

NOTTINGHAM CITY COUNCIL

GREATER NOTTINGHAM LIGHT RAPID TRANSIT ADVISORY COMMITTEE

MINUTES

of meeting held on **10 JUNE 2008** at

County Hall, West Bridgford, Nottingham from 4.30 pm to 5.25 pm

Nottinghamshire County Council

Councillor C Baron
Councillor P Lally
Councillor S Smedley

Nottingham City Council

Councillor C Arnold
Councillor G Davie
Councillor H James
Councillor I Malcolm
Councillor T Sutton

Independent Representatives

Mr S Abbott	-	Travel Watch East Midlands
Mrs B Morgan	-	Nottinghamshire Chamber of Commerce and Industry
Mr C Roy	-	Nottingham Trent University
Mr A Marshall	-	Campaigning for Better Transport
Vacancy	-	Nottingham Transport Partnership
Mr H McClintock	-	PEDALS

indicates present at meeting

Also in attendance

Mr S Cotter	-	Arrow Light Rail
Mr P Armstrong)	
Ms C Ziane-Pryor)	Nottingham City Council
Mr A Holdstock)	

1 APPOINTMENT OF CHAIR

RESOLVED that Councillor Baron be appointed Chair for the municipal year 2008/09.

2 APPOINTMENT OF VICE-CHAIR

RESOLVED that Councillor Malcolm be appointed Vice-Chair.

3 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Arnold and Mr R Harris of Nottingham Tram Consortium.

4 DECLARATIONS OF INTERESTS

No declarations of interests were made.

5 MINUTES

(a) Confirmation

RESOLVED that the minutes of the last meeting held on 18 March 2008, copies of which had been circulated, be confirmed and signed by the Chair.

(b) Matters arising

- (i) Further to minute 25(c), the Committee was informed that planning permission would be required for the installation of the cycle lockers at Phoenix Park and that this was currently being applied for;**
- (ii) further to minute 26, the Committee was informed that all letters from members of the public had been responded to and that one correspondent had replied with a thank-you.**

6 CYCLE ACCIDENTS ON FLETCHER GATE

Consideration was given to a report of the Director of NET, copies of which had been circulated, which was presented by Mr Armstrong and informed the Committee of the circumstances of two cycle accidents that had occurred on Fletcher Gate.

Members were concerned that, although groups such as PEDALS were encouraging cyclists to formally report tram related accidents, many cyclists did not and so the incident figures were potentially much higher.

While members of the Committee suggested the installation of increased grip surfaces at the trouble spot on Fletcher Gate, the City Council's Road Safety Unit had inspected the area and reported that no further work was required. The main and recurrent issue which caused the majority of tram related cycle accidents was cyclists slipping on the tram rails, as with other metal street fixtures such as man-hole covers. It was reported that nothing could be done to resolve this as any coating applied to the rails would be quickly worn away by trams.

While as a result of previous discussions, instruction signs had been installed at Fletcher Gate directing cyclists to use the path, the signs had been temporarily removed as a result of the building works at the Arts Centre. The Committee requested that the signs be reinstated as soon as possible.

An issue had been raised regarding tram stops and the narrowness of the road between the rail and platform which caused cyclists problems. While one solution was to divert cycle paths behind the tram stop, this was not always feasible but would be considered in future developments of the tram system.

Improved cross-city cycle routes were proposed to give cyclists an opportunity to take routes which avoided the tram route or minimised encounters. For the specific area in question at Fletcher Gate, the Committee agreed that a clearly signposted alternative cycle route would be greatly beneficial.

Mr Armstrong informed the Committee that cyclist groups, such as PEDALS, would be consulted regarding the re-development of the Broadmarsh Centre as this currently proposed altering some road systems in the area which would also affect cycle routes. This was an ideal opportunity to work in partnership to ensure a mutually beneficial result.

RESOLVED

- (1) that the signs directing cyclists to use the pathway at Fletcher Gate be reinstated at the earliest opportunity;**
- (2) that the Committee welcomed the proposal to establish a cycle route through the Lace Market which would provide an alternative route and enable cyclists to avoid Fletcher Gate;**
- (3) that the Director, NET, request that the Planning and Transport Strategy Team of the City Council ensure that groups, such as PEDALS, be consulted in regard to cycle access and route planning in the development of the Broadmarsh Centre.**

7 LETTER FROM A MEMBER OF THE PUBLIC

Consideration was given to a report of the Director of NET, copies of which had been circulated, regarding a letter received from a member of the public who had complained that the use of advertising 'wraps' on the outside of trams distorted the view for passengers whilst travelling.

Officers acknowledged that the 'wraps' reduced the visibility from inside the tram but informed the Committee that Arrow was only permitted to have a maximum of 3 wrapped trams in use at any time and that the advertising revenue from such 'wraps' was a contributing factor to maintaining lower than average tram fares.

Members commented that some passengers felt more secure travelling in wrapped trams as people outside could not easily look in.

RESOLVED that Mr Armstrong respond to the complaint with a letter which included the following:-

- (a) thanks for bringing the issue to the attention of the Committee;**
- (b) an explanation that an advertising contract existed which meant that the Committee could do little to change the current arrangements;**

- (c) that the tram operator was concerned and apologised for the discomfort experienced by the complainant;**
- (d) that the Committee hoped that complainant continued to use the tram service which had received an award as the best tram operator in the United Kingdom.**

8 NET LINE ONE - OPERATIONAL PERFORMANCE: FEBRUARY – END OF APRIL 2008

Consideration was given to a report of the Director of NET, copies of which had been circulated, relating to the performance of NET Line One for the period February to the end of April 2008.

Reliability and punctuality during the period averaged 98.7% while 98.9% of trips departed on time.

In addition to the information contained within the report, Mr Armstrong informed the Committee that until October 2007, ticket sales growth had been positive but, since then, and as a result of several contributing factors, there had been a reduction in increased sales.

Factors believed to have influenced the decline included:-

- poor weather during the Easter holiday period;
- programmed works at the Royal Centre which were publicised and therefore caused people not to travel, but which were then postponed due to the bad weather;
- a fire at an electricity sub-station at Wilkinson Street affected all services, albeit for only one third of the day;
- the general state of the economy.

It was noted that Nottingham City Transport (NCT) also experienced a fall in ticket sales during this period.

Some fares had been increased in line with bus services with which the operators continued a close relationship. However, even with fare increases, the service continued to offer good value for money with a choice of pre-travel ticket options and overall fares remaining comparatively low for a city the size of Nottingham.

RESOLVED

- (1) that the performance of NET Line One during the period February to April 2008 be noted;**
- (2) that Mr Armstrong submit to the next meeting details of the proportion of concessionary fare passengers using the tram.**