

**REPORT OF THE HEAD OF TRANSPORT PROJECTS**

**NET LINE ONE - OPERATIONAL PERFORMANCE: MAY, JUNE AND JULY 2006**

**1. PURPOSE OF REPORT**

To inform the Committee of the performance of NET Line One during May, June and July 2006.

**2. RECOMMENDATION**

It is RECOMMENDED that the Committee notes this report.

**3. SYSTEM PERFORMANCE**

- 3.1 Over the three month period from May to the end of July, the percentage of tram trips cancelled was less than 0.6% and the percentage running late was slightly over 1.0%.
- 3.2 Based on the boarding and alighting surveys undertaken in March and the ticket sales data from the period from 1<sup>st</sup> April to 30<sup>th</sup> June, patronage has risen by approximately 1.8% compared to the comparable period last year. There remain some ongoing problems with data retrieval from the ticket machines which the operating consortium is continuing to try to resolve.
- 3.3 Analysis of the effects of the April changes to the concessions schemes has been made from the available ticket data. The City scheme was already free, the only change being the removal of the evening peak restriction and some "soft measures" e.g. linking to library and leisure cards offers at local shops etc. This scheme has not seen any noticeable growth. In contrast, the County scheme, which was previously half fare and is now free after 9.30am, has seen strong growth. The data also shows that, as expected, many adult singles have moved to day or period tickets rather than pay the peak fare that was introduced in April.
- 3.4 As a result of a spate of incidents of cars being broken into at The Forest park and ride site, a concerted effort has been made by the tram operator, the City Council and the Police to deter crime at this site. These efforts appear to have been successful as there were no reported incidents of car crime at The Forest in July. It is intended that the increased patrols and greater visibility of security staff will continue in the short term and the crime rate monitored closely. Reported incidents at the other four park and ride sites were very low over the period.
- 3.5 Following refurbishment works, David Lane Footbridge was reinstated by Network Rail and re-opened to the public in early August, allowing pedestrians to cross the railway line when the level crossing barriers are closed. The bridge had been closed for safety reasons since 2004.

## 4 OTHER MATTERS

- 4.1 At the last meeting of the Committee it was requested that details be obtained of the number of tram related incidents reported by the tram operator since the opening of the system, together with an update of the number of fatal, serious and slight road traffic accidents involving trams that have been reported to the Police. This data appears at Appendix A and B of this report.
- 4.2 At a ceremony held in June to celebrate excellence in local government public-private partnerships, organised by the 4ps, local government's project delivery specialists, NET won the Regeneration Award for 'transforming the physical infrastructure for the benefit of local citizens'. The City and County Councils were praised for delivering the project and for bringing over £1 million of environmental improvements along the route. The Executive Director of 4ps, Chris Wilson, said that NET Line One was a particularly innovative example of a highly successful PFI project that has made a real difference to the residents of Greater Nottingham and the East Midlands.

### HEAD OF TRANSPORT PROJECTS

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**Appendix A: Incidents On Trams Reported by Nottingham Tram Consortium Since Opening**

INCIDENT	2004**	2005	2006 (to July)	TOTAL
PHYSICAL ASSAULT	30	36	17	83
VERBAL ASSAULT	89	167	98	354
BROKEN WINDOW TO TRAM	19	35	19	73
INJURY TO MEMBER OF PUBLIC	39	24	20	83
ROAD TRAFFIC ACCIDENTS*	32	45	23	100

\*Includes Damage Only Accidents

\*\*System opened on March 9th

**Appendix B: Figures of all Reported Injury Accidents involving Trams in Nottingham city boundary.**

**1st January 2005 to 31st December 2005**

Type of Accident	Fatal	Serious	Slight	Total
Bus	0	0	0	0
HGV	0	0	0	0
LGV	0	0	0	0
Car	0	0	1	1
Pedestrian	0	0	4	4
Tram/ Bus Passenger	0	0	1	1
Motorcyclist	0	0	0	0
Pedal Cyclist	0	0	0	0
Pedal Cyclist Slips on Tram Rails	0	0	0	0
Motorcyclists Slips on Tram Rails	0	0	0	0
	(0)	(0)	(6)	(6)
<b>Total* given from TARS**</b>	0	0	6	6

**1st January 2006 to end of May 2006**

Type of Accident	Fatal	Serious	Slight	Total
Bus	0	0	0	0
HGV	0	0	0	0
LGV	0	0	0	0
Car	0	0	0	0
Pedestrian	0	0	0	0
Tram/ Bus Passenger	0	0	0	0
Motorcyclist	0	0	0	0
Pedal Cyclist	0	0	0	0
Pedal Cyclist Slips on Tram Rails	0	0	0	0
Motorcyclists Slips on Tram Rails	0	0	0	0
	(0)	(0)	(0)	(0)
<b>Total* given from TARS**</b>	0	0	0	0

\* Total is given separately as one accident may involve more than one type of vehicle which could lead to counting the same accident more than once (those numbers shown in brackets).

\*\*Traffic Accident Reporting System (Nottingham City Council database)