

CITY OF NOTTINGHAM

GREATER NOTTINGHAM LIGHT RAPID TRANSIT ADVISORY COMMITTEE

MINUTES

of meeting held on **14 SEPTEMBER 2004** at

Lawrence House from 4.30 pm to 5.50 pm

Nottinghamshire County Council

Councillor C Baron (Vice-Chair)
Councillor T Butler
Councillor M Cox
Councillor A Freeman
Councillor T Pettengell

Nottingham City Council

Councillor M Ibrahim
Councillor G Klein
Councillor R Lee (Chair)
Councillor B Smith
Councillor T Spencer

Independent Representatives

Ms B King - Nottingham Transport Partnership
Mr A Marshall - (substitute for E Simpson)
Mr H McClintock - PEDALS
Mr I Morgan - Nottinghamshire Chamber of Commerce and Industry
Mr C Roy - Nottingham Trent University
Mr E Simpson - Nottinghamshire Transport 2000
Mr A Street - Midlands Rail Passenger Committee

Also in attendance

Mr C Deas)
Mr S Hunt) Nottingham City Council
Mr S Singh)

Mr K Sargeant - Arrow Light Rail

Mr C Lea - Nottingham Tram Consortium

9 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Butler and Freeman, Councillor Spencer (on other Council business) and from Ms King, Mr Morgan and Mr E Simpson.

10 MINUTES

(a) Confirmation

RESOLVED that the minutes of the meeting held on 22 June 2004, copies of which had been circulated, be confirmed and signed by the Chair.

(b) Matters arising

(i) Web site

Further to minute 4(b)(i), Mr Lea reported that the website had been updated and reference to this committee was now included. Information had also been incorporated into tram stops.

(ii) Trent Bus Services

Further to minute 4(b)(ii), it was reported that discussions were still ongoing with Trent Barton Bus Company regarding the provision of extra services.

(iii) Outstanding works/snagging

Further to minute 6(a), Mr Deas reported that there were ongoing discussions with the contractor and Bombardier Carillion Consortium (BCC) to explore a number of options to address the level of noise and vibration in the Noel Street area.

(iv) Signage on Mount Hooton Road

Further to minute 6(b), Mr Hunt tabled, for information, a photograph of the new signage at Mount Hooton Road to divert traffic away from the tram lines.

11 NET LINE ONE - OPERATIONAL PERFORMANCE

Consideration was given to a report of the Head of Transport Major Projects, copies of which had been circulated.

(a) System performance

It was reported that the performance of the tram system had continued to improve during June and July with Nottingham Tram Consortium (NTC) achieving 99.77% and 99.90% of the full payment from the promoters in those months respectively.

In terms of infrastructure, the only measure that was consistently performing below target was that for general repairs to tram stops. NTC had advised that this was principally due to problems with edging strips to steps at the stops and it was intended to screw these to the paving to prevent them from becoming dislodged.

There had been 5 recorded accidents during June and July, one of which was serious involving a cyclist. Following thorough investigation, it was concluded that no fault lay with the system or lack of signage.

(b) Patronage

It was acknowledged that while patronage was expected to fall during the summer months with people being on holiday and students being away etc, patronage figures had been maintained and therefore, patronage levels over the next few months should increase. It should also be noted that a total of almost 530,000 passengers were recorded as using the tram system in June rising to 540,000 in July. During these months, the system for recording passes was changed to allow conductors more time to collect fares and this led to under reporting of patronage. NTC had now reverted to recording all passes.

There were still some problems with ticket machines and associated software. NTC were in the process of exploring various software packages with a view to resolving the problem as soon as possible. In respect of timetable and simplified fare structure which came into effect on 6 September 2004, there would be an increase in the frequency of tram during weekdays and weekends between 10.00 am and 5.00 pm. A standard single fare would now cost £1.10 for all journeys except for journeys between Station Street and The Royal Centre which remained at £0.80p pence. As a result of the fare increase, there had been a shift in the number of single tickets purchased to day tickets.

In response to a question about what was being done to address instances of non-payment of fare for journeys undertaken, Mr Sargeant advised that ARROW were exploring a number of options to ensure fares for journeys were paid. In response to a further comment, he advised that a customer survey questionnaire was due to be undertaken and the findings would be presented to this Committee for information. In respect of the anticipated increase in the number of people using the system during the Goose Fair days, NCT reported that extra services would be operated and to address fare evasion, only return tickets would be sold at the commencement of the outward journey.

RESOLVED that the report be noted and all partners involved in the operation and promotion of the system be congratulated on its success to date.

12 NOTTINGHAM TRENT UNIVERSITY STOP

Consideration was given to a report of the Corporate Director of City Development, copies of which had been circulated, detailing a concern expressed at the joint meeting of interested parties on 22 August 2004 that through traffic at the Nottingham Trent University (NTU) tram stop was in contravention of the prohibition order.

Mr Hunt provided a brief history to the introduction of the prohibition order and advised that discussions had been undertaken with NTU with a view to students being made more aware of the order. In addition, further signs had been erected to help drivers understand the new road layout and the prohibition order.

RESOLVED that the report be noted.

13 DAVID LANE CROSSING

Consideration was given to a report of the Corporate Director of City Development, copies of which had been circulated, detailing a concern expressed at the joint meeting of interested parties on 22 August 2004 that the tram signal timings caused a hazard for traffic flow and congestion at David Lane.

Mr Hunt provided a brief explanation of how the signals at the David Lane crossing operated and that there was a need to get a balance between tram signal timings and highway traffic flow. A considerable amount of work had been undertaken to ensure that the junction worked at its optimum level and the situation will continue to be monitored and minor adjustments to the tram timings would be made as appropriate. He added that the City Council was in the process of reviewing its policy in respect of 'signage' and arising from that review, it may be possible to divert traffic away from David Lane.

RESOLVED that the report be noted.

14 NOEL STREET, FOREST FIELDS - RESIDENTS PARKING

Consideration was given to a report of the Corporate Director of City Development, copies of which had been circulated, detailing proposals to provide sufficient parking spaces for the residents on Noel Street.

Mr Hunt reported that, following the construction of the tram network, parking had been provided for 7 spaces in a lay-by along the road. However, concern was expressed by the local residents that there was insufficient parking capacity in the vicinity within a reasonable distance from their homes. After discussions with the affected residents, the parking provision was re-designed requiring vehicles to reverse into echelon bays. The proposal provided 10 parking spaces and maintained a 2 metre footway between the parking and the tramway and removed only small sections of the landscaped area. The proposal would reinstate the boundary wall to the landscaped area as it currently existed. Formal agreement to the release of the landscaped area and its adoption was being sought from the highway authority.

The cost of the works was estimated at £50,000 which could be met from the contingencies in NET Line 1 budget.

RESOLVED that the proposal to provide 10 parking spaces, as described above, be supported.

15 ANY OTHER BUSINESS

(a) Decorative bark - Highbury Vale Bridge

The Chair requested that decorative bark which had been washed down from the bridge onto the tram track during wet weather needed to be cleared. In response, Mr Sargeant agreed to arrange for the bark to be cleared from the track.

(b) Rubbish at Basford Tram Stop

The Chair reported that rubbish had been thrown over the fence onto the Robin Hood Line at the Basford tram stop. In response, Mr Sargeant agreed to inform Network Rail.

(c) Footbridge Crossings at Basford and Lauriston Drive

Following concerns that local residents felt intimidated when using the footbridge crossings at Basford and Lauriston Drive due to the design of those bridges, the Chair asked if there was anyway to address those concerns. In response, Mr Deas advised that the solid sides to the footbridge where they crossed the tramway/railway was a requirement of Her Majesty's Railways Inspectorate. He added that the new CCTV cameras at the Lauriston Drive footbridge were of help. In addition, the lighting had also

been improved at the Lauriston Drive footbridge and installed at the Basford tramstop footbridge. He did not feel that anything further could be done to improve the situation.