



Environment Not Trams Newsletter

TRAM DERAILED ON LINE ONE

June 2003

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Tram Derailed on Line One

On Sunday 25 May, a tram was derailed on the Cinderhill spur. The derailment occurred near a tram stop at a set of points that divide the single track into two.

The first carriage went on to one track but the last carriage went on to the other. The middle three carriages were dragged sideways between the two tracks. The incident occurred when the tram was travelling at 20 mph, well below the proposed operational limit for that area of 50 mph.

One dreads to think what the consequences would have been if the tram had been travelling at full speed or if it had been carrying any passengers or there had been pedestrians nearby.

Equally worrying are the reported comments by NET Director Neil Bates when visiting the Farnborough School in Clifton that trams "might come off the tracks" occasionally.

With so little experience of running a tram system and the obvious possibility of a very serious accident shouldn't NET and the Nottingham Councils at least prove the safety, reliability and financial viability of Line One before building more lines?

Noise Studies (and more) on Line One

Dr Ross Coles, a highly experienced acoustics expert, has carried out a series of noise studies and has made the following statement: "Trams are not 'intrinsically quiet vehicles' as misleadingly claimed by NET."

Measurements on the Croydon tram show it is noisier than a bus and far noisier than a car. Some preliminary measurements on the NET trams indicate that they are at least as noisy as the Croydon trams. Dr Coles concludes: "Trams will cause major increases in present noise levels at many homes along NET's proposed routes."

We were also very disappointed on the Cinderhill spur to see the visual impact of the overhead gantries and the minimal efforts at noise mitigation for local residents.

We are lobbying NET to provide an opportunity for CW Route residents to visit Cinderhill Spur to view the tram infrastructure. This will simply be a day when NET will guarantee that trams will be running.

We urge everyone to go. In particular, visit the tram stop where the track crosses the River Leen (you can get to this from either Christina Avenue, or Neston Drive via the footpath) and see the level of noise mitigation that NET deems 'appropriate' for local residents and the impact of the overhead gantries. You can do this at any time but trams will certainly not be running for the next two weeks. Needless to say the derailment has

caused a postponement but NET envisage a date in the middle of July. We'll let you know more about this as soon as possible.

Secret Tram Meeting

NET will shortly be holding a briefing meeting for County Councillors 'focusing on the financial, economic, environmental and transport implications of NET Phase 2.' Consultants will be on hand to deal with any questions.

Normally Council meetings are open to the public – after all we are the voters and we pay the bills. But the public will not be allowed to attend this meeting - not even as passive observers.

NET have time and time again refused to provide direct access to their consultants and answers to key questions. Now we are being denied the opportunity to attend this meeting. Why all the secrecy?

ENT Website

We have been working very hard at getting a revised and improved website up and running. This will contain 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. The site is almost ready and should be on-line soon. Watch this space!

Netballs

"It's what we call a minor non-injury derailment" – NET spokesman Stephen Barker

So that's alright then?!