

Some tips for cyclists near tram tracks:

- Only cycle alongside and cross the tracks if it is absolutely necessary
- Use designated cycle lanes, parallel routes and designated crossing points where available
- If you do cycle along the tram route, do not cycle on the rails - take care and if it becomes necessary to cross - e.g. on the approach to tram stops - do not cross at a fine angle
- Always cross tracks as close to 90 degrees as possible
- Prepare to cross the tracks well in advance
- Check behind early enough to concentrate solely on crossing the tracks and ensure the manoeuvre is not rushed
- Make other road users aware of your intentions through appropriate hand signals
- Dismount and cross on foot if necessary.



Cycle facilities at (or near) tram stops

Hucknall	
Butler's Hill	
Moor Bridge	
Bulwell Forest	
Bulwell	
Highbury Vale	
Phoenix Park	
Cinderhill	
David Lane	
Basford	
Wilkinson Street	
The Forest	
Nott'm Trent University	(Stands located at Shakespeare Street)
Royal Centre	(Lockers located at Trinity Square Car Park)
Old Market Square	
Lace Market	(Lockers located at Fletchergate Car Park)
Station Street	(Lockers located at Railway Station & Broad Marsh Car Park)

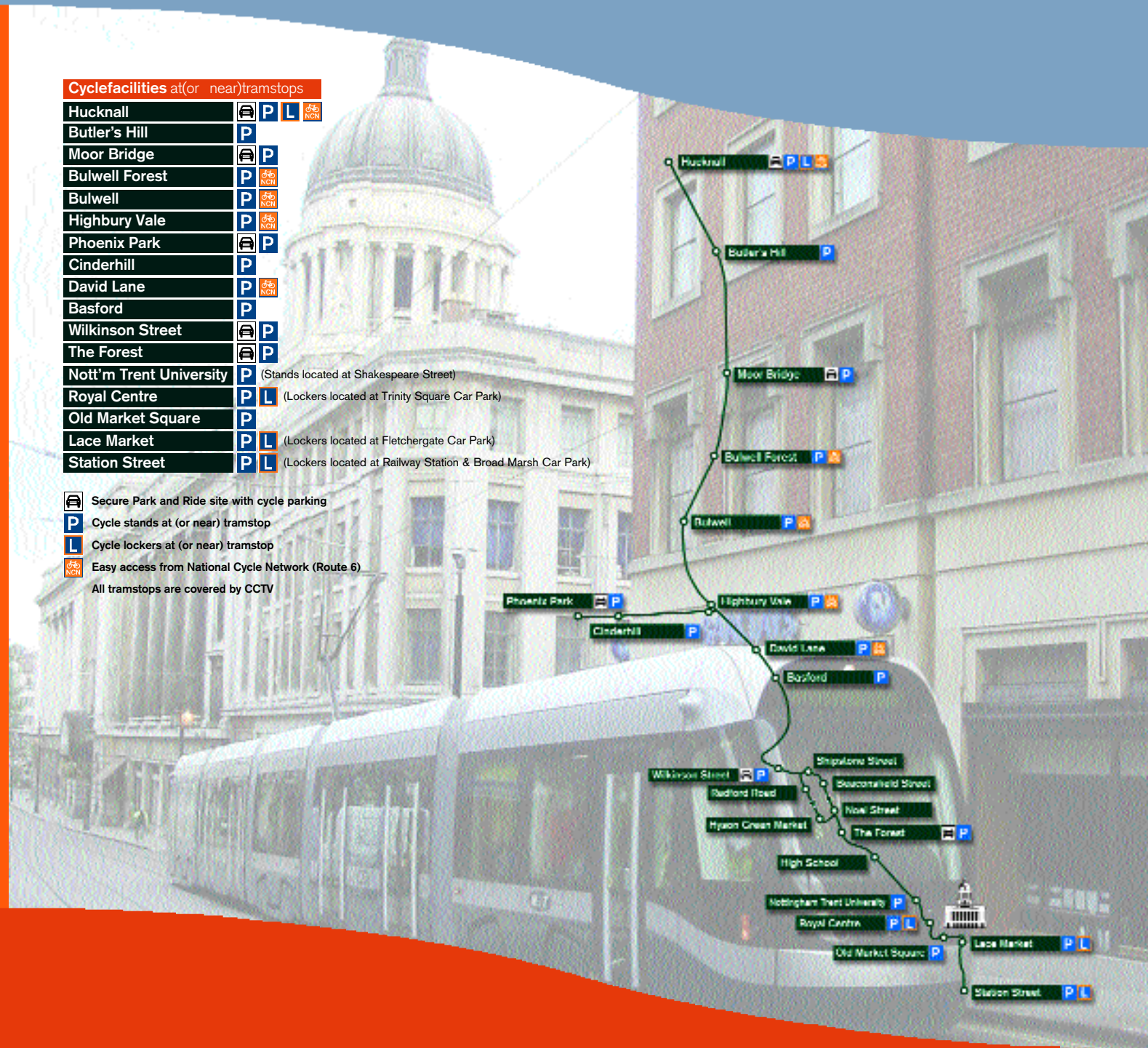
Secure Park and Ride site with cycle parking

Cycle stands at (or near) tramstop

Cycle lockers at (or near) tramstop

Easy access from National Cycle Network (Route 6)

All tramstops are covered by CCTV



includes map showing alternative cycle route



cyclists and trams



Introducing NET Line One

Nottingham Express Transit Line One was built between summer 2000 and winter 2003 and is now set to begin running public tram services from spring 2004. Line One runs for 14km from Nottingham train station to Hucknall train station, passing through the city centre, Hyson Green and Bulwell railway station, with a branch line out towards the M1 at Phoenix Park. There are five secure Park & Ride sites on the system, offering 3,000 edge-of-town parking spaces and a total of around 100 cycle spaces, with the trams providing a swift, reliable and frequent service. The 15 trams in the NET fleet can each carry up to 200 passengers at a time, and will provide a smooth ride, easy access for all and will stop at convenient locations in the heart of the city. While cyclists are unfortunately not currently allowed onto trams with their bikes for safety and comfort reasons, cycle lockers or stands are provided at or near most stops and all Park & Ride sites, which all have CCTV coverage - so the system is certainly available to cyclists as a way to continue



their journeys on environmentally friendly transport.

Trams are now running on the whole system and so all road users must be aware of the need to change the way they do things to take the new tram system into account. This leaflet has been produced to highlight the special consideration that cyclists have been given in developing NET Line One - as well as the potential pitfalls for cyclists negotiating their way around the system.

With cyclists in mind

NET Line One has to meet very stringent safety requirements, laid down by a variety of agencies including the Highway Authority and Her Majesty's Railway Inspectorate. Only once it is certain that these requirements have been met will the system open to the public. That is why there is a lengthy period of testing and driver training.

The interaction of cyclists and trams has been an important consideration in designing the system. The Highway Authority has worked closely with local cycle group PEDALS to adopt and improve the sorts of cycle-friendly features on other tram systems and even come up with some features unique to NET. One of the key features developed is an alternative cycle route parallel to but away from the tram tracks, as detailed on the map overleaf. This links up with existing local cycle routes and includes sections on and off the road, Toucan crossings and clearly-signed routes. For the first time ever, some new signs have been developed in conjunction with the Department for Transport to help cyclists who choose to cycle near tram

tracks to do so safely.

It's hoped that more of these signs can be used along the route beyond this initial pilot, if the Department for Transport allows it.

Crossing the tracks



Even taking some of the features and advice outlined in this leaflet into account, cyclists need to bear in mind that the trams and their tracks are a potential hazard for them. If cyclists aren't careful, it is possible for their wheels to slide on the rail surface or drop into the rail's groove. The tracks are clearly visible in the road, but just as metal grates or kerbs can be a hazard if they are not approached sensibly, so can tram tracks. Cyclists need to be aware of new manoeuvres that they may need to make and consider how other road users might react to them. Tram drivers are trained to recognise the needs and hazards facing cyclists on the tram route. For all of us it is increasingly important to be aware of trams moving through the streets of Nottingham and treat them with the respect that they deserve.



A number of features have been developed for cyclists near tracks. These include:

- Cycle lanes in some places, eg, Waverley Street
- Road markings and signs to help cyclists make the right manoeuvres, eg on the approach to tram stops
- Designated track crossing points, eg Middle Hill
- Cycle stands at tram stops (all with CCTV)
- Secure parking at five Park and Ride sites
- Existing cycle lockers, eg Hucknall and Nottingham railway stations
- Existing cycle stands, eg Old Market Square plus new stands proposed for Beastmarket Hill

An alternative cycle route has also been developed, featuring:

- An optional route on quiet roads and off-road sections parallel to the tram route
- Clear and distinctive signs directing cyclists to and along the alternative route
- Signed links to local and national cycle networks planned
- Some dedicated and lit cycle lanes, eg, through The Forest
- Toucan crossings on Gregory Boulevard and Forest Road