



# Environment Not Trams Newsletter

## New Website Now Online:

[www.environmentnottrams.co.uk](http://www.environmentnottrams.co.uk)

July 2003

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Our new website is now on-line at:  
[www.environmentnottrams.co.uk](http://www.environmentnottrams.co.uk)

The site contains lots of new information and all the reasons why we believe the Clifton via Wilford route is a poor alternative to Clifton via Queen's Drive.

There are sections such as:

- ✂ Environment
- ✂ Value
- ✂ Patronage
- ✂ Community
- ✂ Alternatives
- ✂ Unanswered Questions

Also featured are letters of support received from many respected environmental bodies including Nottinghamshire Wildlife Trust.

We aim to use the site to provide the latest 'tram news' and keep you updated with NET's plans so please bookmark the site and revisit it from time to time.

### Safety NET?

In our June newsletter we reported the NET tram derailment on Line One. During the last month, news has reached us of similar incidents from around the country:

- ✂ Workers were suspended after two trams almost crashed head-on in Manchester.

- ✂ Six people were injured when a tram heading into Croydon struck the rear end of a bus. The back of the bus was damaged and the tram was derailed.
- ✂ A pensioner was struck by a tram as she crossed the line near West Croydon station. The 71-year-old was fortunate to suffer only minor injuries.
- ✂ Vandals pushed a car down an embankment into the path of a tram on the Midland Metro tramline. Transport chiefs are now planning to spend thousands of pounds on a security fence to combat arson attacks, fly-tipping and missile throwing along the network.

We appreciate that accidents will happen but with the tram NET is introducing a new dimension of risk. In order to achieve their stated journey times from Clifton to the city centre, NET intend to run the tram through Compton Acres and Wilford at speeds of up to 50 mph. To date, NET have been unable to tell us the stopping distance of a tram at this speed. Do they not know, or are they hiding this information from us?

### A Free Ride?

Another vital aspect of the project that NET still haven't explained is: who's going to pay for it all? The total cost of the proposed route extensions will run into hundreds of millions of pounds.

All NET have said so far is that 75% of the cost will be funded by the government (so that's us then).

The remaining 25% will be funded locally (so that'll be us again then).

What they haven't detailed is how the 25% will be raised. The pro-tram lobby talks vaguely of the Workplace Parking Levy and 'contributions from developers.' The Workplace Parking Levy has proved to be a political hot potato, with objections from major employers such as Boots.

It clearly suits NET's case at the moment to present the tram as a 'free ride' because they know that spelling out exactly how it will be paid for will only increase opposition to their plans.

### More 'Consultation'

NET's last 'Network Update' leaflet delivered in February 2003 announced a further public consultation exercise to take place 'in the springtime.' This was then delayed to start in June and the latest information we have is that it will now take place during August. (Yes we know most people are on holiday then but that's pure coincidence).

NET will be delivering further brochures giving you the opportunity to comment on the proposals for your local area.

It is absolutely vital that opinions of local residents are taken into account and we would urge you to make your views known when the time comes.

### Netballs

"Trams are inherently safe vehicles"