

**GNLRT ADVISORY COMMITTEE**

**14th September 2004**

**REPORT OF THE CORPORATE DIRECTOR, CITY DEVELOPMENT**

**NOTTINGHAM TRENT UNIVERSITY STOP**

An additional meeting of members from the GNLRT Advisory Committee, the Police, Road Safety, NTU, Nottingham Tram Company and the Highway Authority was held on 22<sup>nd</sup> August 2004 to discuss a number of issues including the Nottingham Trent University tram stop. Concern has been raised regarding the contravention of the prohibition of driving through the NTU tram stop and this report is in response to those concerns.

Prior to the introduction of NET Line One a considerable number of drivers used the Noel Street, Mount Hooton Road, Waverley Street, Goldsmith Street route typically to avoid either Mansfield Road or Radford Road. As a consequence it was considered very early on in the design process that this route would be truncated to benefit the operation of the tram system along the route. This proposal had an additional benefit in that it would considerably reduce vehicular traffic on Noel Street, where the accident statistics for vulnerable road users were considered less than favourable and in the vicinity of the NTU campus where many students freely cross Goldsmith Street throughout the working day.

In order to achieve this, the entire length of Noel Street is split into a number of one way sections, Mount Hooton Road is one way north bound and the NTU stop has a prohibition of driving (except trams and emergency services) in both directions effectively making Goldsmith Street a cul-de-sac at either end of the tram stop. All of these changes have resulted in a considerable reduction in the level of traffic using these roads whilst maintaining a good standard of access for residents and business use.

The concerns raised are regarding the contravention of the prohibition of driving through the NTU tram stop on Goldsmith Street. Due to the constraints imposed by the tram route operating in both directions through the stop the emphasis on the control of traffic at this location is on clear signing and assistance from the police with enforcement. NET and NTU have also distributed information to students and businesses in the area explaining the changes.

**Conclusion**

Additional signing has been erected to help drivers understand the layout and on the whole observations indicate that these measures have produced a reasonable response, however it is accepted there is still a residual number of offenders. Consideration has been given to the affect of the removal of the prohibition of driving through the tram stop however the increase in traffic on Goldsmith Street is considered undesirable both from the point of view of the NTU and the Nottingham Tram Company. It is therefore considered that the layout should remain as it is and the current enforcement actions of the Police should be supported and encouraged along with the longer-term extension of enforcement powers for the City Council.

## **CORPORATE DIRECTOR CITY DEVELOPMENT**

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