



Derby Cycling Group,  
c/o [REDACTED]  
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Date: 26<sup>th</sup> March, 2020.

Ref: **A38 Derby Junctions – Deadline 9 Submission by Derby Cycling Group**

Dear Planning Inspectorate,

I have considered the revised Traffic Management Plan 7.4b in the context of our Deadline 6 submission on 25<sup>th</sup> February, 2020.

**Noted Positive Amendments:**

I am very pleased to see the inclusion of the following new paragraphs or sections in the Traffic Management Plan, which largely satisfy our concerns expressed in Section E of our Deadline 6 submission:

5.2.3 to 5.2.5: Under “Non Motorised Users”:

The inclusion of non motorised user movements in the Workplace Transport Management Plan, including manned crossings where NMU routes cross site access points with NMU priority.

5.14.3: Under “Manoeuvring Vehicles”:

Highways England’s stated support for Silver Standard Fleet Operators Recognition Scheme (FORS) and the comment that this is “tiered down” to supplying contractors, so driver training and on-vehicle devices should be used to create awareness of NMUs to drivers and vehicle manoeuvres to NMUs.

**Can Highways England state if this means that contractors will have to possess a silver standard certification from FORS and if this means that all drivers will have passed the awareness assessments and that all vehicles must be fitted with the prerequisite equipment if they are to be allowed on site?** We do hope that this is the case, otherwise mere support for the scheme, without proactive enforcement, will mean that safety levels will be too variable between contractors and individual drivers.

We are also pleased to note that the use of Trixie mirrors will be used in appropriate locations to aid driver visibility of approaching NMUs.

**Noted Negative or Lack of Amendments:**

Our Deadline 6 submission parts A and B related to general and specific amendments we wished to see made to the Traffic Management Plan, to make it a more rounded document, covering non motorised traffic travelling through the construction area, as well as motorised traffic.

**Unfortunately none of the suggestions we made in sections A1, A2 and A3, nor any of our suggestions in Section B have been incorporated into the Traffic Management Plan to date. We are very disappointed at this because we believe that it is only when the Traffic**

**Management Plan reflects, in it's top level aims and objectives, to increase NMU traffic through the area while construction is in progress, and backs that up with detailed actions to enable it, can we have a chance of it being achieved. We very much hope that this Traffic Management Plan will be raised to a level which properly considers and plans for all forms of traffic, motorised and non-motorised, equitably.**

We appreciate the opportunity we have had to contribute to this planning inspection process.

Yours sincerely,

Tony Roelich  
Campaigns Co-ordinator  
Derby Cycling Group