

LETTERS FROM MEMBERS OF THE PUBLIC

REPORT OF THE NET PHASE TWO PROJECT DIRECTOR

1. SUMMARY OF ISSUES

- 1.1. A member of the public has written to the Committee with regard to delays experienced by trams on Radford Road and the possibility of introducing measures to alleviate the issue.

2. RECOMMENDATION

- 2.1. It is RECOMMENDED that the Committee considers the contents of the report and advises on any actions to be taken.

3. CONTENT OF LETTER

- 3.1. A copy of an email addressed to the Committee can be found at Appendix I. The correspondent refers to delays suffered by trams on Radford Road caused particularly by cars entering and leaving the ASDA car park and petrol station. Delays are worst at peak traffic times and especially in the approach to Christmas. The correspondent would like to know of any plans to alleviate the issue and of how the experience can be used to reduce the likelihood of similar situations arising on Lines Two and Three.

4. EXTENT OF THE ISSUE

- 4.1. It has previously been reported to this Committee that tram services can be delayed by the amount of traffic using Radford Road. This can result in the knock-on effect of trams departing late from Station Street and the problem becoming cumulatively worse as the day progresses. The problem is most evident in the run-up to Christmas but in recent years has been reported as occurring at additional times of the year.
- 4.2. Sketch Plan A at Appendix II shows the layout of the road and tramway at this location together with the two ASDA accesses. The access to the north allows entry and exit to the car park; the access to the south allows access from the car park and entry to the petrol station.
- 4.3. The tram operator has reported that the issue is principally caused by vehicles exiting and turning right from the ASDA car park. From immediately south of the north access, trams run in a separate segregated lane, southbound only, along this section of Radford Road and, when the road is congested, car drivers are tempted to pull out across the tramway in order to establish themselves in the northbound traffic flow. Whilst there is often no tram approaching when this manoeuvre is initially made, the car is frequently unable to join the northbound traffic flow and hence remains obstructing the tramway when the next tram arrives.

4.4. As well as causing delay to tram services, cars unexpectedly pulling out from the two ASDA accesses can also cause a safety issue and the tram operator reports that tram drivers frequently need to apply their emergency brakes to avoid collisions; 10 collisions between trams and cars have occurred on this section of road in the last two years.

5. SUGGESTED IMPROVEMENTS

5.1. It is suggested by the tram operator that the situation could be improved if vehicles are only allowed to exit from the car park at a single access and that, in order to retain the existing direction of movement through the petrol station, this should be the north access. The south access would become entry only. The opportunity could also be taken to improve signing and lining at the exit and to improve sight-lines for drivers.

5.2. The suggested improved layout is shown on Sketch Plan B at Appendix II.

5.3. Any proposed changes to the access arrangements would require the support ASDA and would need to be agreed with the City Council's Highways Section. Sources of funding would need to be established before any improvements can be committed to.

6. NET PHASE TWO

6.1. With regard to the correspondent's comments on NET Phase Two, it can be confirmed that the design and implementation of the two new routes is being undertaken to ensure that delays to the tram are minimised and that safety is a priority.

7. LIST OF BACKGROUND PAPERS OTHER THAN PUBLISHED WORKS OR THOSE DISCLOSING CONFIDENTIAL OR EXEMPT INFORMATION

7.1. None.

8. PUBLISHED DOCUMENTS REFERRED TO IN COMPILING THIS REPORT

8.1. None.

Contact Officer: Andy Holdstock

Telephone Number: 0115 8764199

E-mail: andrew.holdstock@nottinghamcity.gov.uk

APPENDIX I

From:

Sent: 06 January 2012 19:51

To: Tram

Cc:

Subject: The efficiency of the tram along Radford Road-FAO GNLRTAC

FAO The Greater Nottingham Light Rapid Transit Advisory Committee (GNLRTAC)

NET Line One started operating in March 2004. You may be aware that the efficiency of the tram along Radford Road in Hyson Green has for many years been compromised by the road layout and designs of junctions. One example is that vehicles entering and leaving the car park for ASDA frequently prevent swift and unobstructed movement of the tram; this is particularly an issue at certain weekday peak times and especially on Saturdays throughout the year. Furthermore, the traffic congestion was particularly severe during the weeks leading up to Christmas 2011.

I am interested to know what measures are planned to alleviate the delays caused to the tram, and how this issue can be positively used to reduce the likelihood of a similar situation with Lines 2 and 3.

Thank you

APPENDIX II

