

**REBUTTAL EVIDENCE AGAINST THE WILFORD  
COMMUNITY GROUP (OBJ/831)**

Transport and Works Act 1992  
The Transport and Works (Applications and Objections  
Procedure) (England and Wales) Rules 2006  
SI 2006 No. 1466

**SUPPORT FOR THE PROPOSED  
NOTTINGHAM PHASE II TRAM EXTENSIONS**

**From Geoffrey Bennett, Chair CW YES! group.**  
DfT ref - TWA/07/APP/01/SUPP/69

- 1/ The Wilford Community Group (WCG) claims that the CW tram route will serve a catchment of 103 households within 400 metres of the Wilford village tram stop. But the map in the group's evidence (Appendix B, map 2) with a catchment area circle, appears to be centred on a location immediately south of Wilford Toll Bridge. NET intend the tram stop to be located next to the Ferry Inn, about 300 metres (330 yards) to the south of the bridge, next to the public house. The WCG assertion about catchment size is therefore potentially misleading.
- 2/ The WCG assumes a catchment for the village tram stop of 400 metres radius, and appears overemphatic about an old age population profile for the core village. Bader Road housing estate on Main Road is within 7 minutes walk of both the Wilford Village (Ferry Inn) and Wilford Lane tram stops. Therefore WCG have underestimated the catchment of the Wilford Village (Ferry Inn) tram stop.
- 3/ The WCG prefers the CW tramline to have a new bridging point across the Trent next to where the former railway bridge was located. No comment on cost is made. One reason why the former Clifton-Queens Drive route option was discarded by the promoters in 2002 was the cost of a new bridge required over the River Trent.
- 4/ The WCG claims 3 out of the 4 tram stops NET intends to provide in the Wilford area are bordered by houses on one side only (Wilford Village, Wilford Lane, and Ruddington Lane). This is incorrect for the latter two. The Wilford Lane tram stop is surrounded by housing on both sides of the road in Wilford, and in Compton Acres as well. In future, there will also be housing on the site of the former Chateau restaurant. The catchment of the Ruddington Lane tram stop includes houses on the Lane, between Landmere Lane and the A52 ring road, and south Silverdale. (N.B. CW YES! prefers an additional tram stop for Silverdale).
- 5/ The WCG states:

*"There are no residential dwellings near to the likely site of a potential new bridge, (for the CW tramline over the Trent) but there are a number of homes and a primary school close to the current proposed route... and the (NET preferred) route... will have a much larger adverse impact on... residents and children."*

A good tram route must serve housing, the origin of journeys. The above passage seems to show a fear of trams. The Wilford village tram stop should be located next to the Ferry Inn, close to the housing. It will be less accessible to village residents if it is located on the West Bridgford side of the former railway embankment, either at the end of Coronation Avenue, or across allotments from Bader Road. A Ferry Inn tram stop is quite adequate for the Emmanuel School, whilst the Becket school will be close to the Wilford Lane tram stop.

- 6/ The WCG says:

*"Doing nothing will preserve the historic role of the bridge"*

This remark seems to ignore the fact that the deck of the 1870 bridge was scrapped in 1982 to be replaced by the present steel spans.

7. The WCG then remarks that it:

*"Fails to see how the (CW tramline) proposal will re-establish the bridge as a significant crossing point on the Trent"*

The group is concerned about the provision of a construction compound by NET between the Ferry Inn and the Toll Bridge, and heavy plant movements along Main Road.

✓ But until 1974 Main Road and the Toll Bridge carried through vehicular traffic to Nottingham, some of which used the old Queens Drive, before it became the present Queens Walk. When the Toll Bridge was rebuilt in 1982, there was a work compound on Main Road immediately to the south. Whilst the Toll Bridge was closed, for over a year there was a temporary footpath over the disused railway bridge, starting at Coronation Avenue. The former railway bridge was demolished in 1986.

8. The WCG points out car parking requirements for the Nottingham Rugby Moderns Club. Negotiations with NET are ongoing. The Trent Bridge Rotary Club Bontire Night Firework Display is an annual event lasting less than two hours, and cannot justify rerouting or scrapping a tramline operating 364 days per year. During this November event, 80 vehicles are parked between the Ferry Inn and the Toll Bridge, and none of the hundreds of spectators standing on the floodbank adjacent Tremonger's Pond pays a fee.