

## **TRANSPORT STRATEGY DEVELOPMENT**

### **A5.1 Scheme Lists for Preliminary Transport Strategies I to IV**

**Scheme list A5.1.1 – Preliminary Strategy I (Maximum utilisation of existing infrastructure)**

Ref No	Scheme Title / Description
<b>B: Heavy Rail schemes</b>	
B2	Replacement rolling stock (additional seats) b) Central Trains
B3	Trent PSB Area Upgrade (resignalling and track changes)
B5	Car parking at Local Stations
B6	New service from Parkway to Nottingham
B7	Facilities for local P&R at Parkway Station
B8	Increased frequency /train capacity between Nottingham and Derby
B9	Upgrades of Local Stations to "Modern facilities at Stations" standards
B11	Extension of real time passenger information at all stations
B12	Other local rail stations as per Notts LTP (except Long Eaton Central)  b) Sandiacre c) Wollaton, Beechdale and Faraday Road
B13	Additional platform at Nottingham station and station enhancements
B14	Introduction of multi-mode / smartcard ticketing
<b>C: Light Rail schemes</b>	
C3	Creation of NET/Bus/Rail Interchanges
<b>D: Bus schemes</b>	
D2	Bus priorities at Clifton Lane/Farnborough Road junction
D4	Bus priority at Junction 24 (for EMA to East Midlands Parkway shuttle)
D5	Selected improvements in service frequency and timings
D6	Changes to bus fare structure / level
D7	NET/bus interchanges on Ring Road core route
D8	Extension of Real-time Passenger Information System
D10	Bus route modifications (a) more cross-city routes (b) city centre circuit for P&R buses (c) route serving Clifton Village
D11	Integration of NET and Bus services
D12	Improved marketing Initiatives(multi-mode)
D18	Better integration of bus and rail services
<b>E: Highway schemes</b>	
E4	M1 to Clifton Single Carriageway with at grade junction improvements
E7	A453 Clifton Improvement single carriageway with minor junction improvements/restrictions
E14	M1 Junction 24 Improvement, traffic management measures
<b>F: Traffic management schemes</b>	
F5	Area Control (UTC system extended)
F6	Real time information (VMS, in vehicle guidance)
F8	Improvements to bottlenecks such as Crusader roundabout
F11	Minor works to improve the alternative A52,A46 and A606 routes
F13	Impose a 50mph speed limit between M1 and City Boundary and 30mph between City boundary and the A52 ring road
<b>G: Cycle schemes</b>	
G8	Signed cycle routes on existing roads
G9	Better surfaced paths
<b>H: Pedestrian schemes</b>	
H2	Improvements to safety and security, including better lighting and CCTV in remote locations such as Clifton Bridge and subways around Lenton Lane / Queens Drive area.
<b>I: Demand management schemes</b>	
I6	Ban certain movements
<b>J: Freight schemes</b>	
J9	Possible shared use of bus lanes by HGV's
<b>K: Travel behaviour schemes</b>	
K2	Education

**Scheme List A5.1.2 Preliminary Strategy II (Maximum Management and Mode Change)  
Lists of all schemes making up these options**

Ref No	Scheme Title / Description
<b>Option IIa Maximum mode change</b>	
B2	Replacement rolling stock (additional seats) b) Central Trains
B3	Trent PSB Area Upgrade (resignalling and track changes)
B4	New station at Ilkeston
B5	Car parking at Local Stations
B6	New service from Parkway to Nottingham
B7	Facilities for local P&R at Parkway Station
B8	Increased frequency /train capacity between Nottingham and Derby
B9	Upgrades of Local Stations to "Modern facilities at Stations" standards
B11	Extension of real time passenger information at all stations
B12	Other local rail stations as per Notts LTP (except Long Eaton Central) (a) Sutton Bonnington (b) Sandiacre (c) Wollaton, Beechdale and Faraday Road
B13	Additional platform at Nottingham station and station enhancements
B14	Introduction of multi-mode / smartcard ticketing
B15	Redevelopment of Nottingham Station
B16	Upgrade to Castle Donington Line (to allow passenger services to Birmingham)
B17	Park and Ride service to Gedling
B18	New Nottingham to Melton Mowbray Service via Test Track
B19	New Rail Station at Long Eaton Central (including track modifications)
B20	New train service via Long Eaton Central to Nottingham
<b>C: Light Rail Schemes</b>	
C2	NET extension to Clifton a) Wilford Route OR b) Queens Drive Route
C3	Creation of NET/Bus/Rail Interchanges
C4	NET extension to Beeston a) Via Queens Drive OR b) Via University c) Combined with Clifton Line
C6	NET extension from Clifton to Parkway
C8	NET extension from Parkway to EMA
<b>D: Bus schemes</b>	
D2	Bus priorities at Clifton Lane/Farnborough Road junction
D4	Bus priority at Junction 24 (for EMA to East Midlands Parkway shuttle)
D5	Selected improvements in service frequency and timings
D6	Changes to bus fare structure / level
D7	NET/bus interchanges on Ring Road core route
D8	Extension of Real-time Passenger Information System
D10	Bus route modifications (d) more cross-city routes (e) city centre circuit for P&R buses (f) route serving Clifton Village
D11	Integration of NET and Bus services
D12	Improved marketing Initiatives(multi-mode)
D13	Bus-based P&R adjacent to M1
D14	Renewal of bus fleet
D15	Express bus service between Kegworth and Nottingham
D16	Improve bus links to East Midlands Airport
D17	Improve bus services along the whole east to west length of the A453
D18	Better integration of bus and rail services
<b>F: Traffic management schemes</b>	
F2	Reallocate capacity, car sharing (high occupancy lanes)
<b>G: Cycle schemes</b>	
G1	Complete a separate network of facilities
G2	Bike stops
G3	Segregation of cycles from other road users (where problems experienced)
G4	Safety improvements (e.g. special junction facilities)
G6	Cycle Parks (in the City Centre, at rail station, bus stations and shopping centres)

G7	Cycle Priority at junctions, and on approaches to junctions
G9	Better surfaced paths
<b>H: Pedestrian schemes</b>	
H1	Segregation of pedestrians from other road users
H2	Improvements to safety and security, including better lighting and CCTV in remote locations such as Clifton Bridge and subways around Lenton Lane/Queens Drive area.
H3	Pedestrianisation
H5	School routes
<b>I: Demand management schemes</b>	
I1	Road user charges
I2	Workplace parking levy
I3	HGV restrictions (for example in Kegworth village)
I4	Parking control
I8	Extend the application of the Clear Zone concept, including time of day access restrictions and stretch emission standards
<b>J: Freight schemes</b>	
J5	Railheads / sidings (both reopening of disused and opening of new facilities)
J7	Designated routes
<b>K: Travel behaviour schemes</b>	
K2	Education
K4	Green commuter plans
K6	Information
K7	Public transport subsidies
K8	Reduced cost of public transport and perhaps free buses
<b>Option IIb Maximum mode change with Restraint As option IIa but add:</b>	
<b>F: Traffic management schemes</b>	
F4	Variable speed limits
F10	HGV bans (either forced to use A52 or A46, or banned during day time)
F12	Prioritise users of additional highway capacity with emergency services, public transport and freight operators highest and commuters, journeys to school/college by car lowest
<b>I: Demand management schemes</b>	
I5	Parking charges (including out of town business and retail parks)
I9	Require links to be made between planning conditions and modal split targets/ traffic quotas
J2	Transshipment depots
<b>K: Travel behaviour schemes</b>	
K9	Fuel price, vehicle excise duty, tolling and taxation
<b>Option IIIc More Control As option a but add:</b>	
<b>I: Demand management schemes</b>	
I2	Workplace parking levy
I4	Parking control
<b>K: Travel Behaviour schemes</b>	
K2	Education
K4	Green Commuter Plans
K6	Information
K7	Public transport subsidies
K8	Reduced cost of public transport and perhaps free buses
K9	Fuel price, vehicle excise duty, Tolling and Taxation

**Scheme List A5.1.3 Preliminary Strategy III (moderate management and mode change)  
Lists of all schemes making up these options**

<b>Ref No</b>	<b>Scheme Title / Description Option IIIa</b>
<b>B: Heavy Rail schemes</b>	
B5	Car parking at Local Stations
B6	New service from Parkway to Nottingham
B7	Facilities for local P&R at Parkway Station
B9	Upgrades of Local Stations to "Modern facilities at Stations" standards
B11	Extension of real time passenger information at all stations
B13	Additional platform at Nottingham station and station enhancements
B14	Introduction of multi-mode / smartcard ticketing <sup>1</sup>
B15	Redevelopment of Nottingham Station
B16	Upgrade to Castle Donington Line (to allow passenger services to Birmingham)
<b>C: Light Rail schemes</b>	
C3	Creation of NET/Bus/Rail Interchanges
<b>D: Bus schemes</b>	
D2	Bus priorities at Clifton Lane/Farnborough Road junction
D4	Bus priority at Junction 24 (for EMA to East Midlands Parkway shuttle)
D5	Selected improvements in service frequency and timings
D6	Changes to bus fare structure / level
D7	NET/bus interchanges on Ring Road core route
D8	Extension of Real-time Passenger Information System
D10	Bus route modifications (g) route serving Clifton Village
D11	Integration of NET and Bus services
D12	Improved marketing Initiatives(multi-mode)
D13	Bus-based P&R adjacent to M1
D14	Renewal of bus fleet
D15	Express bus service between Kegworth and Nottingham
D16	Improve bus links to East Midlands Airport
D17	Improve bus services along the whole east to west length of the A453
D18	Better integration of bus and rail services
<b>E: Highway schemes</b>	
E4	M1 to Clifton Single Carriageway with at grade junction improvements
E7	A453 Clifton Improvement single carriageway with minor junction improvements/restrictions
<b>F: Traffic management schemes</b>	
F5	Area Control (UTC system extended)
F13	Impose a 50mph speed limit between M1 and City Boundary and 30mph between City boundary and the A52 ring road
<b>G: Cycle schemes</b>	
G1	Complete a separate network of facilities
G3	Segregation of cycles from other road users (where problems experienced)
G4	Safety improvements (e.g. special junction facilities)
G6	Cycle Parks (in the City Centre, at rail station, bus stations and shopping centres)
G7	Cycle priority at junctions and on approach to junctions
G8	Signed cycle routes on existing roads
G9	Better surfaced paths
<b>H: Pedestrian schemes</b>	
H1	Segregation of pedestrians from other road users
H2	Improvements to safety and security including better lighting and CCTV in remote locations such as Clifton Bridge and subways around Lenton Lane/Queens Drive area
H5	School routes
<b>I: Demand management</b>	
I3	HGV restrictions (for example in Kegworth village)
<b>J: Freight schemes</b>	
J7	Designated routes

<b>OptionIIIb More rail investment As option a but add:</b>	
B: Heavy Rail	
B2	Replacement rolling stock (additional seats) a) MML b) Central Trains
B3	Trent PSB Area Upgrade (resignalling and track changes)
B4	New station at Ilkeston
B8	Increased frequency /train capacity between Nottingham and Derby
<b>OptionIIIc More Control As option a but add:</b>	
I: Demand management schemes	
I2	Workplace parking levy
I4	Parking control
K: Travel Behaviour schemes	
K2	Education
K4	Green Commuter Plans
K6	Information
K7	Public transport subsidies
K8	Reduced cost of public transport and perhaps free buses
K9	Fuel price, vehicle excise duty, Tolling and Taxation

**Scheme list A5.1.4 Preliminary Strategy IV; highway expansion  
Lists of all schemes making up these options (All are E: Highway schemes)**

Ref No	Scheme Title / Description
<b>Option IVa Using ex. A453 corridor with dualling schemes</b>	
E2	M1 to Clifton Dual Carriageway with grade separated junctions
E5.5	A453 Clifton Dual carriageway on red route with longer bridges and less severance
E13	M1 Junction 24 Improvement, major changes to the road layout
<b>Option IVb Using A453 corridor and a Clifton eastern bypass with dualling</b>	
E2	M1 to Clifton Dual Carriageway with grade separated junctions
E9	A453 Clifton bypass yellow route
E13	M1 Junction major improvement
<b>Option IVc A new single or dual carriageway route between M1 J24 and A46 north of Widmerpool</b>	
E19	Strategic route between M1 J24 and A46 north of Widmerpool