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Version 4 – updated 5/11/15 – information at top of page 7 "When travelling on the A52 or to/through the Wyvern, what type of transport do you regularly use?" updated to show the types of transport used in a clearer - contact details added to contents page.				

1. Introduction

This report was compiled following consultation on the A52 Wyvern Transport Improvement Scheme. It gives some background information to the scheme and how we got to this stage. The way consultation was undertaken is explained along with details of stakeholders and events.

Appendix A summarises the comments provided by stakeholders and members of the public in response to the consultation, with responses from officers in the A52 project team.

Background information

The A52 is a major road linking Derby to Nottingham and the M1. The A52 between Raynesway and Pentagon roundabout is also used for local trips between residential areas and the city centre and Pride Park, a major employment site on the edge of the city centre. As a result the section of the A52 between Spondon and Pentagon roundabout is heavily congested during morning and afternoon peak hours.

Derby City Council is the highway authority for the A52 between Raynesway and Pentagon. The A52 east of Raynesway forms part of the strategic road network and is managed by Highways England.

The A52 congestion management scheme was originally one of 31 proposed major transport schemes considered by Derby City Council. The scheme was taken to the next stage as it would help to reduce collisions, improve traffic flow along a major route into the city centre and improve access to a significant area of employment.

This scheme has been prioritised for funding from the D2N2 LEP (Derby, Derbyshire, Nottingham, Nottinghamshire Local Enterprise Partnership). In addition to the LEP funding, we have to provide a local financial contribution and it is anticipated this will come from new developments in the area.

A feasibility study was carried out to look at a range of options. In February 2014, Council Cabinet approved the preferred option as the most cost effective within the available budget.

Following consultation with major stakeholders the scheme has been modified. Changes include further safety benefits, more pedestrian and cycle improvements and allowed for further development on Wyvern. The modified scheme was approved by Cabinet in June 2015. Two versions of the modified scheme were approved. The modified full scheme, which includes provision for development traffic generated by the Derby Triangle development and the modified scheme for the A52 scheme only.

The scheme aims to reduce traffic congestion and improve safety on the A52 and Wyvern. Proposed changes include:

- extra lanes and a 50mph speed limit on the A52, near the Wyvern junctions
- a two lane, realigned access to Wyvern/Pride Park from the A52
- a new signal controlled crossroads at the junction of Wyvern Way and Derwent Parade
- bus priority detectors on the westbound approach to the traffic signals
- carriageway resurfacing and replacement safety barriers.

Further improvements to help pedestrians and cyclists include:

- new, shared use pedestrian and cycle routes on Wyvern Way
- crossing facilities at junctions
- a replacement footbridge linking Meadow Lane, Chaddesden and Wyvern. It will be a shared pedestrian and cycle bridge and will have ramped accesses so that it is accessible to all users.

2. Consultation approach

We prepared a communications strategy to support the process of keeping stakeholders informed about the scheme and to encourage participation in the consultation.

The aims of the consultation were to:

- raise awareness of the scheme
- explain the scheme in detail in a way that is easily understood
- give the public and stakeholders an opportunity to let us know their concerns/issues and to make suggestions
- understand the level of support or opposition to the proposals.

Consultees

Emails were sent to key stakeholders advising them of the consultation with links to the web page on the Council's website. We also sent emails to...

- all Derby city councillors
- 3 local MPs
- Diversity forums
- Sustainable Transport Partnership
- Connected Business Travel Network members
- Neighbourhood Teams/Boards
- Derby Renaissance Board
- Motorcycle Action Group
- Derby Cycling Group

We delivered...

- letters to 118 residential properties in Meadow Lane area nearest the bridge
- an A5 flyer to all properties in the residential area, between Nottingham Road and the A52
- A5 flyers and A4 posters to businesses in the Wyvern area and shopping area on Nottingham Road.

A meeting was held with Derby Cycling Group on 24 June 2015, and the scheme was discussed at the Strategic Bus Partnership meeting on 1 July 2015 at the Council House.

Publicity for consultation

Various methods were used to publicise the consultation and events...

- on the Council's "Your City Your Say" latest consultation page
- signs advising of consultation events put up around Pride Park/Wyvern/Chaddesden
- consultation details on external and internal Council House AV screens
- article in the July edition of the C&C magazine, delivered to 6,000 homes
- press release issued - media coverage by BBC Radio Derby, BBC East Midlands Today, Central News and the Derby Telegraph
- news item on www.pridepark.net
- web page on www.derby.gov.uk – with scheme details/PDF versions of consultation display boards
- on the Council's "What's Happening in Derby" events page
- social media – Facebook and Twitter, from Derby City Council account
- flyers and posters in four local area libraries
- weekly newsletter - advising Council staff about consultation and survey

The consultation period was from 13 July 2015 to 7 August 2015. We invited people to respond using the online survey, by completing a paper survey or by email to traffic.management@derby.gov.uk

The online survey and consultation documents were available on the Council's website from 7 July 2015. www.derby.gov.uk/a52-improvements

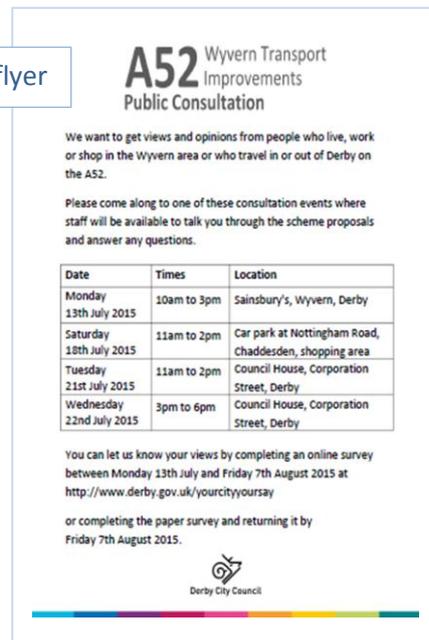
Consultation materials

- A5 flyer – double-sided
- A4 information sheet ([background information](#))
- A4 poster
- [Consultation survey](#) - paper and online

Exhibition boards – 6 x A0 size boards and 1 x A1 size board

- [Plan showing key features of the proposed scheme \(A1 size\)](#)
- [Introduction - location plan](#)
- [Existing issues](#)
- [Access and environmental considerations](#)
- [Footbridge replacement](#)
- [Timeline](#)

Front page of A5 flyer



Consultation events

We held four consultation events where members of the A52 project team were available to talk through the scheme proposals and answer any questions. Events were held on different days/times and in various accessible locations, to enable as many people to attend at possible. If these times/dates were not suitable, we offered to arrange individual meetings to discuss the scheme.

Date	Times	Location
Monday , 13 July 2015	10am to 3pm	Sainsbury's, Wyvern, Derby
Saturday, 18 July 2015	11am to 2pm	Car park at Nottingham Road, Chaddesden, shopping area
Tuesday, 21 July 2015	11am to 2pm	Council House, Corporation Street, Derby
Wednesday, 22 July 2015	3pm to 6pm	Council House, Corporation Street, Derby

Sainsbury's Wyvern – Monday 13 July – The exhibition boards were on display in the entrance to the store. Over 300 people attended, including those doing their weekly shopping and others going in during their lunch break. 270 A5 flyers were handed out. This event was the most popular with a lot of interest shown in the scheme.

Car park at Nottingham Road, Chaddesden, shopping area - Saturday 18 July – The exhibition was set up in a fully accessible community engagement van in the shopping area car park, Nottingham Road, Chaddesden. Over 100 people came along to this event.



Council House – 21/22 July – The exhibition boards were set up in the main Council House reception area. Approximately 55 people attended these events.

3. Responses to the consultation

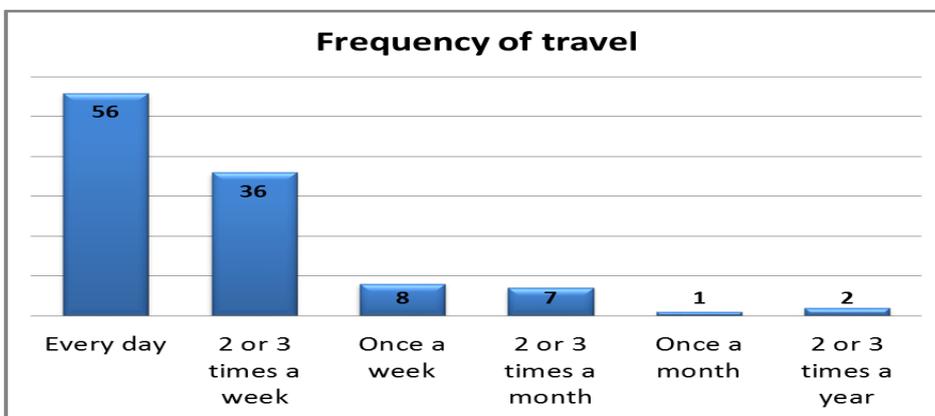
109 respondents completed the online survey and three sent in paper surveys. One response was also sent in by letter and this has been replied to separately. We received nine emails during the consultation period.

3.1 Survey

We asked respondents to look at the consultation materials and complete all the questions they felt comfortable answering.

The first few questions were about travel undertaken along the A52 or to/through the Wyvern. We asked how often respondents travelled this route, the reasons for travelling and the type of transport regularly used. We asked respondents to tell us their home postcode and if they responded that they use the route to travel to work, we asked for their work postcode.

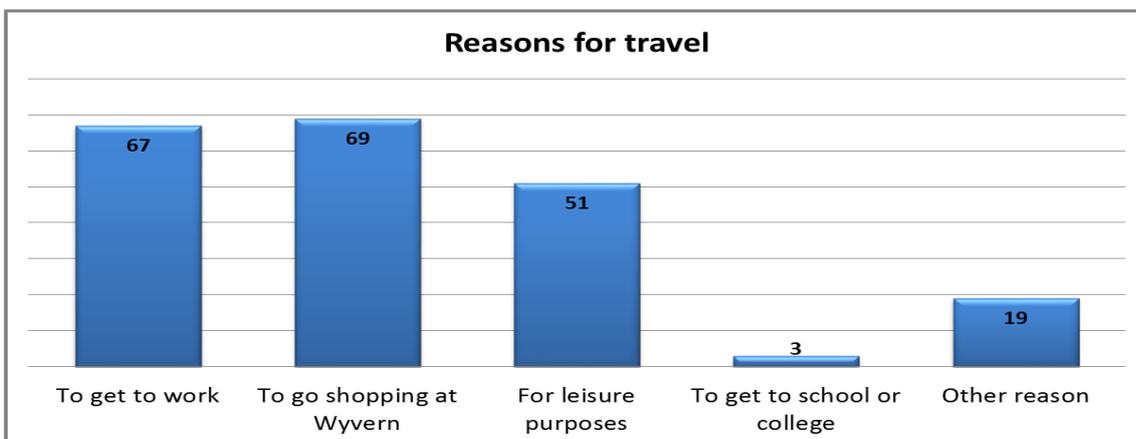
How often do you travel along the A52 or to/through the Wyvern?



Two respondents stated that they never travel along this route. Of the remaining 110 respondents, the majority 56 (51%) travel along the A52 or to/through the Wyvern on a daily basis. 92 respondents (84%) travel this way at least twice a week.

What are your reasons for travelling along the A52 or to/through the Wyvern?

We asked respondents to give reasons for travelling in this area. They could select all that apply. 20 respondents gave three or more reasons for using this route.

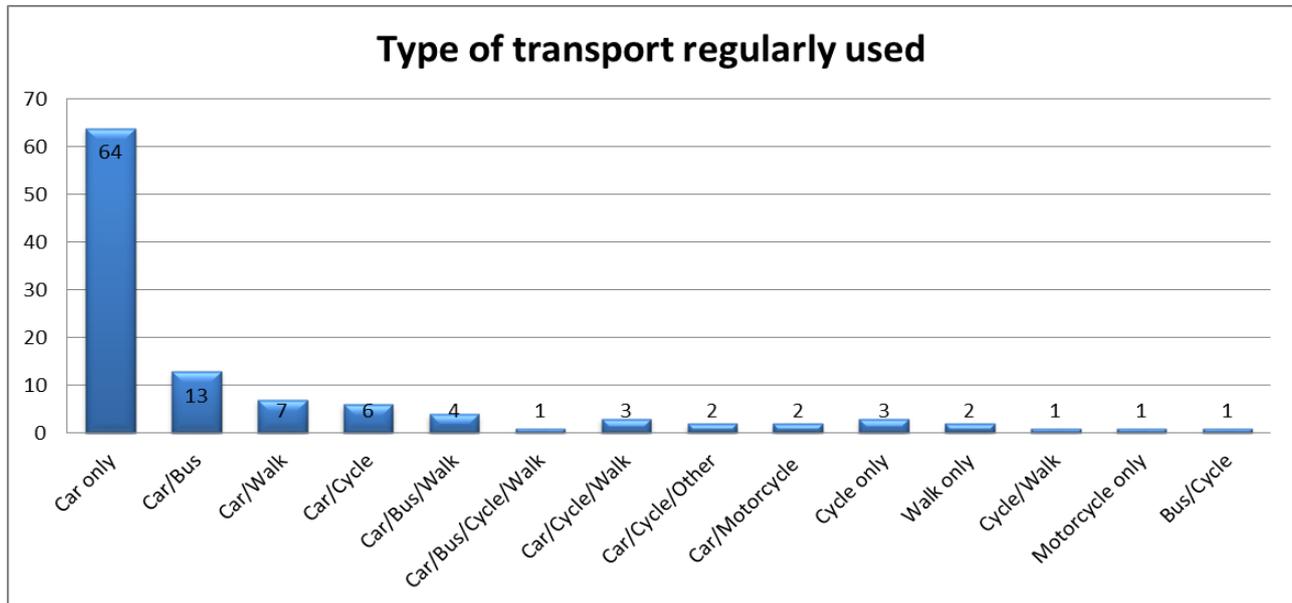


We also asked for home and work postcodes so that we could plot the journeys taken, 56 respondents gave both postcodes.

When travelling on the A52 or to/through the Wyvern, what type of transport do you regularly use?

Respondents were able to select all types of transport they regularly use. 110 respondents answered this question, 39 respondents indicated they use more than one type of transport.

102 respondents regularly travel by car, 64 of these indicated that car was the only form of transport they regularly use.



Analysis of responses to questions about travel

To go shopping at the Wyvern – out of the 69 respondents who travel this route to go shopping at the Wyvern, 34 also travel to work this way. 66 regularly travel by car, two walk and one travels by bus/cycle. Of those that travel by car, 14 also use the bus, 10 also walk and 6 also cycle.

To get to/from work - 67 respondents travel this way to get to work, 60 of these regularly travel by car. Based on postcodes given, it was clear that the majority of respondents work in the Derby area, 17 works at Pride Park and 8 work at the Wyvern Business Park. Three travel to work in Nottingham. As would be expected, the location of where these respondents live was more varied. 24 respondents live north-east of the scheme area, in areas such as Spondon, Sandiacre, Long Eaton and Nottingham. Seven live in the Chaddesden/Oakwood area.

For leisure purposes - 51 respondents travel this way for leisure purposes, 44 of these also go shopping at the Wyvern and 22 also travel to work. 47 regularly travel by car, four cycle or walk and one also uses the bus.

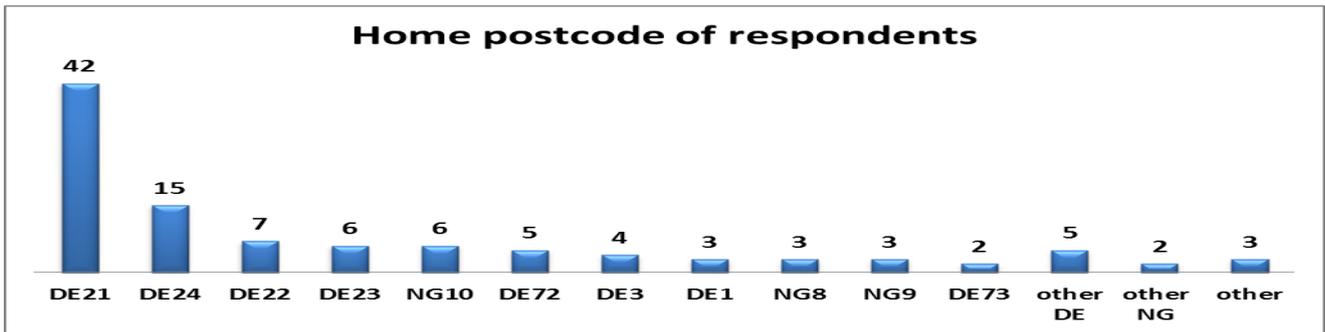
To get to school/college - three travel this route to school/college by car.

Other reasons - 18 gave other reasons for travelling. One uses this route regularly to travel to the train station. One is a professional driver. 16 gave other reasons as well as using the route for work, shopping or leisure purposes, reasons include visiting family and to get elsewhere in Derby/Nottingham.

Home postcode

106 respondents gave their home postcode. The majority of respondents (42) live in the DE21 area of Derby, which includes Chaddesden, Oakwood and Spondon. The remaining respondents were from across the rest of Derbyshire and Nottinghamshire, with three outside of this area. From the 42 residents in the DE21 area,

30 go shopping at the Wyvern at least once a week and 20 regularly use the route to get to work. All of the 16 who live outside of Derby/Derbyshire area use this route to get to work.



Concerns and issues

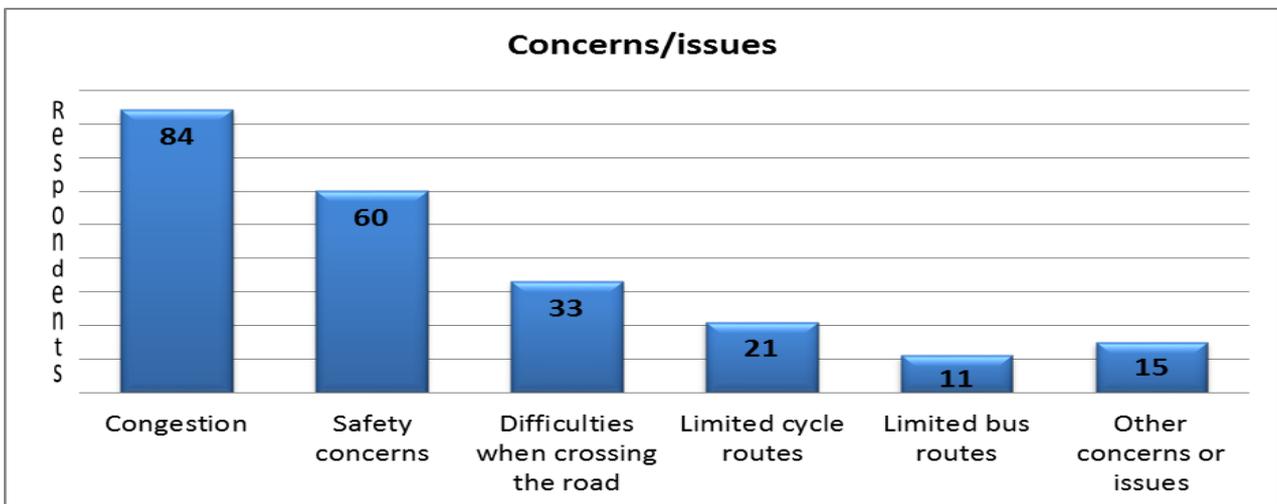
Do you have any concerns about using the A52 and the Wyvern?

	Replies	%
Yes	94	84
No	18	16
Total	112	100

For those that answered yes to this question, we asked questions about the concerns or issues. They could select all that apply. We then asked whether they thought the proposed scheme would solve these issues.

The data in this section is based on the responses of the 94 respondents who answered yes to this question.

Have you experienced any of the following when using the A52 and the Wyvern?



- 69 respondents had more than one concern/issue
- 25 felt that congestion was the only issue and 19 felt that safety and congestion were the only issues.

Out of the 94 respondents who answered yes to this question, 73 made comments.

Congestion – 84 respondents indicated that congestion was an issue for them. 46 felt that the scheme would improve issues with congestion. The main comments about congestion were that we should not be reducing speed limits as slower speeds create more congestion and that the scheme does not deal with congestion issues at the Pentagon.

Safety - 60 respondents had concerns about safety – 32 indicated they thought the proposed scheme would improve safety. Some of the comments about safety issues were about inconsiderate drivers/cyclists/pedestrians.

Difficulties when crossing the road - 33 respondents had concerns about crossing roads. All of these also had at least one other concern, with the majority also having concerns about safety and congestion. Only one comment was made suggesting further improvements which could be made in this area.

Limited cycle routes - Out of the 21 respondents who had an issue with limited cycle routes – 10 thought the proposed scheme would solve these issues, four did not think the proposals went far enough with suggestions that the route over the River Derwent from the Wyvern to Pride Park needs to be improved.

Limited bus routes - 11 respondents indicated they had an issue with limited bus routes – four commented that the bus service needs to be improved.

Other concerns/issues – 15 respondents had other concerns/issues, some used this space to expand on their reasons for safety/congestion issues, such as poor driver behaviour and anti-social behaviour. One commented on congestion caused by football supporters and another felt there was an issue with cars using the bus lane near Costco. Six thought the proposed scheme would help solve these issues, seven were still not sure. One respondent voiced concerns about wildlife in the area.

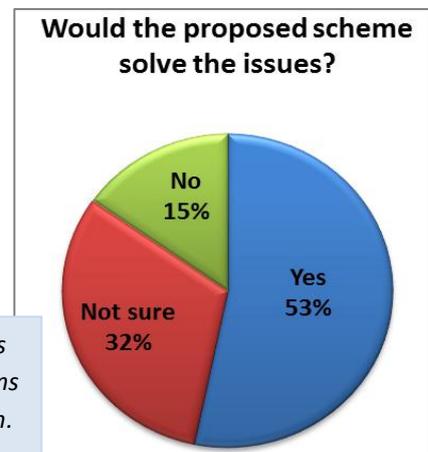
No concerns/issues - 18 respondents indicated they did not have concerns/issues about using the A52 and the Wyvern. Four of these had attended the consultation events. Two did not think there was a need for the scheme.

Would the proposed scheme solve these issues you have highlighted?

We asked the 94 respondents, who had concerns about using the A52 and the Wyvern, to consider their response to the previous question and give their opinion as to whether the proposed scheme would solve the issues they had highlighted. Two did not respond. There was not an option to answer for each separate issue highlighted, but overall...

- 49 (53%) answered yes
- 29 (32%) were not sure
- 14 (15%) answered no

Figures based on the 94 respondents that answered yes to having concerns about using the A52 and the Wyvern.



From the 73 respondents who had made comments, 35 felt the scheme would solve the issues raised, 22 were not sure and 14 did not think the proposed scheme would solve the issues.

Suggestions/comments on the proposed scheme

We invited respondents to give any comments or suggestions on the proposals. Some respondents commented or made suggestions on several issues.

Ten comments indicated support for the scheme, such as the proposals were a "great idea" and 'I believe it would improve things". Respondents who made positive comments felt the proposals would help with the congestion along the A52. One thought the proposals would be beneficial especially on match days.

Summary of comments/suggestions by main issue

50mph speed limit - 16 comments referred to the proposals for a 50mph speed limit.

- Nine felt it is not needed, with five of these mentioning it would not be needed outside of peak periods and that during busy periods traffic does not reach 50mph anyway. Another suggested variable speed limit signs.
- Two queried why a 50mph speed limit is needed.
- One suggested it should be reduced to 60mph.
- Four respondents were supportive of the 50mph speed limit, with one of these mentioning that speed cameras will be needed. One commented that the 50mph speed limit would need to be in place from/to Spondon.

Junction at The Sidings/Wyvern Way - Eight respondents suggested traffic lights are needed at this junction. Two suggested making the exit left turn only.

Proposed new footbridge across A52 from Meadow Lane, Chaddesden to the Wyvern – Nine respondents made positive comments about this, four pointed out that it would be safer as it will eliminate the need to cross the A52 slip road. One suggested that there should be segregation between pedestrians and cyclists.

Traffic lights – Seven respondents commented that additional traffic lights could make congestion worse. One suggested that they are not necessary as the new road layout will eradicate the queues. Two felt they could cause queues outside of peak times. Two respondents felt that traffic signals are not needed at the Stanier Way roundabout. One respondent thought the plans would help with congestion and safety issues, so long as the traffic light phasing works.

Improvements for pedestrians – five respondents commented that the proposed scheme will improve issues for pedestrians. One commented that lights at all the junctions will help with access for pedestrians.

Three respondents commented that foot/cycle paths need to be clearly signed and marked.

Improvements to bus services – suggestions included more frequent buses, the development of bus routes from places east of Derby and buses stopping at Wyvern/Pride Park on the way to the city centre.

Issues outside of the proposed scheme area

Five respondents who highlighted issues with congestion mentioned that improvements are needed on the A52 westbound towards the Pentagon roundabout.

Three respondents suggested improvements are needed to pedestrian routes - from the city centre to Pride Park, and from Spondon to Wyvern/Pride Park.

Two respondents commented that the cycle path on the bridge over the River Derwent needs to be improved.

One respondent made two suggestions to reduce congestion in the area by constructing a new road to the east of the Wyvern and a mini tunnel under the proposed A52 slip lane.

Another respondent highlighted a need to improve access from Chaddesden and Raynesway, especially for public transport, with suggestions of constructing new bridges and a new road.

Demographic of respondents

72% of respondents were male and 28% female. 6% of respondents consider themselves to be a disabled person. No respondents were under 18 years of age, three were 18-24. The majority were aged 25-54, 33 were over 55.

Request for feedback

69 respondents want to be notified of the results of the consultation – one did not give contact details.

Data protection

All the information provided in the survey will be treated in accordance with the Data Protection Act 1998. The information will only be used when considering proposals for the A52 Wyvern Transport Improvement scheme. The contact details for those who requested to be kept informed were not part of the data used for analysis, therefore we will not be able to reply to individuals about the comments/suggestions they made.

3.2 Consultation event - responses

Overall the responses were positive, with some visitors commenting that the changes are needed as soon as possible.

Of particular concern was the issue of turning out of The Sidings onto Wyvern Way. We were able to explain the new proposals in detail and most visitors understood and agreed with the changes proposed. Another issue discussed was the new footbridge over the A52, particularly with residents who live near the bridge. We discussed the plans in detail and gave reassurances that we will make contact when the bridge is at the design stage. Some residents raised concerns regarding anti-social behaviour by some people using the bridge.

Only 26 survey respondents stated that they had attended a consultation event. This low response may be due to people having been reassured after discussing the proposals and not feeling they needed to fill in a survey.

Eleven of those who had attended an event thought the proposals would solve the issues they had. Five were still not sure if the scheme would solve the issues. Five thought that the scheme would not solve the issues – four felt that improvements were needed outside of the current scheme area.

3.3 E-mail responses

We received nine emails in response to the consultation. Three requested further detail/plans, three were in support of the proposals, two contained suggestions as to how the scheme could be improved for cyclists, one highlighted concerns about anti-social behaviour.

Response from BlackRock – *"All seems positive from my perspective as owner of the Wyvern Retail Park..."*

Response from Rolls Royce plc – *"Overall, we see the proposals to be positive for the area, the city and its surroundings."*

Response from Derby Cycling Group (full response – Appendix B)

Derwent River Bridge. The scheme will deliver some excellent infrastructure north of the river, but will end suddenly at a narrow and dangerous crossing over the river which will restrict the level of benefits derived from the scheme and detract from its other benefits for non motorized users.

We think that it would be more appropriate for the "shared paths" to be "segregated paths".

4. Conclusions

Overall, following the consultation, we feel confident that the A52 Wyvern Transport Improvement scheme has the support of the majority of key stakeholders.

The biggest issues raised were congestion and safety, the majority of respondents felt that the scheme would improve these issues with only 15% of respondents stating they felt the scheme would not solve the issues. The majority of survey respondents travel regularly by car and use this route to get to/from work and/or to go shopping at the Wyvern.

The online survey was completed by a good cross-section of the community, with respondents living in various areas around Derbyshire and Nottinghamshire.

We felt that those who attended the consultation events welcomed the opportunity to discuss the proposals and many were reassured that the proposed scheme would improve their travelling experience in the area. The responses to the survey did not reflect the number of positive responses received at the events, and it may be that people who were happy with the scheme did not feel the need to complete the survey.

Our responses to issues raised and comments/suggestions made during consultation are set out in Appendix A. Where similar comments/suggestions were made about a particular issue, the issue has been summarised and responded to. Some of the suggestions will be taken into account during the detailed design stage of the scheme. Unfortunately, some suggestions would cost too much to implement and therefore cannot be taken further.

5. Next steps

All those involved in the consultation process will be kept updated as the plans progress and the project team will continue to work with stakeholders as the scheme progresses.

Planning application

In late 2015 we will apply for full planning permission from Derby City Council, which is the local planning authority for this area. Information to support the planning application will include a Transport Assessment, Ecological Assessment and Landscape Strategy, along with other supporting documentation.

There will be a statutory 21 day consultation period on the planning application. Anyone may comment on the planning application during this period. Written comments will be taken into account, so long as they are relevant to the proposal and 'material' to planning. The application will then be considered by planning officers and presented to the Council's Planning Committee early in 2016.

If approved, the application is likely to be subject to conditions, which have to be approved by planning officers as the scheme progresses.

What happens next?

Further detailed design work will continue. The [scheme webpage](#) will be updated and we will keep stakeholders informed as the scheme progresses. We will start working on the bridge design soon and will consult those residents living near the bridge when we have detailed designs, we anticipate that this will be early in 2016.

To secure the D2N2 LEP funding we need to show that the scheme will provide economic benefits and will provide benefits for transport users. We will write a business case to be considered by the D2N2 LEP in 2016. If we get final approval for funding, we plan to start construction in 2017. The scheme will take approximately 18 months to complete.

Issues/comments/suggestions and responses

Issue	Suggestion/comment	Response
50mph speed limit	Why is this being proposed?	50 mph would be more appropriate for both the existing geometry and planned junction improvements and would have safety benefits.
	Can the speed limit be reduced to 60mph, as 50mph would create problems with bus timings?	We are reviewing the extent of a revised speed limit and will consult formally on any proposals to change the current limit.
	Could variable speed limit signs be used?	This is currently not being considered.
	50mph speed limit should be extended to/from Spondon.	We are reviewing the extent of a revised speed limit, including liaison with Highways England on the A52 through Spondon, we will consult formally on any proposals to change the current limit.
Proposed new footbridge across A52	Could you consider relocating the entrance to the bridge to the pathway that runs parallel to the A52 instead of the pathway on Meadow Lane	Currently the pedestrian figures suggest more people use Meadow Lane to access the bridge than the A52 footpath however we will take this into consideration when we progress the detailed design of the footbridge
	There needs to be better access for mobility scooters on the bridge – need shallower slopes and no steps/barriers	The new bridge will be fully accessible
	Can bridge include steps on desire lines near Meadow Lane?	Stepped access from Meadow Lane and the Wyvern Retail Park are both being considered and will be used if possible.
Junction at The Sidings/Wyvern Way	Traffic lights are needed at this junction	It is proposed that traffic lights will be installed at the Sidings and Wyvern Way junction as part of the mitigation for the Derby Triangle development.
	The Sidings on to Wyvern Way should be left turn only.	This junction will be signalised as part of the mitigation for the Derby Triangle development, traffic flow will improve because we will be able to manage it.
The Pentagon	A third lane is needed from Wyvern to Pentagon Island	We are working on a scheme for Pentagon A61 to put forward for funding.
	The flyover at the Pentagon should be changed so that, at certain times of day, traffic could access it in different directions.	We are looking at a scheme for Pentagon and A61 to improve traffic flow that would be part of a future funding bid.

Issue	Suggestion/comment	Response
Traffic lights	Traffic lights could make congestion worse and affect air quality, as cars will be constantly stopping and starting.	Traffic lights enable us to monitor and better manage traffic flow by providing smoother journeys for the heaviest flows. They also provide safe crossing points for pedestrians and cyclists which will encourage less polluting modes of travel. We will assess the impact on air quality of the scheme for the business case.
	If the scheme improves traffic flow, would traffic lights be needed?	Traffic lights enable us to monitor and better manage traffic flow by providing smoother journeys for the heaviest flows. They also provide safe crossing points for pedestrians and cyclists which will encourage less polluting modes of travel.
	Why are traffic lights being proposed on Stanier Way, congestion is not a problem here?	There are a large number of pedestrians crossing the road here and the traffic signals have been designed to provide a safer crossing at this location
	The traffic lights at the new junction should not have a pedestrian-only phase nor should they be pedestrian controlled.	We have to balance the needs of all highway users.
	If buses are given priority at traffic lights, could it create more queues?	Providing bus priority would enable more people to travel through the junction as buses have higher occupancies than cars but in any case the traffic phasing will be designed to best manage traffic flows.
Improvements for pedestrians	Zebra crossings may be required at uncontrolled crossing points	Zebra crossings are not considered suitable where they are close to traffic light controlled crossings.
Improvements to bus services	There need to be more buses serving Pride Park/Wyvern.	Discussions will take place with bus operators as to whether changes can be made in the future. Further bus stops will be included on Wyvern Way.
	More bus stops are needed, and buses from Spondon/Nottingham need to stop at Wyvern.	
	A bus only road should be constructed from Meadow lane in Chaddesden to the road bridge that crosses the A52 towards the Wyvern/Stanier Way roundabout.	This is outside the remit of the current scheme, and would be expensive to implement.

Issue	Suggestion/comment	Response
Improvements for cyclists	Improvements are needed to the cycle path on the bridge over the River Derwent	This is beyond the scope of this scheme but will be put forward for future scheme consideration.
	All the dual purpose foot/cycle paths need to be widened and clearly marked with a cycle lane	All new foot/cycle paths created as part of the new scheme will be widened and clearly marked. New combined cycle ways will be a minimum of 3m wide.
	Clearer signs are needed on foot/cycle paths.	These will be included as part of the design for the new scheme.
	The proposed cycle path on Wyvern Way needs to have right of way over the junctions for Wyvern retail park, such as Pullman Road and The Sidings.	Cyclists will be provided with controlled crossing points at both junctions.
	A small bridge should be built over the railway tracks between Raynesway and the back of the Wyvern, this will encourage more cyclists to use the existing cycle track.	This is beyond the scope of the scheme.
	Continue the cycle path running between A52 slipway and Albert Looms by connecting it under the other flyovers at end of Raynesway to Stanier Way.	This is beyond the scope of the scheme.
	Create a tunnelled cycle access at the new crossroads junction.	Due to costs this option is not considered viable.
Signs	The signs for DCFC/Pride Park need to be sited further down the A52, towards Nottingham, to allow for away supporters travelling to Football matches, earlier warning of Pride Park entrance.	New signs will be considered at the design stage of the scheme.
	Signage for cyclists at Meadow Lane side of footbridge needs to be better to direct cyclists down Meadow Lane.	We will review all traffic signs.
	Coming along the A52 is not welcoming to visitors and that on the new proposed footbridge there could be a "welcome to Derby" sign.	This could be considered when the new bridge is designed.

Issue	Suggestion/comment	Response
Other comments/suggestions for improvements	Construct a new road along the east edge of the Wyvern running parallel to the railway line, this would serve the new Wyvern development	This would require significant third party land and the cost would exceed the funding we have available.
	Create a mini tunnel under the proposed A52 slip lane to link the northern service roads of the Wyvern to the slip lane to the A52	Due to costs this option is not considered viable.
	Construct 3 small local street road bridges across the A52 for Chaddesden off Meadow Lane, Highfield Lane and Waterford Drive.	This is beyond the scope of the scheme.
	Build a new road bridge from the Nottingham Rd/Beaufort St junction, crossing the A52 before the Pentagon.	This is beyond the scope of the scheme.
	Reduce the speed limit on Raynesway to 40 mph, build a new roundabout and link road to go between Rolls Royce and Balfour Beatty sites, across the rail line and though part of the Derby Triangle development site	This is beyond the scope of the scheme.
	Congestion could be eased by constructing a road going straight from Chaddesden (Meadow Lane) over the A52	This is beyond the scope of the scheme.
	Could there be a direct lane towards Borrowash on the A52 from the Wyvern so that you don't have to merge with busy traffic?	Widening the carriageway to three lanes at this point should help with this.
	The roads around Pride Park are at capacity, this road network needs reviewing.	The proposals will help reduce congestion on Pride Park by managing traffic flow at junctions and by creating additional capacity on Wyvern Way.
	Derby County FC could be asked to contribute to the road improvements	They will be consulted about the proposals.
If the roundabout is replaced with traffic lights, what will happen to the rabbits that inhabit that area?	Any disturbance will be considered sensitively, there will be significant environmental improvements to the area with new habitats created suitable for numerous species.	

16th July, 2015

A52 Wyvern Transport Improvements

Consultation Response from Derby Cycling Group regarding the cycle transport aspects

Dear Diane ,

Derby Cycling Group likes and supports many aspects of this scheme, as is described later. However it has one major flaw as it currently stands which we would object to on a planning application.

Issue: Derwent River Bridge

The scheme will move the main non-motorized user (NMU) route from the northern side of Derwent Parade to the southern side. The shared use path on the bridge over the River Derwent is currently on the northern side, and is very sub-standard and inadequate in that role. The path on the southern side is even narrower, and yet this will now be taking the bulk of the NMU traffic, including the peak match day flow heading for the iPro Stadium. The scheme will deliver some excellent infrastructure north of the river, but will end suddenly at a narrow and dangerous crossing over the river which will restrict the level of benefits derived from the scheme and detract from its other benefits for non motorized users.

The scheme needs to be extended to provide cyclists and pedestrians with a safe, good quality crossing over the River Derwent along Derwent Parade. This can be achieved by returning the road carriageway to it's original configuration of a single carriageway in each direction and the paths on either side widened as follows:

- On the westbound (southern) side to a 4m segregated path, continuing the route already designed from the new A52 bridge
- On the eastbound (northern) side also increasing it to a 4m wide segregated path

The problem of the sub-standard cycling route over the River Derwent bridge was mentioned by several people on a site visit I made to the area and is illustrated by the two photographs which show how it is difficult for users to pass one another on these paths; this bridge is actually regarded as more of a problem by many cyclists than the existing A52 bridge because of the danger from passing traffic next to the narrow path.

However, if good quality paths can be provided over the river, this will add immeasurably to the whole scheme and will provide a massive impetus to the growth of cycling between Chaddesden and Spondon with the Wyvern, Pride Park and the city centre.



Support: A52 NMU Bridge, cycle routes linking new bridge, Wyvern and Derwent Parade

Having said that, we are very pleased and excited about other aspects of the proposed scheme and their specification:

- The new cycling and pedestrian bridge, with a 4m path giving easy rising access across the A52 should especially attract more cyclists to use this route.
- The 4m wide paths between the new A52 bridge and the Derwent Parade/Wyvern Way junction
- The 3m wide paths linking the new A52 bridge, Wyvern retail park and Wyvern Business Park, complete with it's signal controlled crossings at junctions for cyclists and pedestrians.
- The replacement of the horrendous roundabout at the junction of Derwent Parade and Wyvern Way with a signal controlled junction which makes the road crossings for pedestrians and cyclists safer and, most importantly, feel safer.

- The provision of a series of controlled and uncontrolled crossings at the new Derwent Parade/Wyvern Way junction which give cyclists and pedestrians a variety of options for travelling through the area, which people will use dependent on their level of confidence and on the actual traffic situation when someone is in the area.

Comments on NMU Paths:

We think that it would be more appropriate for the “shared paths” to be “segregated paths” because of the high flow of both cyclists and pedestrians at weekday peak periods and because cycle traffic is mainly travelling through this area rather than the area being a destination in it’s own right. Because of this cyclist speeds will tend to be higher and segregation would lead to less conflict between user groups in this situation.

We have noted the plan to incorporate wide crossing points to deal with the high volumes of cyclists and pedestrians and welcome this point of detail.

Derwent Triangle:

We were pleased to hear at our meeting with the project team that additional cycle routes will be provided on the southern side of Wyvern Way to improve cycle journeys from Pride Park into Derwent Triangle, however this detail is not shown on the plans for this consultation. Paths on the south side of Wyvern Way would be important to maintain a high level of cycle permeability throughout the area and prevent unnecessary road crossings for cyclists and pedestrians which unduly extend journey times for these groups. We hope the inclusion of cycle paths on the south side of Wyvern Way can be confirmed as part of the Derwent Triangle scheme.

Conclusion:

Overall, this scheme seems to have been carefully thought through with Cyclists and pedestrians in mind and we are confident it will provide quality, safe, routes – provided a safe crossing over the River Derwent can be made.

Yours Sincerely,

Tony Roelich
Campaigns Coordinator
Derby Cycling Group