

Nottingham City Council elections, May 2015: Comments on cycling matters from candidates

Overview

In April 2015, Pedals canvassed all 224 candidates standing for election to Nottingham City Council regarding their views on a range of matters relating to cycling. Here we present the responses that we have received, unedited save for the removal of greetings which are not relevant.

For the sake of completeness, all candidates are listed individually regardless of whether they have responded or are contained within one of the groups which have replied collectively.

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Letter

Reproduced here is a copy of the letter that was distributed.

<reply address>

<their address>

Dear <candidate>,

Nottingham City Council elections, May 2015: Request for comments on cycling matters.

Pedals is Greater Nottingham's cycling group. Established in 1979, we campaign for improved conditions for cyclists locally.

We are writing to all candidates in the forthcoming local elections to gauge their views on and commitment to cycling in the area. All responses will be published on our website, pedals.org.uk, to inform our members and the general public. We'd be grateful if you could answer the following questions. **We will not be endorsing any specific candidates. Responses will be published verbatim without further comment.**

1. If you have not already, when elected will you sign up to support the CTC and Cyclenation's space4cycling campaign¹?
2. Do you support an aim to reduce the volumes of motor traffic across the city generally, and specifically travelling to and through the city centre?
3. The City Council has secured funding from the D2N2 LEP for a series of "superhighway" cycle routes.
 - a. Will we have your support in ensuring they are implemented *to a high quality* during your term?
 - b. For the duration of the grant, the council will be spending £10 per head per year on cycling. How can we ensure this level of funding is maintained if not increased afterwards?

¹ <http://bit.ly/1ploRZH>

4. It is too often the case that new transport schemes are implemented without taking the needs of cycling into account. To take a recent example, the Ring Road Major scheme represented an opportunity to provide a high quality cycle route encircling the outside of the city, but this has not been exploited as it might have been. Will you undertake to consider the journeys of non-drivers as as important as those of drivers?
5. Highways England is the authority for some roads in the area. Formerly known as the Highways Agency, they have often proved to be very difficult in getting good cycling provision on trunk roads. Will we have your support in pressuring HE to take cycling's needs much more adequately into account?
6. There are a few residential areas of the city (the drives in Lenton and parts of Forest Fields/New Basford for example) where roads have been closed to through traffic to prevent rat running. Would you support an extension of such measures?

We thank you in advance for your responses to these questions, which can be sent via email to <my email> or posted to me at the above address.

On behalf of Pedals,
<me>

Group responses

Some groups elected to respond as a group, instead of individually.

Liberal Democrats

1. CTC / Cyclenation Campaign

I have read the website and some of the suggested improvements are very interesting. Improved safety and better cycling facilities are to be welcomed to increase cycle usage to alleviate other traffic issues.

2. Traffic Volumes

A variety of methods must be introduced to reduce traffic volumes across the city otherwise the city will eventually come to a standstill at certain times of the day. Schemes to remove cars travelling through the city centre have been introduced. Analysis of these are needed to make sure they meet the fine balance between car usage and other forms of transport. Dedicated cycle separation from car traffic around the city centre would be desirable to improved cycling's attractiveness and safety to users.

3 D2N2 LEP funding.

- A. The funding received from D2N2 is to be welcomed and needs to be used wisely to provide first class facilities for cycle users to increase cycling as a means for transport. Groups representing cycling groups and users would be fundamental in providing advice on the direction money needs to be spent.
- B. It has been shown that the Liberal Democrats in government see cycling as part of an integrated transport policy and have provided funding to local Councils to increase cycle usage. It has been shown in Cambridge that increased cycle usage can deliver a better experience for car users where cycling is not an option by decreasing cars on the road. We need to carry on with this investment to keep the city moving and we would push the new government to see this as a priority. We would also like to see money allocated local as part of a transport policy including improved transport hubs where cyclists could use mixed transport options.

4. New Transport Schemes

New transport schemes can cause significant disruption for the citizens when they are being implemented. It would make sense that since this disruption is taking place then the opportunity arises to make sure the benefits are realized by as many of the citizens as possible. Any new schemes being either road or tram lines should include consideration improvements for non-drivers. There must be a 'grand plan' so the implementation of any improvements for non-drivers aren't constructed haphazardly. Some improvements have

been made in the ring road development at specific junctions but it would have been nice to see something more ambitious.

5 Highways England

From the information on their website they came in to creation from the 1st April 2015. There seems to be a commitment to introduce improvements to the network for 'vulnerable users'. If they've created Accessibility and Inclusion Strategy they this seems a good start. The Liberal Democrats nationally have made a commitment to 'Get Britain Cycling' so support lobbying Highways England to meet their commitments only seems natural.

6. Rat Runs

Moves to close streets to through traffic has to be taken with consideration and with residents support so they don't come off worse. If streets are closed to through traffic then they have to be done to a more aesthetically pleasing than some of the current developments.

Norman Packer, Jeannie Packer and John Holmes

I am responding to your letter about cycling matters addressed to me Jeannie Packer and John Holmes. I am responding on there behalf as well. We are Independent candidates for the Clifton South Ward.

Question 1 Yes if elected we will all sign up.

Question 2 Yes if elected we will all support this action.

Question 3 A. Yes

B. By making sure the city council sticks to this action.

Question 4 Yes. Only again today a tragic accident resulting in the death of a cyclist proves beyond doubt how serious this cause is.

Question 5 Yes. Highways England need to have a lot more involvement from councilors.

Question 6 Yes. Where it is proven to make the area safer.

The Conservative Party

Thanks for recently getting in touch with our roster of City Council candidates for the upcoming local elections.

We're very keen to ensure that cyclists are catered for in Nottingham. Our plan for transport aims to create an integrated transport system that caters for all methods of transport.

Our Government has invested significantly in Nottingham with our £196 million City Deal and as you mention in your letter this commits to creating a number of 'superhighway' cycle routes. We support this initiative entirely.

We're also very keen to ensure all current cycle routes operate safely. In particular we've had a number of complaints about parked cars causing a hazard to cyclists on Castle Boulevard alongside Castle Marina. A Conservative City Council is committed to ensuring all cycle routes are safe for cyclists.

You will also find further policies for cyclists in our attached manifesto [Pedals: [Uploaded here](#)].

The Labour Party

[This response was submitted by Jane Urquhart on behalf of the Labour group]

Thank you for your letter regarding cycling matters. I am pleased to respond to your letter on behalf of the Labour group as the Portfolio Holder with responsibility for transport. May I begin by reiterating Nottingham Labour's support for and commitment to improving cycling routes and facilities across the city, both to improve the experience of both leisure cyclists and commuters.

We want Nottingham to be recognised as a cycle friendly city, with a cycle network that is safe and enjoyable to use both now and for future generations. Nottingham Labour believes that cycling is not only a leisure activity but should be seen as an important mode of transport and we will support initiatives and investments to make this a reality.

In our 2015 manifesto, we've made a commitment to deliver a network of continuous, safer commuter cycling routes, and we want to see this rolled out over the next 4 years. But this isn't the only way that we will be supporting cycling in Nottingham. Below you will find responses to the specific questions you've raised. For your information, you can see our wider aims to promote Nottingham as a cycling city online at <http://www.nottinghamcity.gov.uk/transportstrategies>.

1. I personally have signed up to support the CTC and Cyclenation's space4cycling campaign and I know that many other members of the group have as well.
2. We support the overall aim of reducing congestion across the city, and particularly on commuter routes into and around the city centre. There is clear evidence of this,

through the workplace parking levy which has funded investment in our public transport network such as two new tram lines, link buses and a major refurbishment of the railway station. We've also invested in cycling improvements and an extensive reconfiguration of roads to make the city centre a more cycle friendly place. Moving forwards, we've made a commitment in our manifesto to get 10% more people walking, cycling or taking public transport to work, and we want to continue to reduce congestion in and around the city centre.

3. We have been awarded £61.m of Growth Fund monies which we will be investing directly into the cycling infrastructure over the next two years, as well as £3.2m in match funding. You rightly state that this equates to over £10 per head of population.

a. Over the next term, Nottingham Labour is committed to ensuring that this funding secured through D2N2 is used to implement high quality superhighways.

b. We would support the continuation of this spending on cycling, however having seen our funding cut by £012million over the past 5 years we would not be able to make this commitment indefinitely. But we will continue to press for this level of funding to be sustained, to allow us to completely revolutionise our cycle infrastructure.

4. We now have in place a Cycling Action Plan and will shortly be updating this to reinforce our long-term commitment to 'Cycle Proofing' Nottingham. To accompany this, we have developed a 10 point plan which provides practical steps to improving our cycling infrastructure. We will be producing a set of design standards which we will commit to working to when undertaking cycling and highway improvements, so that future improvements consider all methods of transport, not just cars.

5. As your rightly point out, the city council does not have responsibility for the maintenance and improvement of all roads. As such, we already work closely with Highways England and have our continued support in putting pressure on them to take the needs of cyclist must more adequately into account.

6. Following successful schemes in Nottingham Labour supports the extension of road closures in certain areas to reduce through traffic and make travel safer and more enjoyable for pedestrians and cyclists.

I hope this response gives you confidence that Nottingham Labour is committed to making cycling more accessible, safer and more enjoyable for all and making Nottingham a cycle friendly city.

If you have any further questions or comments, please don't hesitate to get in touch.

Candidate responses

The individual candidate responses are presented below, organised by ward.

Arboretum

Christopher Browne - UK Independence Party (UKIP)

No (individual) response received.

Merlita Bryan - Labour Party

No (individual) response received.

Azad Choudhry - Labour Party

No (individual) response received.

Felicity Marion Whiting Crofts - The Conservative Party

This is a personal view and not reflective of party policy. I am sympathetic to the needs of cyclists, pedestrians and other non car users. The problems of urban congestion are enormous and consideration needs to be given to reducing traffic for the benefit of everyone.

Daniel Alan Dowson - The Conservative Party

No (individual) response received.

Tony Marshall - Liberal Democrats

No (individual) response received.

Chris Pryke-Hendy - The Green Party

No (individual) response received.

Simon Rood - UK Independence Party (UKIP)

No (individual) response received.

Aspley

Rebecca Catherine Armstrong - The Conservative Party

No (individual) response received.

Graham Ransley Chapman - Labour Party

No (individual) response received.

Adam James Clarke - The Green Party

No (individual) response received.

Nicholas Joseph Forster - UK Independence Party (UKIP)

No (individual) response received.

Martin Nigel Gladwell - Liberal Democrats

No (individual) response received.

Shaun Hobson - UK Independence Party (UKIP)

No (individual) response received.

Patience Uloma Ifediora - Labour Party

No (individual) response received.

Peter Anthony Linford - The Conservative Party

No (individual) response received.

Carole Williams Mcculloch - Labour Party

No (individual) response received.

Jeff Middleton - UK Independence Party (UKIP)

No (individual) response received.

Graham Neil Smith - The Conservative Party

No (individual) response received.

Basford

Mohammed Safdar Ali - The Conservative Party

No (individual) response received.

Cat Arnold - Labour Party

No (individual) response received.

Andrew Guy Jones - The Green Party

No (individual) response received.

Caroline Anne Rose Kiely - Trade Unionist and Socialist Coalition

No (individual) response received.

Mohammed Maqsood - The Conservative Party

No (individual) response received.

Stuart Michael Myles-Wilson - The Conservative Party

No (individual) response received.

Alex Norris - Labour Party

No (individual) response received.

Edward Pagoda - UK Independence Party (UKIP)

No (individual) response received.

Karen Standland - UK Independence Party (UKIP)

No (individual) response received.

Anthony John Waterfall - UK Independence Party (UKIP)

No (individual) response received.

Linda Mary Woodings - Labour Party

No (individual) response received.

Berridge

Alex Foster - Liberal Democrats

No (individual) response received.

Atif Hussain - The Green Party

No (individual) response received.

John Hutchinson - The Conservative Party

1. I'm a regular cyclist, shopping, business and trips to Southwell Airport looking at planes, Hardwick hall etc in the summer. Around 1000 miles per annum, operating perimeter limited to 18 miles due to old age. Not on the internet so no knowledge of CTC or Cyclenation's space 4 cycling campaign but as a lapsed member of Pedals and an ex City Councillor who supported issues then would support them now if sensible.
2. We live in the age of the motor care. If you stop people going to town for shopping and business they will go elsewhere spreading urbanization into the countryside. Do we want that? Anyway, motorists are our family, friends and neighbours, making it bad for them doesn't make it good for cyclists.
3.
 - a. What is a 'Superhighway cycle route'? If it's where there are no 'Cyclists Dismount' notices - I support it!
 - b. We can ensure funding by active and perhaps militant campaigning.
4. The journeys of cyclists can be as important as those of drivers. I use cycle paths where they exist for fear of the density of traffic on the roads, the large size of popular cars and excessive speeds. Unfortunately, the cycle path that is suitable for shopping is usually not suitable for long distance causing fatigue and delay. It is difficult to believe that the sporting cyclists would use any kind of cycle path unless it was like a normal road.
5. We must have cycle paths along all trunk roads but lighting is required at night.
6. Road closures are above all a matter for local residents. The danger to cyclists is the speeding associated with rat running and the failure to give way to oncoming traffic where cars are parked often to avoid the Workplace Parking Levy.

Mohammed Ibrahim - Labour Party

No (individual) response received.

Chris Jackson - Trade Unionist and Socialist Coalition

No (individual) response received.

Carole Ann Jones - Labour Party

No (individual) response received.

Tad Jones - Liberal Democrats

Thank you for your letter regarding cycling.

I've signed up to the campaign and think it's great. When I worked at the QMC I cycled to work and although there are some good cycle routes, we can do better still. Since 2010, the Liberal Democrats in Government have invested £588m in cycling, including match funding,

almost trebling the investment the last Labour Government made in the previous Parliament. In 2012, a further £159m was made available to help create better cycle links for communities, improve cycle facilities at railway stations and create more cycle-friendly layouts at road junctions.

Answers to questions.

1) Yes.

2) I support the use of public transport, cycling and walking, and use these forms of transport myself. We should encourage the use of these greener, and healthier (at least with cycling and walking) options and this would reduce the amount of motor traffic.

3a) Yes.

3b) You should vote Libdem as this is on page 86 of our manifesto.

4) I live on the ring road and have cycled to the QMC when I worked there. I agree that this has been a bit of a missed opportunity. I recently travelled to Denmark and was impressed by three level pavement/road (pedestrian, cyclist, and motor vehicle use). These separated the cyclists from pedestrians and cars with curbs. It felt a lot safer than most of my experience of cycling in the UK. We need to change the culture of local authorities in the UK and in Nottingham particularly, embedding integrated transport and cycling into the everyday working ethos of the council. We have spent a lot of money on the trams recently, although I'm not against the tram, it does feel as though cycling has not received enough attention from planners. I would be keen to pressure the council to take more care in siting signposts, and perhaps resite some posts that are in or too close to cycle lanes. I agree that non-drivers journeys are as important as car drivers.

5) Yes.

6) This is potentially a good idea that has worked well in places and could be rolled out further. However, these schemes should be supported by local residents.

Ellie Mitchell - The Green Party

1) I am already in the process of supporting CTC and Cyclenation's space4cycling campaign, by actively helping to organise and promote the upcoming event planned for the 6th June.

2) I wholeheartedly support the aim of reducing motor traffic volumes across the city. I believe that Nottingham has a strong cycling community already and that this existing network can be utilised and increased in size to encourage more and more people to get out of their car and onto bikes (where possible). Public transport should be encouraged and more should be done to highlight that those in their car ARE the traffic!

3) a. I fully support the full implementation of the superhighway cycle routes, currently proposed. I would ensure that these are implemented efficiently and to a high quality, utilising the large body of experience of current cyclists, through consultation with campaign groups as yourselves.

b. The only way that I see it would be possible to ensure the continuation (and increase) in spending on cycling per capita would be through effective monitoring of the success of previous spending. Cycling traffic surveys would provide information on the volume of bike traffic over a period. When the benefits of cycling can be physically seen (increased health and wellbeing, and of course reductions in cycling traffic accidents) then there will be an obvious reason to increase that spending.

4) I am a huge advocate of cycling, and firmly believe that, as a local transport option it represent progress over and above the use of the car, particularly for commuting and where it is one individual in question. I would approach all transport planning issues from this perspective.

5) You have my full support in pressuring HE to take cycling's needs much more adequately into account for trunk road cycling provision.

6) I would support an extension of road closure measures to prevent rat running in residential areas, where it is feasible, and enables the safety of cyclists and for roads to be considered as spaces that are used by the communities living there rather than the driver of a car.

Anthony Neale Gerald Mittenshawhodge - The Conservative Party

No (individual) response received.

Toby Charles Neal - Labour Party

No (individual) response received.

Dawn Rood - UK Independence Party (UKIP)

No (individual) response received.

Dan Sullivan - The Conservative Party

No (individual) response received.

Tom West - The Green Party

1) I have signed up to the space4cycling campaign

2) Yes I support this aim

3a) Yes I feel it is important that this money is spent in a way which works well on the road as well as looks good on paper

b) I would seek to prioritise funding for improving cycling infrastructure in Berridge and the City as a whole by helping form a case for cycling based on the health, environmental and social benefits of cycling.

4) In looking at new transport schemes I would be a voice for cyclists and pedestrians and ensure that such infrastructure suits all needs.

5) Yes I support you in this goal

6) As a general rule I would support such measures although I appreciate that they may not necessarily have the desired effect. If they will improve cyclist, pedestrian and residents' safety then I would support them.

Bestwood

Michael John Ashton - UK Independence Party (UKIP)

Hi Iain, in answer to your letter Re comments on Cycling. I am a former employee of Raleigh. I worked there for 20 odd years. I was employed as a delivery driver, ie delivering Raleigh Cycles and accessories to almost every bike shop in the UK at some time or other in that 20 odd years. I was also to a great degree involved in Roadshows and Events, you may have seen the Raleigh Show Trailer at various events up and down the country. That was my job, supporting events up and down the country, from the World Mountain Bike Championships in Fort William, to Devon Country Show, to Mountain biking in Dalby Forest in North Yorkshire to the Glasgow to Edinburgh Road Races... Wherever there was Cycling I was involved with the rest of the team...So in reply to your Questionnaire, I'll say this. I am pro Cycling and very much in favour of Cycling sports and activities in all forms...In favour of Cyclist safety, and cycle lanes... I am also a road user as a motorist... There is space for us all. There should be more cycle lanes, and I also think the A453 should have been Dualled years ago. Successive councils have let you down in the past. If elected on May 7th you can rely on my support...

Carrie Boulton - UK Independence Party (UKIP)

I am surprised to learn that, when new roads are built, or existing ones upgraded, that cycle paths are not considered to be an important part of the planning process, and of course they must be constructed at the same time as the road-works. If they are done at a later date, this would mean extra time, disruption and money. I will, of course, support any sensible proposals for their inclusion, and any scheme which aims to improve conditions for all road – and path – users, and if any future schemes ignore cyclists in particular, I will voice my concerns over these matters. It does seem sensible to include all road users.

I was interested in the idea of separating cyclists from the main traffic with the use of kerbs and other obstacles, which surely aids in cyclists' safety. Superhighway cycle routes sound interesting as well, and I think this needs to be explored further, both for safety and the enjoyment of cycling families across the city.

I will look forward to meeting your organisation if I am elected as a councillor.

Chloe Victoria Cheeseman - The Green Party

No (individual) response received.

Paul Brian Dale - The Green Party

No (individual) response received.

Brian Grocock - Labour Party

No (individual) response received.

Francesco Lari - UK Independence Party (UKIP)

thank you for your letter. As an outdoor enthusiast and a driver I see the road from the two different perspectives, and I think that drivers and cyclists are not two opposed camps at war with each others but the same people using the road in two different ways. Politic should ensure that there are common rules that do not penalize one form of transport.

It is particularly irritating that the Labour led city council has pledged a series of measures in favour of cycling and improving our roads but it is failing to deliver. The major refurbishment of the Ring Road without any provision for a cycle lane is typical of the way the Council has let down people on facts while being generous on words.

I am pledging that if elected I will work closely with yours and other similar groups for getting suggestions on possible improvements for the cycling community. No major transport project should go ahead before having considered the feasibility of adding cycling facilities to it. I will also promote liaising with higher authorities like Highways England for having the best possible treatment for all road users.

Penelope Anne Messenger - The Conservative Party

No (individual) response received.

Dave Smith - Labour Party

No (individual) response received.

Margaret Helena Trueman - The Conservative Party

No (individual) response received.

Mick Wildgust - Labour Party

No (individual) response received.

Marjorie Anne Wroughton - The Conservative Party

No (individual) response received.

Bilborough

Roger David Alton - The Conservative Party

No (individual) response received.

Denise Appleby - The Conservative Party

No (individual) response received.

John Christopher Calvert - Liberal Democrats

No (individual) response received.

Alan Collins - UK Independence Party (UKIP)

No (individual) response received.

Ian Culley - The Conservative Party

No (individual) response received.

Adam James Gray - UK Independence Party (UKIP)

1) If you have not already, when elected will you sign up to support the CTC and Cyclenation's space4cycling campaign?

While I support the points put forward in the video link attached, I would take some time to consider signing up to the campaign. If signing up to the campaign simply pledges my support, then I'd be happy enough to sign up.

2) Do you support an aim to reduce the volumes of motor traffic across the city generally, and specifically traveling to and through the city center?

I do support reducing the volume of traffic across the city, where many large patches are subject to an enormous amount of congestion. I believe that implementing cycle lanes in some of these areas will encourage people to begin cycling, reducing congestion. In the city, there are areas which currently serve no use. In some of these areas, we could look at converting them into cyclist/pedestrian areas only, which will again encourage more people to use bicycles.

3) The City Council has secured funding from the D2N2 LEP for a series of "superhighway" cycle routes.

a) Will we have your support in ensuring they are implemented to a high quality during your term?

Yes, I can will ensure any infrastructure built for cyclists will be to the very best standards possible, not only for now, but for future cyclists.

b) For the duration of the grant, the council will be spending £10 per head per year on cycling. How can we ensure this level of funding is maintained if not increased afterwards?

Reading the pdf document that was attached at the bottom of the link, economic development budgets would be the best way to ensure that this £10 per head spending is maintained or increased. While cycling is an important and cost-effective form of transport, I believe it would be unfair to reallocate funds from other transport systems such as buses or trains, which Nottingham is highly dependent on. However, if funding for certain transport systems proved counter productive, we would look at spending this on cyclist infrastructure.

4. It is too often the case that new transport schemes are implemented without taking the needs of cycling into account. To take a recent example, the Ring Road Major scheme represented an opportunity to provide a high quality cycle route encircling the outside of the city, but this has not been exploited as it might have been. Will you undertake to consider the journeys of non-drivers as important as those of drivers?

I think that where we can put in place certain systems such as the high quality cycle route suggested above, we absolutely should, providing that this is cost effective. The journeys of non-drivers are most certainly as important as drivers, and we should be looking at finding equality between the two.

5. Highways England is the authority for some roads in the area. Formerly known as the Highways Agency, they have often proved to be very difficult in getting good cycling provision on trunk roads. Will we have your support in pressuring HE to take cycling's needs much more adequately into account?

Absolutely. Highways England should be looking at providing for any form of transport that is widely used, including cyclists.

6. There are a few residential areas of the city (the drives in Lenton and parts of Forest Fields/New Basford for example) where roads have been closed to through traffic to prevent rat running. Would you support an extension of such measures?

Yes. I live close to a main road and rat running is extremely common around 6pm. Too often do I go outside to find cars backed up all along the street, where children play. I would support anything which discourages rat running.

David Graham Hall - UK Independence Party (UKIP)

No (individual) response received.

Wendy Barbara Smith - Labour Party

No (individual) response received.

Marcia Watson - Labour Party

No (individual) response received.

Malcolm Arthur Wood - Labour Party

No (individual) response received.

Bridge

Peter Alistair Beynon - The Conservative Party

No (individual) response received.

Michael Mountford Edwards - Labour Party

No (individual) response received.

Nicola Clare Heaton - Labour Party

No (individual) response received.

Jonathan Duncan Stuart Hughes - Independent

A week or so before I received your letter I had cleared the grass which had grown over a cycle track running off Victoria Embankment towards Bathley Street. There is some concern about future private development happening on what was and should be public (house) / community land where the Toll Bridge pub and car park were. Any development would be wrong and may interfere with this right of way, hence my desire to clarify the pathway.

I have cycled much, all my life and find it a great joy! I have also watched the Space for Cycling video with John Snow and agree much needs to be done to improve cycling. And yet I do drive a car and walk and often hear tales of people being knocked and frightened by aggressive cyclists.

I note with interest the progress of the "Superhighway" cycle route for London and of course welcome Nottingham's hope to implement some here, only I would like to see further plans before agreeing anything. I sometimes cycle to work in Ruddington and have experienced the ease of using the route beside the tram line. I think it is wise to maintain the level of spending to improve existing the cyclist routes, many of which have been neglected and seek extra government funding for new ones.

Perhaps Cycles should be allowed to share the Tram route along what was Queens 'Walk' and over the Toll Bridge as local parents are very concerned about the safety of their children going to school - especially across the Bridge - and at the height of the cycle rush hour when some of the paths are relatively narrow and narrowed further by ill placed Tram Cable Poles on the pathway. I have noticed that in Richmond Park in London, for example, the 20mph speed limit has to be adhered to by cyclists, (perhaps because of the Deers?) so there may be speed constraints to be considered for cyclists along some narrower routes for the benefit of pedestrians?

I feel it is important to factor in cycle routes/access when considering any road development and yes Highways England will no doubt need firm encouragements, so I will support all reasonable pressure on the Department. If elected I would like to be kept informed of difficulties and developments in Bridge Ward area and support your work wherever possible.

There are no doubt rat runs in the City which need addressing but as far as Victoria Embankment is concerned, at the moment, I would prefer to seek better enforcement of the 20mph speed limit, which we are told is now enforceable. rather than cut off through-access to cars altogether.

Thank you for this opportunity to respond. I hope I am not sounding like a politician !!
Kind regards to you, Hugh and all your members.

Liam Elliott McClelland - The Green Party

1) I have signed up to space for cycling campaign, whilst living and cycling in London I took an active interest in the importance of promoting safer cycling.

2) I believe for Nottingham to be a cleaner and greener city we must limit the volume of motor traffic that accesses the city centre just to cut through.

3a) I will, of course, support the high quality implementation of any cycle superhighways going through and around the city.

3b) I believe by looking at the funding allocated to highway maintenance, we as the City Council body will be able to ring fence and protect funding for those who cycle within the city.

4) It is Green party policy to ensure that walking and cycling are made safer by segregated lines where necessary as well as creating safer route to schools for children either through walking and cycling (Walking bus for younger children).

5) As the Green party councillor I will ensure that highways England, formally known as the highways agency, prioritise and take into account the needs of cyclists as every day road users.

6) I would fully support the extension of road closures to close more "rat runs" by through traffic in other residential areas. This I believe would improve quality of living and also provide safer streets for children to play on.

Gerald Nolan - UK Independence Party (UKIP)

No (individual) response received.

Alison Rouse - Liberal Democrats

No (individual) response received.

Paul Vincent Ruane - The Conservative Party

Firstly may I thank you for taking the time to write to me regarding my views on provisions for cyclists and cycling matters in Nottingham prior to the Local Elections on May 7th.

At this stage I'm afraid I am unable to comment specifically on all the questions you have put to me however I hope that my opinions outline below are of some benefit to your various campaigns.

I am a very keen cyclist and have been a passionate supporter of the sustainable transport charity "Sustrans" for more than 10 years. Throughout this time I have witnessed a great change in our nation's approach to cycling-with the creation of over 14,000 miles of the National Cycle Network; hundreds of Safe Routes to School/Work Projects and several strong City Cycle-Hire Schemes.

With this in mind, and the substantial rise in air pollution related illnesses in urban areas over recent decades, I strongly believe that we can do more. And Nottingham has the opportunity to lead the way in the East Midlands by providing a catalyst to inspire people to change the way they travel.

I am personally committed to lobbying the City Council, Highways England and other authorities to ensure that the needs of cyclists are not only taken into account during road development and improvement schemes but also that they may be considered in a fashion that *encourages* people to cycle. Therefore I will campaign to ensure that the situation regarding the redevelopment of the Ring Road which you mentioned in your letter is not repeated during any future road improvement schemes that take place in Greater Nottingham.

Additionally, I strongly believe that cycling can be encouraged by further improving heavily trafficked road junctions that often discourage people from choosing to cycle. Again, Nottingham has the potential to be a nationwide leader with such schemes and I would like to see the needs of cyclists taken into equal consideration with the needs of motorists when these projects are implemented.

If elected to the City Council I will work with Sustrans as well as organisations such as your own to further implement the “Safe Routes to School and Work” projects across the City so as to improve conditions for those who wish to commute by bicycle. As I am a candidate for the Ward which covers a sizeable portion of the City Centre I strongly believe there is an opportunity to work with City Centre businesses to develop schemes to encourage their employees to choose to either cycle or use public transport as a means of travelling to work.

Finally, I refer you to my Party’s manifesto for Nottingham City Council; where we have committed ourselves to continuing the Nottingham Bike Hire Scheme and expanding the number of cycle storage facilities; as well as ensuring the funds for Cycle Routes allocated as part of the £196 million City Deal Grant are implemented swiftly if we are elected.

A copy of our Manifesto can be obtained online via the following link

<http://www.nottinghamconservatives.org.uk/city-council-manifesto-2015>

Overall, I hope my views offer positive support for your organisation and, whether elected on May 7th or not, I look forward very much to getting more involved with your future campaigns to achieve a better deal for cyclists and encourage more people across Greater Nottingham to choose to travel by bicycle.

Bill Smith - Liberal Democrats

No (individual) response received.

Andrew William Taylor - UK Independence Party (UKIP)

No (individual) response received.

Bulwell Forest

Tony Blay - UK Independence Party (UKIP)

No (individual) response received.

Darren Buckland - The Green Party

I've been cycling all my life although this is not something I get much chance to do at the moment.

A couple of highlights in the last few years have been riding up to my in laws in North Notts along route six of the cycle network. Gorgeous ride. I've been south along it as far as Derby but it wasn't as picturesque.

I used to cycle in London and brought my 'i'm coming through' attitude up here with me. Unfortunately, I got knocked off my bike and received a shoulder injury that kept me off work for a couple of months. Not my fault, I hasten to add but it did shake me up and led to a change in attitude. In carefully watch the eyes of any driver i'm approaching now!

So, I've got a fair awareness of what cyclists face when they head out on the roads.

I just had a look at the Cycle Nation website. I couldn't see any link that I could sign up to! My reading glasses broke yesterday!! It's definitely something I would support.

The amount of traffic on the roads seems to be increasing massively across the country which is leading to clogged roads and more pollution as well as more fossil fuels being burnt. Not good for any of us. I support any measure that starts to reduce the numbers and clean our air up. I've been really frustrated by the widening of the M1 which I wrote Graham Allen about. All the evidence says this is not a sustainable policy. It just leads to more problems. Regulating traffic speed is a more effective measure, I believe. So, seeing the ring road being widened wasn't what I was hoping for.

All these issues link in with overly expensive public transport such as the trains which, I believe, are better off in public hands.

Super highways for bikes sound great. I know cyclists have suffered in London and they can be a bit better at finding solutions so if it works for them then I think we should follow suit in Nottingham.

I hadn't noticed the lack of cycle routes on the widened ring road and this is where organisations like yours come into their own and why it is crucial that you are involved in any planning that takes place.

I would definitely support you in pressuring HE.

Yes, I support closing rat runs although I do love using them when in my car!!

You've made me think a bit more about cycling issues. One thing that came to mind was the route I sometimes take to work and how I end up balancing precariously between the tram track and the wall of the tram stop because of the backed up traffic. I wonder how we could work to make that safer.

Tracey Cahill - UK Independence Party (UKIP)

No (individual) response received.

Eunice Fay Campbell - Labour Party

No (individual) response received.

Alan Michael Clark - Labour Party

No (individual) response received.

Shaun Hartley - The Conservative Party

No (individual) response received.

Andrew John Howarth - Liberal Democrats

No (individual) response received.

Jeff Kilbourne - UK Independence Party (UKIP)

No (individual) response received.

Nick McDonald - Labour Party

No (individual) response received.

Melvyn Alfred Shepherd - The Conservative Party

No (individual) response received.

Geraint Thomas - Trade Unionist and Socialist Coalition

No (individual) response received.

Carol Ann Walker - The Conservative Party

No (individual) response received.

Bulwell

Keith Jeffrey Bonser - UK Independence Party (UKIP)

Many years ago when my sons were teenagers and still living at home, I decided to use one of their bikes and cycle to a relative who lives a couple of miles away. I cannot remember the exact words I said when I came home but it was along the lines of "never again".

How I got home that day alive was a miracle, drives were passing me so close they obviously had no idea about the width of their car or the road, I can remember thinking if only they were made to do a five mile bike ride along a busy road the lesson would soon hit home.

So where do I stand regarding Pedals if elected a councillor on the 7th May.

Well, it is impossible to predict future budgets but Pedals is one of the organisations in Nottingham I'm happy to support 100 per cent.

Heike Brast - UK Independence Party (UKIP)

No (individual) response received.

Alexander John Fitzgerald - The Conservative Party

No (individual) response received.

John Alan Hartshorne - Labour Party

No (individual) response received.

Becci Heagney - Trade Unionist and Socialist Coalition

No (individual) response received.

Adam Patrick Kearns - The Conservative Party

1. If you have not already, when elected will you sign up to support the CTC and Cyclenation's space4cycling campaign?

I will sign up to the CTC, and as a keen cyclist myself I back the space4cycling campaign. Cycling is a fun, healthy, and efficient way to travel, and any organization championing such an activity is wholly deserving of support.

2. Do you support an aim to reduce the volumes of motor traffic across the city generally, and specifically travelling to and through the city centre?

I whole-heartedly support initiatives to reduce volumes of city centre traffic. Nottingham has excellent public transport services and so private vehicles should be discouraged from using city centre roads. I believe that cheaper parking on the outskirts and slightly more costly parking closer to the city centre would suitably persuade people to use public transport instead.

3. The City Council has secured funding from the D2N2 LEP for a series of 'superhighway' cycle routes.

a) Will we have your support in ensuring they are implemented to a high quality during your term?

Absolutely. The north to south cycle corridor starts in Bulwell where I'm standing, and I believe a dedicated cycle 'superhighway' would allow residents of Bulwell and Nottingham as a whole to travel safely and conveniently around our city.

b) For the duration of the grant, the council will be spending £10 per head per year on cycling. How can we ensure this level of funding is maintained if not increased afterwards?

The Conservative Party manifesto details how, if re-elected, there will be an investment of £200 million into cycling. Should I be elected I will therefore pressure the government to secure Nottingham its fair share of funding.

4. It is too often the case that new transport schemes are implemented without taking the needs of cycling into account. To take a recent example, the Ring Road Major scheme represented an opportunity to provide a high quality cycle route encircling the outside of the city, but this has not been exploited as it might have been. Will you undertake to consider the journeys of non-drivers as important as those of drivers?

I do not agree that Nottingham's new transport schemes ignore the needs of cyclists. Whilst the Ring Road Major negated to include a dedicated cycle route, cycle paths and cycle-crossings have and will be installed. Looking at other recent transport projects – the new tram lines and the widening of the A453 for example – dedicated cycle paths and cycle lanes have been included. I will pledge, however, that if elected I will continue to guide Nottingham down its positive trajectory in being cycle-friendly.

5. Highways England is the authority for some roads in the area. Formerly known as the Highways Agency, they have often proved to be very difficult in getting good cycling provision on trunk roads. Will we have your support in pressuring HE to take cycling's needs much more adequately into account?

As a rapidly improving area for cyclists, it is not just I but Nottingham Council as a whole who have a responsibility to secure to cooperation of Highways England in improving cyclist mobility and safety. Trunk roads around Nottingham do have cycle lanes, and the aforementioned works on the A453 also include cyclist provisions, but I concede that more should be done.

6. There are a few residential areas of the city (the drives in Lenton and parts of Forest Fields/New Basford for example) where roads have been closed to through traffic to prevent rat running. Would you support an extension of such measures?

I think it is important to strike a balance between encouraging the use of alternative transport whilst allowing motor vehicles sufficient scope so as to not damage the local economy. Where rat running is a concern to the local population the council does, however, have a duty to respond and in such circumstances I advocate the use of speed bumps, one-way systems, and the closing of roads to through traffic where necessary.

Ginny Klein - Labour Party

No (individual) response received.

Irenea Marriott - Independent

No (individual) response received.

David Marshall - UK Independence Party (UKIP)

No (individual) response received.

Jacqueline Iris Morris - Labour Party

No (individual) response received.

Trevor Alan Rose - Independent

No (individual) response received.

Dominic Oliver Jonathan Shetcliffe - The Conservative Party

No (individual) response received.

Clifton North

Kevin Clarke - UK Independence Party (UKIP)

No (individual) response received.

Joshua Johnathan Callum Cook - Labour Party

No (individual) response received.

Patricia Ferguson - Labour Party

No (individual) response received.

David John Marshall - UK Independence Party (UKIP)

1) Yes

2) No

3) a Yes

b Levy on all new cycles sold

4) Yes

5) On a case by case basis

6) On a case by case basis and considering all traffic, 2, 3 or 4 wheeled

Joe Napier - UK Independence Party (UKIP)

No (individual) response received.

Bill Ottewell - Labour Party

No (individual) response received.

Andrew James Peter Rule - The Conservative Party

No (individual) response received.

James Michael Spencer - The Conservative Party

No (individual) response received.

Tim Spencer - -

No (individual) response received.

Roger David Steel - The Conservative Party

No (individual) response received.

Clifton South

Daniel John Atherton - The Conservative Party

No (individual) response received.

John Leslie Barlow - UK Independence Party (UKIP)

No (individual) response received.

Andrew Brian Day - The Conservative Party

No (individual) response received.

Ellen Dudgeon - UK Independence Party (UKIP)

No (individual) response received.

Christopher Gibson - Labour Party

No (individual) response received.

Susannah Grocock - UK Independence Party (UKIP)

No (individual) response received.

John Peter Holmes - -

No (individual) response received.

Corall Joy Jenkins - The Labour Party

No (individual) response received.

Jeannie Audrey Packer - -

No (individual) response received.

Norman George Packer - -

No (individual) response received.

William Raymond Scott - The Conservative Party

No (individual) response received.

Lee Allen Watson - The Green Party

No (individual) response received.

Lindsey Marie Watson - The Green Party

No (individual) response received.

Steve Young - Labour Party

No (individual) response received.

Dales

Linda Margaret Benson - The Conservative Party

No (individual) response received.

Richard Stuart Alistair Benson - The Conservative Party

No (individual) response received.

Jim Blott - UK Independence Party (UKIP)

No (individual) response received.

Vera Cross - The Conservative Party

No (individual) response received.

Hazel Maria Honeymansmith - The Green Party

No (individual) response received.

Gul Nawaz Khan - Labour Party

No (individual) response received.

Neghat Nawaz Khan - Labour Party

No (individual) response received.

Alan John Margerison - UK Independence Party (UKIP)

No (individual) response received.

Cathy Meadows - Trade Unionist and Socialist Coalition

No (individual) response received.

David Mellen - Labour Party

No (individual) response received.

Dunkirk & Lenton

Richard James Minkley - Liberal Democrats

No (individual) response received.

Vanessa Susan Osborne - The Green Party

No (individual) response received.

David William Waters - The Green Party

No (individual) response received.

David Laurence Bishop - Bus-Pass Elvis Party

No (individual) response received.

Elliott Alston Raymond Johnson - The Conservative Party

No (individual) response received.

Sarah Piper - Labour Party

No (individual) response received.

David Robert Poole - UK Independence Party (UKIP)

No (individual) response received.

Amelia Faith Rose - The Conservative Party

No (individual) response received.

Damian Stephen Daniel Smith - UK Independence Party (UKIP)

No (individual) response received.

Sophie Alice Taylor - The Green Party

No (individual) response received.

Vlad Tomes - Trade Unionist and Socialist Coalition

No (individual) response received.

Dave Trimble - Labour Party

No (individual) response received.

Leen Valley

Saghir Akhtar - Liberal Democrat Focus Team

No (individual) response received.

Giles Farrand - UK Independence Party (UKIP)

No (individual) response received.

David Peter Robert Gibson - The Conservative Party

No (individual) response received.

Glyn Jenkins - Labour Party

No (individual) response received.

Mohammed Saghir - Labour Party

No (individual) response received.

Janet Scott - The Conservative Party

No (individual) response received.

Michael Ian Thomas - Liberal Democrat Focus Team

No (individual) response received.

Jon Williams - The Green Party

No (individual) response received.

Mapperley

Leslie Ayoola - Labour Party

No (individual) response received.

Sally Cook - UK Independence Party (UKIP)

No (individual) response received.

Bill Dennis - The Conservative Party

No (individual) response received.

Emma Dewinton - Independent

No (individual) response received.

Jim Fields - The Conservative Party

No (individual) response received.

Rosemary Elizabeth Caroline Healy - Labour Party

No (individual) response received.

Alexander Ewan Lamont - The Conservative Party

No (individual) response received.

Peter Charles Mendenhall - Liberal Democrats

No (individual) response received.

Chris Tansley - Labour Party

No (individual) response received.

Samantha Mary Tema - The Green Party

Thank you very much for the letter from Pedals asking me to respond to a number of questions. As Green Party candidate for Mapperley Ward in the forthcoming local elections, I am committed to supporting methods of transport which reduce car use and the resulting impact on health and the environment. My responses to the questions I have been asked to address are as follows:-

- I fully support the CTC and Cyclenation's space4cycling campaign
- If elected I would work hard to influence the reduction of motor traffic across the city generally and specifically travelling to and through the city centre partly by improving public transport as well as making routes more cycle and pedestrian friendly
- I would work hard to ensure the efficient and prompt implementation of high quality "superhighway" cycle routes, which the City Council has already secured funding for. I would argue for proper quality control and ongoing input from the cycling community.
- Beyond the D2N2 LEP funding term, I would work to ensure that future budgets are secured £10 per head to support cycling across the city, increasing at least with inflation rates. I would also encourage the council to exploit any future grant funding opportunities, including the funding of educational projects aimed at educating children, young people and adults about the health, environmental and social benefits of cycling. Increasing public support for cycling would be key to at least maintaining but hopefully increasing future funding.
- Yes, of course I will promote the need to consider the journeys of non- drivers to be of equal importance as drivers when new transport schemes are in their earliest stages of planning. I would make sure that the cycling community was consulted for its views in the planning process.
- It is essential to have good cycling provision on trunk roads and I would want to ensure that pressure is exerted on Highways England to take cycling's needs into account much more adequately than has previously been the case.

- Rat running has been an issue on many roads in residential roads across the city. This can make the lives of local residents a misery and be a danger to both pedestrians and cyclists. I would always support measures to tackle this problem in negotiation and consultation with local residents, to the extent of closing roads to through traffic if necessary.

If elected, I would welcome suggestions and support from Pedals members on cycling issues of concern so I could be a powerful voice for cycling in the council.

Lee Waters - UK Independence Party (UKIP)

No (individual) response received.

Rhea Waters - UK Independence Party (UKIP)

No (individual) response received.

Radford and Park

Liaqat Ali - Labour Party

No (individual) response received.

Ilyas Aziz - Labour Party

No (individual) response received.

Matthew Thomas Templar Edwards - Liberal Democrats

No (individual) response received.

Stephen Paul Freeland - Liberal Democrats

No (individual) response received.

Kirsty Lemara Jones - The Green Party

Thank you for your letter, I will answer the questions contained within it according to their numbers.

1. I have just signed up now that you have informed me about it and I think that the Space for Cycling campaign's 6 themes (protected space on main roads, removing through motor traffic in residential areas, lower speed limits, cycle-friendly town centres, safe routes to school and routes through green spaces) reflects both my own personal values and those of the local and national Green Party.

2. Yes, I do support these aims and, if elected to Nottingham City Council, I will try to bring about measures to ensure these aims are met.

3. a) The D2N2 LEP document is lengthy to read, so I balanced the promptness of my response against fully reading the document, but I agree with the proposal of enhanced cycle routes if I am not sure about the rest of the document which seems to emphasise private profit over actual benefit to Nottingham.

3. b) I would like to ensure that £10 per head per year was invested in cycling but, as I have no prior experience in politics, I would not like to make any promises but see how much influence I can have to make the local environment better for cyclists (and pedestrians).

4. The lack of taking cycling into account when planning new transport schemes is a huge tragedy, particularly highlighted by the recent fatality on Middleton Boulevard, and I have a huge personal interest in ensuring the journeys of non-drivers are as important as drivers. I do not drive but walk or use public transport for all of my journeys and the Green Party have their own hierarchy when it comes to transport: 1. Walking and disabled access. 2. Cycling. 3. Public transport (trains, light rail/trams, buses and ferries) and rail and water-borne freight. 4. Light goods vehicles, taxis and low powered motor cycles. 5. Private motorised transport (cars & high powered motor cycles). 6. Heavy goods vehicles. 7. Aeroplanes.

5. I have little personal knowledge of how Highways England work due to having little prior experience in politics, however, from looking online it does seem like most of their work is geared towards private car users. I support you in pressuring Highways England to take cycling's needs more adequately into account.

6. Personally, I support any measure that reduces the over-use of cars, especially in residential areas so I would support an extension of such measures as practically possible.

Overall, if I am elected to Nottingham City Council, I look forward to receiving more advice on how to make Nottingham a better city for cyclists as I am aware that you will have more knowledge about this area than I do. And, if you have any more questions, feel free to e-mail me back.

To find out more about the Green Party of England and Wales' views on transport you can refer to this:

<http://policy.greenparty.org.uk/tr.html>

Nick Max - The Conservative Party

No (individual) response received.

Monica Angela Monni - The Conservative Party

No (individual) response received.

Nicholas John Packham - The Conservative Party

No (individual) response received.

Anne Sara Peach - Labour Party

No (individual) response received.

Kevin Quarton - UK Independence Party (UKIP)

No (individual) response received.

John Radmall - UK Independence Party (UKIP)

No (individual) response received.

Dylan George Richards - The Green Party

1. Thank you for making me aware of the campaign - I have now signed up. I am fully committed, on both a personal level and a party level, to the aims of the space4cycling campaign, including designated, protected cycling spaces and the reduction of traffic across the city as a whole.

2. Yes. The reduction of motor traffic volume goes hand in hand with both my personal philosophy, and that of my party. Lower levels of motor traffic will not only make Nottingham a cleaner, greener place, but also a safer place for cyclists and pedestrians.

3. Unfortunately I have been unable to find any in depth information on the D2N2 LEP funding. However, I am likely to support any scheme which makes Nottingham a more cycle friendly city. I cannot give a more definite endorsement until I have more information.

4. Absolutely. I consider the needs of cyclist, pedestrians, and all other non-drivers to be as important as drivers. Non-drivers often get a raw deal from local councils in comparison to motorists. If I am elected, I will do everything I can to ensure that the needs of non-drivers are catered to.

5. Yes. As I have said previously, cyclists often get a raw deal in comparison to drivers, which I think is a disgrace. If elected, I will support Pedals in pressuring Highways England to take into account the needs of cyclists, on parity with motorists.

6. Yes. Practices such as rat running make residential areas more dangerous and less peaceful places to live. I will support the extension of these measure.

If I am elected, I can assure Pedals that they will have a pro-cycling voice on the council. I am committed to making cycling something which is easier and safer to do in Nottingham, which is in line with my personal beliefs, and those of my Party, in sustainability and carbon free transport.

I hope these answers are sufficient. If you have any further questions, please feel free to email me at dylan.richards@talktalk.net. Additionally, the Green Party's transport policies can be found at <http://policy.greenparty.org.uk/tr.html>.

Matthew Paul Riley - Liberal Democrats

No (individual) response received.

Edward Mark Sellman - The Green Party

No (individual) response received.

Grant Williams - UK Independence Party (UKIP)

No (individual) response received.

Sherwood

Brigitte Amber Dorothy Armstrong - The Conservative Party

No (individual) response received.

Alex Ball - Labour Party

No (individual) response received.

Ann Venning Bourke - Liberal Democrats

No (individual) response received.

Richard Francis Hugh Buckwell - Trade Unionist and Socialist Coalition

In answer to the questions sent by Pedals & received today, I provide the following answers:

1. I have signed up to support CTC and Cyclenation's space4cycling campaign. I have been a member of the CTC and Sherwood Cycling Club for many years and cycled all my life. I am now retired and still cycle regularly.

2. I do support the aim to reduce motor traffic across the city, and specifically to and through the city centre. I believe one of the best ways to do this is to increase the regularity of the bus service & promote the new tram lines.

Also the Robin Hood line has helped many who live near its route provide an alternative means to get to and from the city, and it also is ideal for taking bikes to the countryside. Such use needs to be advertised more, with the provision of more space for bikes.

3. I am very supportive of funding "superhighways" cycle routes.

a) You will have my full support to get these implemented if I am elected

b) As a member of the Trade Unionist & Socialist Coalition I am against the Council passing on central government cuts in funding so once the £10 per head scheme is in place I would refuse to vote for any reduction - even if the grant became no longer available.

4. I believe the views of non drivers (to include cyclists, pedestrians, public transport users, and particularly those of people with disabilities) need to be taken into account in all new and updated road schemes.

I myself featured in a Nottingham Post article in 2013 about & prior to the revisions to benefit cyclists at the junction of Mansfield Rd and Forest Rd East & West (by the entrance to Rock Cemetery) - which I don't feel have justified the money spent. Similarly I have commented on the space4cycling campaign site about the changes being made to the City Hospital roundabout on Valley Rd, Sherwood and the need for a better cycle way to Bestwood from there.

5. You will certainly have my support in pressurising Highways England to take cycling's need much more adequately into account. It is bad cycling provision along trunk roads that puts so many off from cycling and makes it more difficult to encourage parents to allow their children to consider cycling to school and take up cycling in the first place. But it is good to see the cycle racks in full use at Hayden primary in Sherwood.

6. Closing roads to prevent rat runs, but allowing cycling through paths is something I support, and something that put to local residents will gain much support. Loscoe Rd in Carrington is a good example of vehicle traffic restriction.

John Henry Burr - Liberal Democrats

1. Yes

2. Yes

3.

a) Yes

b) By giving cycling and cyclists the priority they deserve.

4. I agree the ring road opportunity was lost. Cyclists should have an allocated space on all roads.

5. Yes. MPs and Government Committees must be lobbied.

6. Yes. Rat runners are a menace to children and residential areas.

Thankyou for the opportunity to respond to your questions.

Lydia Rowan Davies-Bright - The Green Party

No (individual) response received.

Peter Gordon Foulkes - UK Independence Party (UKIP)

No (individual) response received.

Jackie Jenkin-Jones - The Conservative Party

No (individual) response received.

Celia Jane Lee - Liberal Democrats

No (individual) response received.

Paul Robert Marshall - UK Independence Party (UKIP)

Thanx for the letter.

I fully support your cause and will make every effort to help where I can if elected to council.

Being a pedestrian myself I do have issue with cyclists who zoom about on the pavements and expect us to leap out of their way !

Brian Parbutt - Labour Party

No (individual) response received.

Andrew Ian Phillips - The Conservative Party

No (individual) response received.

Sue Sipple - The Green Party

Thanks for your letter requesting a response to specific cycling matters here in Nottingham.

Please find my answers below:

1. Yes
2. Yes
3.
 - a. Yes
 - b. Against a background of ever increasing cuts, one option would be to look at match funding against sponsorship/private investment to support healthy workplaces, schools and communities.
4. Yes, especially school journeys
5. Yes
6. Yes

Wes Stala - UK Independence Party (UKIP)

No (individual) response received.

Jane Louise Urquhart - Labour Party

No (individual) response received.

Antonia Sara Winifred Zenkevitch - The Green Party

Thank-you for your letter. I am happy to tell you that redirecting funds for new roads into integrated sustainable transport, including cycle paths and safety is Green Party policy. A commitment to cycling is on our mini manifesto and I have long-since signed up to pledges on CTC campaigns. You'll be happy to know that among the hundreds of emails we candidates are being sent there are a number about cycling. Our mini manifesto can be found [here](#).

St Ann's

Roger Bromley - The Green Party

Thank you for your letter with regards to cycling matters in Nottingham.

As someone who has never been a car owner and cycled for many years while working, I am pleased to say that I can say, in all conscience, that, if elected, I would be fully supportive of improved conditions for cyclists locally. While I was an active cyclist, I did not find the city's provision of cycle lanes to be at all adequate and, frankly, now that I am retired I would be very anxious about using a bike on our roads. I should like to see a marked increase in cycle lanes, traffic-free zones, and policies which make cycling as safe and pleasurable as possible for all, especially children.

In response to your questions:

1. Yes, certainly
2. Yes, very strongly
3. a) yes b) by continuous lobbying and ensuring that enough councillors are 'signed up' to maintaining, and indeed increasing, the current level of funding.
4. As a non-driver, I would certainly undertake to consider the importance of journeys for non-drivers, not just in my own interest, of course, but of all of those who, by choice or necessity, do not have access to a car
5. Yes. A much higher profile for your own organisation would be a good place to start.
6. Most emphatically. I should like to see this provision extended as widely as possible in order to guarantee safe places for children to play, and for the elderly and those with mobility disabilities to move around freely and without danger.

Jon Collins - Labour Party

No (individual) response received.

Andrew James Cook - The Conservative Party

No (individual) response received.

Luke Fintan Dorian - The Conservative Party

No (individual) response received.

David Alan Jackson - The Conservative Party

No (individual) response received.

Sue Johnson - Labour Party

No (individual) response received.

Dave Liversidge - Labour Party

No (individual) response received.

Paul Tordoff - UK Independence Party (UKIP)

No (individual) response received.

Wollaton East and Lenton Abbey

John Ashley Allen - Trade Unionist and Socialist Coalition

No (individual) response received.

Samuel William Armstrong - The Conservative Party

No (individual) response received.

Duncan Julian Davis - The Green Party

No (individual) response received.

Steven James De La Salle - UK Independence Party (UKIP)

1. Yes I will support it as I am a former full-time cyclist and have personal experience cycling on roads, especially main roads which I feel could have easily been prevented.

2. No, because I feel the businesses in the city need more customers and we should in fact be encouraging more people to shop and spend money here to boost our local economy, especially the smaller businesses on the outskirts of town - by making parking easier without the risk of fines and penalties.

3.

a) Yes. Although not an expert on cycle routes, I would be more than willing to attend meetings and listen and learn from people with experience on the subject and discuss all possible ideas that could be put forward to make sure the highest quality is achieved.

b) This a vast subject area. I personally, as well as the party I am standing for, believe that Nottingham and its citizens are receiving a rough deal. Being one of the poorest cities in the UK, we feel it unfair that citizens from other parts of the UK are receiving more money per head than those in Nottingham, and if given the chance, we will do something to address this fairly. I would also like to see money currently being wasted by Nottingham City council come drastically down and be spent on more worthwhile projects. Some of the money currently being spent is mind blowing and it is not acceptable.

4. Yes definitely. Being a former full-time cyclist, which meant cycling around 30 miles per day, I know how dangerous roads can be. I would be happy and enthusiastic about discussing ways to make the roads safer for cyclists. I believe that as new roads (especially major roads) are upgraded, re-designed or newly built, provision for a safe cycle lane should be discussed thoroughly before a final decision is decided and work begins.

5. Yes. If I am elected I will do absolutely everything possible to make sure cyclists concerns and needs get a fair hearing and necessary improvements are made to roads.

6. I do support certain roads being closed to prevent cut through traffic. I feel too many side streets and smaller roads are being abused by impatient drivers trying to cut a few minutes off their journey. I know many will say, "they are using their brain and most would do the same", but I do think certain roads with a high volume of cut through traffic passing through regularly: if enough local residents agree, then a local referendum should be called to allow local residents' voice be heard.

John Richard Mackay Edward - The Conservative Party

No (individual) response received.

Barry Ian Holliday - Liberal Democrat Focus Team

No (individual) response received.

Sally Ann Longford - Labour Party

No (individual) response received.

Adam Fergus Mcgregor - The Green Party

No (individual) response received.

Callum William Southern - Liberal Democrat Focus Team

No (individual) response received.

Sam Webster - Labour Party

No (individual) response received.

Wollaton West

Annabelle Louise Abdulaty - The Green Party

1) As someone who does not own a car, I rely on public transport, or a bike, or my own feet(!) to get me from place to place. Not only as a member of the Green Party, but as an individual, I believe less polluting, healthier modes of transport are much better in the long term for everyone - both city and the individual. Cycling is a fantastic, sustainable form of transport. Of course I will sign up to support the space4cycling campaign if elected.

2) As part of a Green vision to support the development of greener cities across the UK, I would be keen to get involved in reducing volumes of motor traffic in and out of the city centre. Other modes of transport must be looked at and incentivised. I would agree that cycling could, and should, play a bigger role in our city than it does currently.

3) a) I would indeed support the high quality implementation of any cycle "superhighway", as this sort of project tallies with the Green vision for sustainable cities.

b) By looking at funding allocated to highway maintenance, my role within the City Council would be to encourage the other councillors to work together with me to ring fence and protect funding for cyclists in the city.

4) To make cycling a more viable mode of transport in any city, access to quality cycle lanes are a priority. This is why it is Green Party policy to ensure that walking and cycling are protected with segregated lines where necessary, alongside the creation of "safe routes" to schools for children, who may wish to cycle or walk.

5) If elected, I intend to use any influence I have as a Green councillor to encourage the Highways Agency (Highways England) to take into account the needs of cyclists, and put the importance of cycling and its contributions to the city more firmly on the map.

6) The health and safety of our citizens is a core Green philosophy. We respect the environment, and the right of individuals to enjoy a clean, safe environment in which to live, work and play. I would fully support the extension of road closures to prevent rat running by through traffic in residential areas, where citizens shouldn't and don't deserve to have to put up with such hazards.

Jim Armstrong - The Conservative Party

Steve Battlemuch - Labour Party

Thanks for your recent letter on cycling issues. As part of the existing Labour group of councillors on the City Council I am very supportive of the points you raise. The City Council, under Labour's leadership has done a lot to promote cycling and increase safety but obviously more can always be done. The Labour Group will do a collective response which I won't repeat but I did want to say something about Wollaton West.

When I was elected in a by election 2 years ago cycling issues were raised with me. Since then I organised a meeting with local residents who had contacted me on cycling issues to which we invited the Cities lead officer Keith Morgan and someone from Pedals. This was a very constructive meeting which discussed what could be done to improve routes in Wollaton and also maybe set up a cycling route in Wollaton Park. Some money from the councils budget will be allocated to these issues in 2015.

If re-elected in May I will continue to support these issues.

Chris Cobb - UK Independence Party (UKIP)

No (individual) response received.

Georgina Jane Culley - The Conservative Party

No (individual) response received.

Christine Mary Dornan - Liberal Democrats

No (individual) response received.

Jeanna Parton - The Conservative Party

No (individual) response received.

Barbara Ann Pearce - Liberal Democrats

No (individual) response received.

Shuguftah Jabeen Quddoos - Labour Party

No (individual) response received.

Nick Raine - Labour Party

No (individual) response received.

Tony Bernard Sutton - Liberal Democrats

I am proud of the Liberal Democrat record in Government on cycling.

Since 2010, we have invested £588m in cycling. We spent a further £159m in 2012 to create better cycle links for communities, improve cycle facilities at railway stations and create more cycle-friendly layouts at road junctions. We also introduced a Cycling and Walking Investment Strategy to ensure there is a clear plan to support cycling and walking schemes and spell out how they will be paid for.

Going forward, we want to implement the measures contained in the Get Britain Cycling report; update planning laws so that all new developments are designed around walking, cycling and public transport; and increase the amount spent per head on cycling

I support the aim of reducing the volume of motor traffic across the city and specifically to and through the city centre.

I support the implementation of superhighway cycle routes and I will work for an average government spend of at least £10 per person per year on cycling to be maintained.

I will support action to create consistently high design standards for cycling in all highway and traffic schemes, new developments and planned road maintenance work?

I also support some closing of residential roads to through traffic to prevent rat running

I will support the positive promotion of cycling, including cycle skills training, for people of all ages, backgrounds and abilities and if elected I will sign up to Cyclenation's space4cycling campaign.