

Notes of 28 Aug 2014 meeting to discuss progressing proposals for a new cycle-pedestrian bridge over the Trent in the Trent Basin - The Hook (Ladybay) area, held at the offices of Blueprint Regeneration, 48-50 St Mary's Gate, Nottingham

Present:

Hugh McClintock, Pedals, and Chair, Nottingham Local Access Forum (HMCC)
Nick Ebbs, Blueprint Regeneration / Igloo (NE)
John Rhodes, Trent Park Developments (Riverside Crescent), Nottingham Civic Society, and Pedals (JR)
Gwyneth McMinn, Network Development Manager (East Midlands), Sustrans (GM)
Cllr. Steve Calvert, West Bridgford Central and South Division, and Vice-Chair, Transport and Highways, Nottinghamshire County Council (SC)
Keith Morgan, Nottingham City Council (Transport Strategy) (KM)
Cllr. Richard Mallender, local Councillor for Ladybay, Rushcliffe Borough Council, and Chair of the West Bridgford Local Area Forum (RM)

Apologies for absence were received from:

Cllr. John Bannister, Rushcliffe Borough Council (JB), and Chair of the West Bridgford Local Traffic and Transport Group.
Tom Huggon, Nottingham Civic Society and Nottm Local Access Forum, etc. (TH)

Introduction: HMCC

HMCC opened the meeting by giving a summary of the background to the proposed bridge, including the various previous attempts, supported by Pedals, to provide a cycle-pedestrian bridge connecting the Colwick Park and Water Sports Centre areas, somewhere east of Ladybay bridge, and including the much earlier bridge proposal forming part of the City Council's former 'Emerald Necklace' Open Spaces Enhancement Strategy scheme. This had failed because of opposition from the Nottingham Sailing Club, based on the south bank just west of the Water Sports Centre at Holme Pierrepont. He then mentioned the more recent interest by John Rhodes and Nick Ebbs in building a bridge further west in the Trent Lane - Ladybay (The Hook) area directly related to various new major redevelopment proposals north of the Trent, and to existing and proposed extensions of the riverside path on the north bank of the Trent.

He said that the major changes being implemented as part of the Nottingham Waterside Scheme and also the major housing developments on the south side of the Trent, in Rushcliffe (and especially in the Gamston-Tollerton area) could provide new opportunities to secure funding for the bridge, in addition to the new Sustrans potential interest. As a bridge for commuting as well as recreational use, such a bridge could help greatly to give strong encouragement to people living in the new areas south of the Trent to commute by bike to the City Centre and other employment areas north of the river. Current access, either via Ladybay Bridge or Trent Bridge, was very difficult and intimidating, especially for less confident and experienced cyclists, and it was not realistic to expect most cyclists to make extensive detours to use the Suspension Bridge, important as this certainly was for people living in the rest of West Bridgford, and Ruddington, as well as areas in the City such as The Meadows and Wilford etc.

Another important piece of evidence in support of the case for the bridge, in terms of leisure cycling, HMCC mentioned, is the recent Sport England / DfT survey published earlier this year, ('Statistical Release 'Local Area Walking and Cycling Statistics: England 2012/13). This showed that levels of leisure cycling (as opposed to commuter cycling) in Rushcliffe Borough are the third highest in the country, 18%, only 2% lower than the highest level, 20%, in Winchester (Table 8, p6). The national average for England is 14.7%. Leisure cycling in this survey was defined as the number of people in each local authority area claiming to have made at least one leisure cycling trip during the previous

month. The same survey (Table CW01011) gave a figure for 23% of residents in Rushcliffe claiming to have to have walked or cycled at least once during the previous month.

HMcC also stressed the need for the proposed bridge development to learn from wider experience with such cycle-pedestrian bridges, e.g. with regard to public acceptability, perceptions of the probable impact of crime, biodiversity and landscape impacts, etc, and particularly with from the various Sustrans Connect 2 projects implemented with Lottery Funding since 2008, and focusing on overcoming barriers to sustainable travel such as major road and river crossings.

The nearest example to Nottingham is the very successful Connect 2 Project in the Watermead Country Park area to the north of Leicester and involving not one major new bridge but a whole series of smaller new and upgraded bridges and paths to improve access through the area from villages to the north, in the River Soar Valley, across the A46 (Leicester Northern bypass). These connect to the heart of Leicester via the River Soar and Grand Union Canal via Sustrans NCN6, as well as NCN48. The whole Watermead Park Connect 2 Project was finished early in 2013, with the completion of the Three Rivers Bridge south of Cossington.

It also included improved connections to other surrounding communities and suburbs, on the west and east sides of the Country Park. This straddles the City / County boundary in Leicestershire so implementation required the close cooperation of all local authorities, another lesson of direct relevance for our proposed project.

For cyclists the proposed bridge would greatly enhance access to Sustrans National Cycle Network 15, on the south bank, part of a route being developed across the county, <http://www.sustrans.org.uk/ncn/map/route/route-15> This is now being expanded with the new provision as part of the A453 widening scheme between the M1 and Clifton, connecting to Kegworth and East Midlands Airport in the west, and to Aslockton in the east, with connections north of there to NCN Route 64 between Lincoln, Newark, Grantham, Melton Mowbray and Market Harborough etc.

For walkers the bridge would also link to a major strategic route, the Trent Valley Way. OnTrent (Trent Rivers Trust) is working with partners throughout the Trent to bring about a Trent Valley Way stretching some 170 miles (272km) from its source near Stoke to the Humber - <http://www.ontrent.org.uk/site/projects/trent-valley-way>

This is already established for 84 miles (134 km) through Nottinghamshire, and, when complete, it will be a long distance footpath and, where possible, multi-user way throughout the Trent Valley. The TVW will celebrate the Trent, its cities, towns and villages, wildlife and history, enhancing people's well-being, linking communities, attracting visitors and contributing to local economies.

The TVW will when completed link several cities and towns including Stoke, Stone, Rugeley, Burton-upon Trent, Long Eaton, Nottingham, Newark, Gainsborough and Scunthorpe and pass through Staffordshire, Derbyshire, Leicestershire, Nottinghamshire, Lincolnshire and North Lincolnshire.

On the north bank, as well as connecting to the existing and proposed extensions of the riverside path between Trent Bridge and Colwick Park, the bridge would also connect, north of Daleside Road, to the Sneinton Greenway between Manvers Street and Colwick Park, an important and recently improved route for walkers and cyclists with links west to the canal path (Big Track), and Nottingham Station and City Centre, and east towards Netherfield and Colwick Woods, etc. Cycling to and from Nottingham Station is likely to grow significantly not just because of the major work on redeveloping the Station as part of The Hub project, now largely complete, but also because of the plans by East Midlands Trains and the City Council for a new Cycle Hub, due for implementation later in 2014.

Looking more widely at the case for the project, HMcC said that we should pay particular attention to the results of the interdisciplinary I-Connect research project (<http://www.iconnect.ac.uk/>) which showed clear evidence of a much more

pronounced increase in active travel by people living close to one of the Sustrans Connect 2 projects than for the general population. This project, completed in 2013, was promoted jointly by Sustrans and the EPSRC (Engineering and Physical Sciences Research Council), with a wide variety of academic researchers, and particularly focusing on health and environmental benefits.

Contributions by John Rhodes and Nick Ebbs on their involvement with the proposed bridge

John Rhodes then explained his longstanding interest in getting a foot and cycle bridge built and the clear evidence he already had of substantial public support in the Ladybay area, which, he said, would give local people in West Bridgford much improved off-road access on foot and by bike to areas like Sneinton, Colwick Woods and Colwick Park, and also make it similarly much easier for people in areas like Sneinton and Carlton etc. to access facilities in Ladybay, including The Hook, and West Bridgford more generally as well as the National Water Sports Centre etc. His Riverside Crescent development on the north bank of the Trent, a little east of Trent Lane and the Yacht Club, completed in 2008, had included a good section of new riverside path, connecting to the Colwick Park access road, Racecourse Road and he was also very keen to see this extended.

The principle of such a bridge as an integral part of the Waterside Regeneration Scheme had been long accepted, e.g. in the City Local Plan and in the earlier EDAW Master Plan, even if it was now likely that the details of implementation would differ to some extent.

Nick Ebbs began by explaining the particular social, environmental and public realm enhancement aims of schemes that Igloo-Blueprint were involved in, in addition to financial aims. He then gave a background to the major Waterside development scheme, on which they had been working since 2012, mainly comprising housing rather than flats, including careful attention to public realm enhancements. This was being planned by Blueprint Regeneration and the Homes and Communities Agency for the Trent Basin area. The first phase (160 dwellings) had now got planning permission and work should start by the end of the year. With later phases it was likely that a total of about 3000 new houses would be built.

The housing would have the feel of Dutch canalside housing, and be planned to give priority to movements on foot and by bike, and include a further extension of the riverside path. Negotiations were still continuing about further expansions of the project but it was very likely to result in a major transformation of the area, with a strong sustainability theme. The proposed bridge would be very consistent with this and also help to attract people to live in the area and enjoy fully its waterside situation. It would also fit in with another important aim of the development; to be well-integrated with its surroundings, along the river and to the north, the south, as well as the east and west / city centre, directions. It would therefore add much value and many benefits.

NE and JR talked about the work they had already done on proposals for a bridge, including possible designs and siting and stressed that it was important to start with high aspirations even if it might later prove necessary to scale these down. The proposed basic sketch design took account of the need to maintain a basic height above the water of at least 7.31m, as at Ladybay Bridge, to help address the concerns of the Sailing Club even though it seemed now that boats mostly did not come up as far up the river as this, i.e. not west of the Riverside Crescent development a little east of the proposed site at the south end of Trent Lane. The sketch design included a central span of 75-80m and a total length, including access ramps of a 120m.

He also mentioned that there was a sum of £30,000 for eventual landscape improvements on Trent Lane, which the City Council still held from the developer contributions for the Riverside Crescent development, and he thought that this could now be used to help towards bridge costs.

JR said that he had also been in touch with a firm manufacturing such bridges, Mabey Bridges, who had sent details of a pedestrian-cycle bridge they had recently completed across the M20 at Ashford, a town with major expansion plans. This has a span of 95 metres, somewhat comparable to the proposed local bridge. On this basis it seemed likely that total costs for the proposed Trent Basin bridge, including design, foundations and accesses would be rather more than £2.4 million.

JR said that, collectively, developer contributions can provide a very sizeable proportion of the funding needed. On the north side of the bridge site these included not only the major HCA scheme which NE had mentioned but others in the pipeline, e.g. the current Yacht Club site east of Trent Lane, etc. for which land was now being assembled.

He said that it was also very important that the City Planners should be clear about the exact area that will be needed for the landtake for the bridge and ramps, and the proposal that the north side landing should be in some kind of plaza area, for which extra land would be required.

The current proposed sketch design took full account in the design of the access ramps of the needs of wheelchair users and finding adequate space for these was less constrained on the south than north side because of the presence of the brick drain near the bottom of Trent Lane, although there would also be a bit less of a height difference on this side. On the south bank they had suggested a ramp spiralling down to the riverside path emerging rather west of the bridge but there was a feeling from several of those at this meeting that it would be more appropriate for this ramp to come down a bit to the east, i.e. on part of The Hook, where there were fewer space constraints, although care would need to be taken with regard to trees and nature conservation interest, in close consultation with the Friends of The Hook as RM emphasised.

Discussion on these contributions

In general discussion it was felt very important to emphasise the many wider benefits of the bridge, not just to the local communities on both banks, making it easier for people living both south and north of the Trent to visit facilities and other attractions on the other side more easily, safely and sustainably, and directly encouraging trips to work by bike and on foot, with consequent major health benefits.

This meant that we should stress the importance of the proposed bridge not just in relation to the planned major housing developments on the Waterside area and east of West Bridgford, but also to help addressing the need to reduce dependence on private motorised transport for leisure trips, to Colwick Park and most of all to the National Water Sports Centre at Holme Pierrepont, especially now that its new owners were expanding the range of non water-based attractions, and the extra traffic that this was likely to generate, especially for major events.

HMcC commented that, at both the Suspension Bridge and Wilford Toll bridge the south bank riverside path (part of Sustrans NCN15) route already connected to the very popular 9-mile (15km) Big Track route on the north bank connecting Trent Bridge with Beeston Lock, mostly via traffic-free riverside and canalside paths, developed over the last 10 years, and in turn connecting to the Erewash Valley Trail west of Nottingham on the Nottinghamshire – Derbyshire border between Trent Lock / Attenborough and Langley Mill, etc.

The EVT was opened in 2009 as a result of a partnership of several organisations in both counties, including the two County Councils, Borough Councils and Wildlife Trusts, former British Waterways (now Canal and Rivers Trust, NHS, former East Midlands Development Agency, Environment Agency, Trent River Park and 6Cs Green Infrastructure. Following the success of the EVT, Broxtowe Borough Council (Steve Fisher, Project Officer) and Keith Morgan of the City Council were developing proposals for the Broxtowe Country Trail, i.e. further route improvements in Broxtowe Borough and the west side of Nottingham.

There would also be links to the improved paths alongside the River Leen, with their connections to Sustrans NCN6 north of Nottingham. Discussions had recently taken place about possible further improvements along this corridor, to extend the value of the new 'boardwalk' route between Basford and Bulwell, designed in cooperation with Sustrans, to be completed soon.

Some of these possible improvements, along with others on the west side of Greater Nottingham, e.g. in the Beeston, Attenborough and Toton areas which Pedals was keen to see, including to some sections of NCN Route 6, could well extend in turn to the proposed HS2 cycleway, to run within 3 miles (5km) of Phase 2 of the proposed HS2 railway from Birmingham to Leeds. HMcC said that Pedals had taken a close interest in this project, since the first announcement in September 2013 and earlier this year made a detailed response to the DfT public consultation, and took part in the regional

information gathering meeting for Nottinghamshire and Derbyshire, hosted by Broxtowe Borough Council, in Beeston in March. He understood that possible routes for this were now being investigated by consultants working for the DfT undertaking a feasibility study due for completion by the end of this year.

Close to the north bank of the Trent near the proposed bridge site the riverside path had been gradually extended east of Trent Bridge, e.g. including the link under Trent Bridge to Meadow Lane Lock and canal bridge in 2009 as part of The Big Track upgrade and the path past Riverside Crescent, completed in 2008, connecting to Colwick Park to the east. To the west there was now a good safe connection under Trent Bridge through to the Victoria Embankment, a major centre for mass events, especially in the summer, and from there right through under Clifton Bridge towards Beeston Lock and Attenborough, as well as both the Nottinghamshire and Derbyshire sections of the EVT.

Other sections of north bank riverside path were in the pipeline including a new foot and cycle bridge due to be installed in September-October 2014 by the stepping stones at the east end of Colwick Park (on the City/Gedling Borough boundary), as a result of a joint initiative by the Nottingham and County Local Access Forums with City Council support, and the new section soon to be built as part of the first phase of the new Trent Basin major housing scheme.

There was also potential for further extensions of the riverside path in the Gedling Borough area east of Colwick Park and the existing 1km stretch past the Candle Meadow Estate, opposite the Water Sports Centre. HMcC mentioned that the City Council had been committed to the principle of establishing a continuous riverside path on the north bank of the Trent since their Local Plan of as long ago as 1987 so the prospect now of some further schemes to help towards completing this was very welcome!

Possible north bank riverside path extensions further east, in Gedling Borough, to connect past Netherfield towards Stoke Bardolph (and even Newark etc), had been discussed at a meeting of several organisations hosted by Gedling BC in April 2009 to discuss the particular potential for including continuous and upgraded paths as part of the plans by the Environment Agency for their Nottingham Left Bank Flood Alleviation Scheme (implemented between 2001-13).

However financial cutbacks to the EA's budget, and some other detailed land acquisition issues had meant that so far only limited sections of the path in this area had been built and opened to the public, requiring all path users east of the Crosslands Meadow Estate, to diver to the nearby Industrial Estate spine road, a much less attractive route. Both Pedals and the Nottinghamshire section of the Ramblers Association were still very keen to see a new emphasis on providing a good continuous riverside path in this area, when resources permitted. Further such extensions would add even to the value of the proposed bridge, as well as the smaller bridge soon to be installed at the east end of Colwick Park.

Keith Morgan, Nottingham City Council:

KM from the City Council said that plans for improved links between the area north of the Trent and the City Centre, via Manvers Street, etc. were being actively pursued, and including further possible improvements to the Sneinton Greenway, following the recent provision of new bridges by Network Rail for cyclists and pedestrians, as part of the Trent Lane and Meadow Lane level crossings replacement scheme completed earlier this year. He was sure that the City Council would be generally supportive of the bridge, as indicated in their Local Plan, even though the main emphasis in spending their new Cycling Ambition Grant funding from the DfT would on new on-road facilities more widely.

Cllr. Steve Calvert, Nottinghamshire County Council

For the County Council Cllr. Steve Calvert was also very supportive. While making clear that it was very unlikely that they could in current financial circumstances make any contribution to the capital costs of the scheme, he agreed that they could in their discussions with Rushcliffe BC about the

transport aspects of new housing plans in their area emphasise the importance of developer contributions from the major new housing proposals, especially around Tollerton and Gamston.

SC also stressed the need for the scheme to be seen to fit with existing Transport Strategy and that we needed to establish a robust case for the scheme, highlighting the social/health, economic, environmental and specific transport/accessibility benefits. This would be an important element of any future funding bid, he said.

Discussions on these contributions

HMcC commented that it would be important as part of the bridge development scheme, to upgrade the main access routes between the new housing areas east and south of West Bridgford and the proposed bridge (as well as NCN15 and other connecting riverside paths) including, for example, the current route from the A52 Toucan crossing east of Gamston via Regatta Way where the existing arrangements for cyclists at the junction of Radcliffe Road and Regatta Way were rather slow and tortuous, and where the link between Adbolton Lane cycle path and the river just west of the Water Sports Centre and Sailing Club also was substandard.

JR passed on the suggestion from Tom Huggon (TH) that we should approach the City Council for a contribution from their historic bridges fund, originally established for the construction and repair of bridges across the Trent but more recently used to subsidise general expenditure. It was agreed that this was worth pursuing but would need careful handling in the current financial situation. TH had suggested sounding out Cllr. John Hartshorne about this and it was agreed that JR and HMcC should now encourage him to do this, perhaps in a small group, with a view to discussing a possible nominal contribution, at least.

Sustrans: Gwyneth McMinn, Network Development Manager (East Midlands)

For Sustrans GM said that it might well be possible for them to help seek funding, e.g. as part of the further round of Connect 2 projects for which they were now lobbying the DfT. It so happened that she would be attending a meeting on the following day in London where she could raise this as a project very likely to be worth supporting over the next 3-4 years, once the proposals had been taken further and worked up in more detail and once the extent of likely local support was clearer.

She and her colleagues in the Sustrans East Midlands Office were working up a list of schemes in the region for possible DfT support, for possible funding in 2015/16 and 2016/17 and this list only included schemes for which at least a feasibility study had been done. She thought from what she had now heard about this scheme that it should fit perfectly the principles they were working to, provided it could rely on local authority support and other funding sources.

Discussion on proposed next steps, particular with regard to funding and public support

SC commented that, if there was indeed to be a second round of Connect 2 schemes, which, we all agreed, was a very exciting opportunity, we would need to liaise very closely with GM and her Sustrans colleagues as to how we word the prospectus, including timescales.

The interest and potential support from Sustrans was warmly welcomed and, as NE remarked, was a game changer for the project

In addition to sounding out a range of possible sources of funding support, including using new sources such as crowdfunding, it was also agreed that it was very important that we should now be starting to build up wide public support, including confirming support from various people and groups who had already show at least some interest. JR commented that he was already sure of definite support from some City Councillors and the clear support in principle at this meeting from Cllr. Steve Calvert for the County Council was also very encouraging.

HMcC said that in encouraging wider public support, there was a need to strike a careful balance between on the one hand making clear that the proposed bridge will be not just a footbridge but a combined foot and cycle bridge, and on the other making sure that people don't come to think of it as just a cycle bridge, with the likely implication among a good many people that they think of it as being

something for that noisy and irresponsible minority, cyclists. Rather we should strongly promote it as a great asset for the whole community, and a great boost to the promotion of active and sustainable utility and leisure travel in Greater Nottingham, as well as a landmark and an iconic structure for the whole area, as with the 'Scissors Bridge' across the Tyne between Newcastle upon Tyne and Gateshead, built in the late 1990s.

To assist the process of developing wider support we should take advantage of forthcoming meetings of these groups and other relevant groups and organisations, including:-

- 23 September: West Bridgford Local Traffic and Transport Group (WBLTTG) (subgroup, chaired by Cllr. John Bannister, of the WB Local Area Forum, chaired by Cllr. Richard Mallender who also is a regular attender at the LTTG of which Lorraine Pulford is the Secretary.
HMCC regularly attends for Pedals and Cllr. Steve Calvert often attends on behalf of the County Council
- 30 September meeting of the Greater Nottingham Cycling Development Group (CDG) (chaired by Gary Smerdon-White of Ridewise / Big Wheel).
HMCC is one of the regular Pedals representatives, together with Peter Briggs, while KM is one of the City Council officers who attends regularly and GM or Matt Easter (Regional Director) for Sustrans. Paul Hillier represents Notts CC, and Helen Ross attends to represent the City Council's new (since April 2013) public health promotion responsibilities. Adrian Juffs represents Ridewise.
- 1 October Nottingham Local Access Forum (NLAF) (chair since January 2014: Hugh McClintock).
Diane Moore, the previous Chair, and a Community Landscape Architect, has already expressed strong interest in the scheme and NLAF now takes a strong interest in potential rights of way enhancements with new development and redevelopment projects, assisted by John Lee, Rights of Way Officer. One direct result of this was the new pedestrian and cycle bridge soon to be installed at the east end of Colwick Park, close to the stepping stones, on the City / Gedling boundary.
Pedals had included a strong statement in support of the bridge in response to the recent public consultation on the City Council's Rights of Way Development Plan, a key document for NLAF, and due to be finalised this autumn.
NLAF also has a very active subgroup developing a series of detailed maps / leaflets for self-guided walks in different areas of Nottingham. The second of these, for Sneinton and Colwick Woods, was launched in August 2014, coordinated by Margaret Knowles, Ruth Thurgood and Chris Thompson.
- Nottinghamshire County Local Access Forum (chair: Mary Mills).
Chris Thompson represents the Ramblers Association and both Pedals and CTC Notts have been recently invited to send representatives. Peter Briggs has offered to represent Pedals. There is a recent move towards increased co-working of the two LAFs, with more regular attendance at each meeting by people from the other group, and this would help promote close cooperation over this bridge project.
- Nottingham Civic Society (chair: Hilary Silvester, and via Tom Huggon and John Rhodes).
HMCC is also as member.
- Groups representing wheelchair users (via Lorraine Pulford, Secretary of the WBLTTG)

- CTC: Nottinghamshire District Association (Secretary: Terry Scott, who is also active in Pedals)
- Sustrans Local Area Rangers (via Peter Osborne, Andrew Martin and Brian Goss, all of whom are also active in Pedals)
- Sustrans Supporters in Nottinghamshire (? Via Matt Easter / Gwyneth McMinn)
- Ridewise / The Big Wheel, who promote sustainable travel generally in Greater Nottingham and who also now promote the 'Explore Nottinghamshire' series of Guided Cycle Rides, which has developed from the earlier Guided Rides programme, first run by Pedals and then for many years by Nottinghamshire County Council, until 2010.
Ridewise also promote 'Cycling for All' events on the third Sunday of each month between April and October, on the Queen's Drive Park and Ride and Ecohub site, next to the north bank riverside path and Big Track route.
- Ramblers Association (Notts): Chris Thompson, who also regularly attends NLA and County LA meetings.
- Ladybay Community Association, via Cllr. Richard Mallender and Nick Ebbs.
- Friends of The Hook, via Cllr. Richard Mallender
- West Bridgford Cycling Club
- Poppy and Pint Velo Club, Ladybay.
- West Bridgford U3A (University of the Third Age) Cycling Group (Pete Elderton, Coordinator)
- West Bridgford U3A (University of the Third Age) Walking Groups (shorter and longer walks, as well as a separate Sunday walks group)
- Other informal walking and cycling groups, some now run via Facebook.
- Local running clubs, e.g. the Holme Pierrepont Running Club - <http://www.hprcrun.co.uk/>
- National Water Sports Centre, Holme Pierrepont, and Holme Pierrepont Country Park
- Sneinton Neighbourhood Forum

- Sneinton Bikers
- NHS and other health organisations, via Helen Ross, Nottingham City Council
- Chris Simon, Director of Perfect Motion, Beeston, who, with Nottingham City Council have since 2012 been the main organisers of the Great Nottinghamshire Bike Ride (started by Pedals in 1982 and run from 1985 to 2011 by Nottinghamshire County Council). Since 2013 this has been expanded into a weekend long Festival of Cycling in June of each year, Cycle Live and the 2014 event contained an even wider range of activities and rides, starting from the Victoria Embankment, and making good use of several cycle routes in the area, including the riverside paths connecting to the site of the bridge now proposed. There is now a strong family focus to this event, which will be of great benefit in promoting cycling among the next generation.
- Other individuals who have already shown strong interest, e.g. Tom Hughes (Architect), Sneinton and Nottingham Trent University. We should also seek out individual people in the above list of organisations who were likely to be particularly interested.

Conclusion

In conclusion HMcC thanked everyone for attending and for their very useful and positive contributions. It was agreed that the meeting had been a very useful opportunity for a general exchange of views on the strategic case for the bridge, its possible design, existing and potential links and both sides of the Trent, for leisure and commuter purposes, the likely total funding required and possible sources, and ways in which we could go about attracting wider support. Close cooperation and coordinated action by the local authorities both north and south of the Trent, and many other local groups, as well as Sustrans etc. would be essential.

It was also important to follow up this meeting with another one soon, perhaps including a rather larger number of people who were strongly interested in the project. John Rhodes offered to host this meeting at Riverside Crescent, which would both provide more space for a larger meeting and also give people a chance to see the site at first hand, including the existing riverside path links. This offer was generally welcomed.

KM and GM were due to meet very soon to discuss various issues of mutual interest to the City Council and Sustrans and it was agreed to wait until after that meeting before going about fixing a date for our next meeting.

NE suggested that we might in time need an executive body and then separately a wider stakeholder group, and this could be one item to discuss next time in addition to a general update on the other issues discussed.

Meanwhile, HMcC said, in answer to a question from NE, that he was happy to continue to hold the ring and take responsibility for liaising with everyone about possible dates for the next meeting and the agenda. The meeting will take place in the Riverside Crescent River Suite (Stair Core 4, the central of 7 stair towers). The address is: River Crescent, Waterside Way (off Racecourse Road by car or Trent Lane by bike), Nottingham NG2 4RE. JR says that there is adequate visitor car parking and bike security