

# **TramForward**

## *Campaigning for Light Rail*

**PRESS RELEASE FROM *TramForward***

**24 September 2016**

### ***TramForward* welcomes proposals for Stanton Ironworks**

*TramForward* welcomes Erewash Borough Council's proposal that the redevelopment of the huge former Stanton Ironworks near Ilkeston should be connected to both Nottingham and Derby by tram. The site has former rail connections to the Erewash Valley line, and could be served by TramTrains. The Nottingham NET tram system presently terminates at Toton Lane, but is planned to be extended further to a future HS2 station at Toton, and then onwards to Derby. The Erewash Valley line will be parallel to HS2, and pass the station. TramTrains serving the Stanton site could then be coupled into the NET system, passing Stapleford and Sandiacre. However, even better, they could also go north of the Stanton site, and serve Ilkeston, and then Cotmanhay. This is not far from Kimberley, which is the prospective terminus of an extended NET Phoenix Park line. A very useful circular route could thus be created, serving a large population.

Trams work, as shown by Nottingham, which over the last fifteen years has seen a REDUCTION in car journeys of about 8%, against the national trend of increases. Public transport now accounts for about 40% of all journeys in the city. This period largely covers the start of operation of NET Phase 1, and now with Phase 2 in operation, a further increase can be expected. This is in complete contrast to neighbouring Derby, which has had virtually no investment in public transport, where buses only account for 5.5% of journeys to work!

Tram Forward urges the authorities in the area to work together to realise these proposals which will benefit the region.

Andrew Braddock, Chairman of the LRTA, said: "It is good to see that some of the surrounding authorities are recognising the huge benefit modern trams have brought to Nottingham, and I urge all concerned to look collectively at the creation of a light rail network to serve the whole of the East Midlands region". "This would", he added, "make a very positive contribution to the local economy through enhanced mobility, job creation and the improvement of urban air quality".

### **NOTES FOR EDITORS**

1. ***TramForward*** is the campaigning arm of the Light Rail Transit Association (LRTA).
2. The LRTA is the world's leading organisation campaigning for better public transport in urban areas through light rail, tramway and metro systems and has been in existence for more than 75 years. It also supports the revitalisation of suburban and rural transport through the application of light rail and TramTrain technology.
3. The LRTA acts through its network of local branches, which campaign for better transport in their areas.
4. Membership of the LRTA costs less than 14p a day. To join, visit [www.lrta.org](http://www.lrta.org) or write to the Membership Secretary, LRTA, 38 Wolsley Road, Sale, Greater Manchester, M33 7AU. Members receive the monthly magazine *Tramways & Urban Transit* - written and read by experts in the field - and gain other benefits including discounts on videos and books, tours of transport systems and cut-price admission to selected transport museums.
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