new segregated cycle path from Spondon Island along the north side of Derby Road to Lodge Lane, to enable cyclists who have crossed the Derby Road eastbound arm to avoid riding on the narrow, intimidating stretch of road between these two islands. We'd like a Dutch Style treatment on the Lodge Lane roundabout and safe merging for cyclists back onto the main carriageway beyond this, onto Lodge Lane, Nottingham Road and Station Road. There is space for the additional path nearly all the way, but there is one large tree and to avoid disturbing its roots, we suggest the path be raised over the existing ground level, rather than sunk into it.
4. To force traffic to enter the exit slip roads earlier we suggest extending the kerbs separating the right hand edge of the exit slip lanes from the roundabout further back onto the roundabout, effectively creating a longer slip lane. We think this would also tend to reduce top end speeds which also give drivers more time to notice the crossing signals and gives people waiting to cross, certainty about which vehicles they need to be aware of when they do cross. This treatment would affect the A52 westbound exit, the A52 eastbound exit and the new Megaloughton Lane exit lane.
5. We would like single stage crossings on the Megaloughton Lane and Derby Road eastbound arms so that active travellers are not waiting at too many crossings to get round the roundabout (potentially six to get from Asda onto Derby Road eastbound, which could be reduced to four).
6. At Megaloughton Lane we would like the triangular island to be smaller (enabled by a single stage crossing) and the radius of the exit tightened to slow traffic down, with the kerb of the triangular island extended back onto the roundabout, as described in item 3 above.
7. At Merchant Avenue, we would like the existing small triangular island built out into the carriageway and the hatching prior to the exit removed, to create an exit lane for Merchant Avenue, slowing traffic right down for the set back crossing. We would also like a parallel crossing to be considered at this location.
8. A cycle slip-off is needed on the Derby Road eastbound approach to Spondon Island, giving cyclists approaching the roundabout on the road, the option of accessing the off-road cycle paths and crossings. There is no cycle access to the roundabout from this direction at present, so this feature is needed to allow them to easily and safely enter the off-road provision if they wish.

4. Summary

The scheme visualised in Drawing 2 is a most welcome idea that would make active travel through the Spondon Island junction much safer and feel much safer. We believe it would generate additional active travel journeys here. Asda is a really important local destination and this scheme could enable many more active travel journeys to the superstore, helping reduce a significant element of the motor traffic at this location.

Some people seem to believe the main carriageway of the roundabout will become signal controlled as part of this scheme and there is some objection to that by some drivers. However, as the existing crossing on the Derby Road westbound arm demonstrates, signal controlled crossings can be implemented without the need to signalise the main carriageway. Signal controls on the carriageway are

not necessary for active travel safety, but in the opinion of Derby Cycling Group, the upgrade to signalised active travel crossings, independent of any signals on the carriageway, **must** be implemented to make more people feel safe enough to make journeys through this junction by walking, wheeling or cycling.

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