

Annex G – COAST Tables for Selected Potential Measures

Scheme	Strategy Inclusion	Financial	Practicality and Acceptability
HA1 – Radcliffe to Saxondale, Dualling (Assume off-line route south of Radcliffe)	1, 2	Capital Costs: Operating Costs: Revenue: Affordability: Yes Fundability: Yes	Route to be finalised; development since previous preferred route. Off-line southerly by-pass publicly acceptable.

Local Objectives		Impact	Comments
1a	Enhance transport access to internal and external markets	Large Beneficial	
1b	Increase accessibility to commercial centres by non-motorised and public transport.	Moderate Beneficial	
1c	Enhance transport network efficiency including public transport service operations.	Large Beneficial	
2a	Improve access for non-car users.	Moderate Beneficial	
2b	Increase transport choice in rural areas.	Neutral	
2c	Ensure safe walking, cycling and riding for local journeys including those for access to public transport services.	Large Beneficial	
2d	Improve perception of personal security for walk, cycle, ride and public transport journeys.	Neutral	
2e	Improve interchange between transport modes.	Neutral	
3a	Ensure integration between land-use and transport planning.	Neutral	
3b	Ensure walk/cycle/public transport access for new land use development.	Neutral	
3c	Encourage mode shift from car.	Neutral	
4a	Reduce severance impacts of transport upon communities.	Large Beneficial	
4b	Improve road safety especially for vulnerable road users.	Large Beneficial	
4c	Reduce impacts of rat-running traffic.	Large Beneficial	
4d	Improve air quality in communities.	Large Beneficial	
5a	Minimise the impacts of transport upon the natural environment.	Large Adverse	
5b	Minimise the impacts of transport upon air quality.	Moderate Beneficial	

Scheme	Strategy Inclusion	Financial	Practicality and Acceptability
HA2 – Lings Bar Road, Dualling	1, 2	Capital Costs: Operating Costs: Revenue: Affordability: Yes Fundability: Yes	Earthworks and structures already prepared.

	Local Objectives	Impact	Comments
1a	Enhance transport access to internal and external markets	Moderate Beneficial	
1b	Increase accessibility to commercial centres by non-motorised and public transport.	Neutral	
1c	Enhance transport network efficiency including public transport service operations.	Moderate Beneficial	
2a	Improve access for non-car users.	Neutral	
2b	Increase transport choice in rural areas.	Neutral	
2c	Ensure safe walking, cycling and riding for local journeys including those for access to public transport services.	Neutral	
2d	Improve perception of personal security for walk, cycle, ride and public transport journeys.	Neutral	
2e	Improve interchange between transport modes.	Neutral	
3a	Ensure integration between land-use and transport planning.	Neutral	
3b	Ensure walk/cycle/public transport access for new land use development.	Neutral	
3c	Encourage mode shift from car.	Neutral	
4a	Reduce severance impacts of transport upon communities.	Neutral	
4b	Improve road safety especially for vulnerable road users.	Neutral	
4c	Reduce impacts of rat-running traffic.	Slight Beneficial	
4d	Improve air quality in communities.	Neutral	
5a	Minimise the impacts of transport upon the natural environment.	Slight Adverse	
5b	Minimise the impacts of transport upon air quality.	Neutral	

Scheme	Strategy Inclusion	Financial	Practicality and Acceptability
Grade Separation at: HA3 – Nottingham Knight HA4 – Wheatcrofts HA5 - Gamston	1, 2	Capital Costs: Operating Costs: Revenue: Affordability: Yes Fundability: Yes	Needs to be addressed as detailed design.

Local Objectives		Impact	Comments
1a	Enhance transport access to internal and external markets	Large Beneficial	
1b	Increase accessibility to commercial centres by non-motorised and public transport.	Moderate Beneficial	
1c	Enhance transport network efficiency including public transport service operations.	Large Beneficial	
2a	Improve access for non-car users.	Slight Beneficial	
2b	Increase transport choice in rural areas.	Neutral	
2c	Ensure safe walking, cycling and riding for local journeys including those for access to public transport services.	Slight Beneficial	
2d	Improve perception of personal security for walk, cycle, ride and public transport journeys.	Neutral	
2e	Improve interchange between transport modes.	Neutral	
3a	Ensure integration between land-use and transport planning.	Moderate Beneficial	
3b	Ensure walk/cycle/public transport access for new land use development.	Neutral	
3c	Encourage mode shift from car.	Neutral	
4a	Reduce severance impacts of transport upon communities.	Moderate Beneficial	
4b	Improve road safety especially for vulnerable road users.	Moderate Beneficial	
4c	Reduce impacts of rat-running traffic.	Large Beneficial	
4d	Improve air quality in communities.	Moderate Beneficial	
5a	Minimise the impacts of transport upon the natural environment.	Moderate Adverse	
5b	Minimise the impacts of transport upon air quality.	Moderate Beneficial	

Scheme	Strategy Inclusion	Financial	Practicality and Acceptability
RA2 – Extend Robin Hood Line Service to Bingham	1 , 3	Capital Costs: Operating Costs: Revenue: Affordability: Yes Fundability: ?	Strong Public Support

	Local Objectives	Impact	Comments
1a	Enhance transport access to internal and external markets	Slight Beneficial	
1b	Increase accessibility to commercial centres by non-motorised and public transport.	Moderate Beneficial	
1c	Enhance transport network efficiency including public transport service operations.	Moderate Beneficial	
2a	Improve access for non-car users .	Moderate Beneficial	
2b	Increase transport choice in rural areas.	Moderate Beneficial	
2c	Ensure safe walking, cycling and riding for local journeys including those for access to public transport services.	Neutral	
2d	Improve perception of personal security for walk, cycle, ride and public transport journeys.	Neutral	
2e	Improve interchange between transport modes.	Moderate Beneficial	
3a	Ensure integration between land-use and transport planning.	Slight Beneficial	
3b	Ensure walk/cycle/public transport access for new land use development.	Slight Beneficial	
3c	Encourage mode shift from car.	Slight Beneficial	
4a	Reduce severance impacts of transport upon communities.	Neutral	
4b	Improve road safety especially for vulnerable road users.	Neutral	
4c	Reduce impacts of rat-running traffic.	Neutral	
4d	Improve air quality in communities.	Neutral	
5a	Minimise the impacts of transport upon the natural environment.	Neutral	
5b	Minimise the impacts of transport upon air quality.	Neutral	

Scheme	Strategy Inclusion	Financial	Practicality and Acceptability
LR1 – NET extension to Gedling	3	Capital Costs: Operating Costs: Revenue: Affordability: No Fundability: No	Low Patronage figures result in lack of economic viability

Local Objectives		Impact	Comments
1a	Enhance transport access to internal and external markets	Slight Beneficial	
1b	Increase accessibility to commercial centres by non-motorised and public transport.	Moderate Beneficial	
1c	Enhance transport network efficiency including public transport service operations.	Neutral	
2a	Improve access for non-car users.	Moderate Beneficial	
2b	Increase transport choice in rural areas.	Neutral	
2c	Ensure safe walking, cycling and riding for local journeys including those for access to public transport services.	Neutral	
2d	Improve perception of personal security for walk, cycle, ride and public transport journeys.	Slight Beneficial	
2e	Improve interchange between transport modes.	Slight Beneficial	
3a	Ensure integration between land-use and transport planning.	Moderate Beneficial	
3b	Ensure walk/cycle/public transport access for new land use development.	Large Beneficial	
3c	Encourage mode shift from car.	Moderate Beneficial	
4a	Reduce severance impacts of transport upon communities.	Neutral	
4b	Improve road safety especially for vulnerable road users.	Neutral	
4c	Reduce impacts of rat-running traffic.	Neutral	
4d	Improve air quality in communities.	Slight Beneficial	
5a	Minimise the impacts of transport upon the natural environment.	Neutral	
5b	Minimise the impacts of transport upon air quality.	Slight Beneficial	



Scheme	Strategy Inclusion	Financial	Practicality and Acceptability
LR2 – NET extension to West Bridgford and Gamston	2	Capital Costs: £66 Million (MVA 2001) Operating Costs: £1.4 Million PA Revenue: £ ? Affordability: No Fundability: No	Low Patronage figures result in lack of economic viability

Local Objectives		Impact	Comments
1a	Enhance transport access to internal and external markets	Slight Beneficial	
1b	Increase accessibility to commercial centres by non-motorised and public transport.	Moderate Beneficial	
1c	Enhance transport network efficiency including public transport service operations.	Neutral	
2a	Improve access for non-car users.	Moderate Beneficial	
2b	Increase transport choice in rural areas.	Neutral	
2c	Ensure safe walking, cycling and riding for local journeys including those for access to public transport services.	Neutral	
2d	Improve perception of personal security for walk, cycle, ride and public transport journeys.	Slight Beneficial	
2e	Improve interchange between transport modes.	Slight Beneficial	
3a	Ensure integration between land-use and transport planning.	Slight Beneficial	
3b	Ensure walk/cycle/public transport access for new land use development.	Slight Beneficial	
3c	Encourage mode shift from car.	Moderate Beneficial	
4a	Reduce severance impacts of transport upon communities.	Neutral	
4b	Improve road safety especially for vulnerable road users.	Neutral	
4c	Reduce impacts of rat-running traffic.	Slight Beneficial	
4d	Improve air quality in communities.	Slight Beneficial	
5a	Minimise the impacts of transport upon the natural environment.	Neutral	
5b	Minimise the impacts of transport upon air quality.	Slight Beneficial	

Scheme	Strategy Inclusion	Financial	Practicality and Acceptability
LR3 – NET extension to West Bridgford and Sharphill Wood	1	Capital Costs: £79 Million (MVA 2001) Operating Costs: £1.5 Million PA Revenue: £ ? Affordability: No Fundability: No	Low Patronage figures result in lack of economic viability

Local Objectives		Impact	Comments
1a	Enhance transport access to internal and external markets	Slight Beneficial	
1b	Increase accessibility to commercial centres by non-motorised and public transport.	Moderate Beneficial	
1c	Enhance transport network efficiency including public transport service operations.	Neutral	
2a	Improve access for non-car users.	Moderate Beneficial	
2b	Increase transport choice in rural areas.	Neutral	
2c	Ensure safe walking, cycling and riding for local journeys including those for access to public transport services.	Neutral	
2d	Improve perception of personal security for walk, cycle, ride and public transport journeys.	Slight Beneficial	
2e	Improve interchange between transport modes .	Slight Beneficial	
3a	Ensure integration between land-use and transport planning.	Moderate Beneficial	
3b	Ensure walk/cycle/public transport access for new land use development.	Moderate Beneficial	
3c	Encourage mode shift from car.	Moderate Beneficial	
4a	Reduce severance impacts of transport upon communities.	Neutral	
4b	Improve road safety especially for vulnerable road users.	Neutral	
4c	Reduce impacts of rat-running traffic.	Slight Beneficial	
4d	Improve air quality in communities.	Slight Beneficial	
5a	Minimise the impacts of transport upon the natural environment.	Neutral	
5b	Minimise the impacts of transport upon air quality.	Slight Beneficial	

Scheme	Strategy Inclusion	Financial	Practicality and Acceptability
HB1 – New bridge between Gamston and Racecourse rbt. (Dual Carriageway)	2	Capital Costs: £114 Million Operating Costs: Revenue: Affordability: Yes Fundability: ?	Strong public opposition

	Local Objectives	Impact	Comments
1a	Enhance transport access to internal and external markets	Moderate Beneficial	
1b	Increase accessibility to commercial centres by non-motorised and public transport.	Moderate Beneficial	Relieves traffic on both Trent and Lady Bay Bridges.
1c	Enhance transport network efficiency including public transport service operations.	Moderate Beneficial	
2a	Improve access for non-car users.	Slight Beneficial	
2b	Increase transport choice in rural areas.	Neutral	
2c	Ensure safe walking, cycling and riding for local journeys including those for access to public transport services.	Neutral	
2d	Improve perception of personal security for walk, cycle, ride and public transport journeys.	Neutral	
2e	Improve interchange between transport modes.	Neutral	
3a	Ensure integration between land-use and transport planning.	Slight Adverse	Impact on Riverside regeneration area
3b	Ensure walk/cycle/public transport access for new land use development.	Neutral	
3c	Encourage mode shift from car.	Neutral	
4a	Reduce severance impacts of transport upon communities.	Moderate Adverse	
4b	Improve road safety especially for vulnerable road users.	Slight Adverse	
4c	Reduce impacts of rat-running traffic.	Moderate Beneficial	
4d	Improve air quality in communities.	Moderate Adverse	Alignment close to Lady Bay community
5a	Minimise the impacts of transport upon the natural environment.	Large Adverse	
5b	Minimise the impacts of transport upon air quality.	Slight Beneficial	Relieves congestion

Scheme	Strategy Inclusion	Financial	Practicality and Acceptability
HB2 – New bridge between Radcliffe and Colwick. (Single Carriageway)	3	Capital Costs: £98 Million Operating Costs: Revenue: Affordability: Yes Fundability: ?	Neutral / positive public response

	Local Objectives	Impact	Comments
1a	Enhance transport access to internal and external markets	Moderate Beneficial	
1b	Increase accessibility to commercial centres by non-motorised and public transport.	Moderate Beneficial	Relieves traffic on both Trent and Lady Bay Bridges.
1c	Enhance transport network efficiency including public transport service operations.	Moderate Beneficial	
2a	Improve access for non-car users.	Slight Beneficial	
2b	Increase transport choice in rural areas.	Neutral	
2c	Ensure safe walking, cycling and riding for local journeys including those for access to public transport services.	Neutral	
2d	Improve perception of personal security for walk, cycle, ride and public transport journeys.	Neutral	
2e	Improve interchange between transport modes.	Neutral	
3a	Ensure integration between land-use and transport planning.	Moderate Beneficial	Direct access to Gedling regeneration area
3b	Ensure walk/cycle/public transport access for new land use development.	Neutral	
3c	Encourage mode shift from car.	Neutral	
4a	Reduce severance impacts of transport upon communities.	Neutral	
4b	Improve road safety especially for vulnerable road users.	Neutral	
4c	Reduce impacts of rat-running traffic.	Moderate Beneficial	
4d	Improve air quality in communities.	Slight Beneficial	Relieves traffic on alternative routes.
5a	Minimise the impacts of transport upon the natural environment.	Moderate Adverse	Utilises existing line of severance due to rail
5b	Minimise the impacts of transport upon air quality.	Slight Beneficial	Relieves congestion

Scheme	Strategy Inclusion	Financial	Practicality and Acceptability
<p>Area-wide Bus Priority measures (BP1-5)</p>	<p>1,2,3 (in part)</p>	<p>Capital Costs: Operating Costs: Revenue: Affordability: Yes Fundability: Yes</p>	<p>Potential early win</p>

Local Objectives		Impact	Comments
1a	Enhance transport access to internal and external markets	Slight Beneficial	
1b	Increase accessibility to commercial centres by non-motorised and public transport.	Large Beneficial	
1c	Enhance transport network efficiency including public transport service operations.	Moderate Beneficial	
2a	Improve access for non-car users.	Large Beneficial	
2b	Increase transport choice in rural areas.	Slight Beneficial	
2c	Ensure safe walking, cycling and riding for local journeys including those for access to public transport services.	Neutral	
2d	Improve perception of personal security for walk, cycle, ride and public transport journeys.	Neutral	
2e	Improve interchange between transport modes.	Neutral	
3a	Ensure integration between land-use and transport planning.	Slight Beneficial	
3b	Ensure walk/cycle/public transport access for new land use development.	Slight Beneficial	
3c	Encourage mode shift from car.	Slight Beneficial	
4a	Reduce severance impacts of transport upon communities.	Neutral	
4b	Improve road safety especially for vulnerable road users.	Neutral	
4c	Reduce impacts of rat-running traffic.	Slight Beneficial	
4d	Improve air quality in communities.	Slight Beneficial	
5a	Minimise the impacts of transport upon the natural environment.	Neutral	
5b	Minimise the impacts of transport upon air quality.	Slight Beneficial	

Scheme	Strategy Inclusion	Financial	Practicality and Acceptability
<p>PR1 – Gamston P&R</p> <p>(Assumes bus only)</p>	2	Capital Costs: Operating Costs: Revenue: Affordability: Yes Fundability: Yes	Potential early win

Local Objectives		Impact	Comments
1a	Enhance transport access to internal and external markets	Slight Beneficial	
1b	Increase accessibility to commercial centres by non-motorised and public transport.	Moderate Beneficial	
1c	Enhance transport network efficiency including public transport service operations.	Slight Beneficial	
2a	Improve access for non-car users.	Neutral	
2b	Increase transport choice in rural areas.	Slight Beneficial	
2c	Ensure safe walking, cycling and riding for local journeys including those for access to public transport services.	Neutral	
2d	Improve perception of personal security for walk, cycle, ride and public transport journeys.	Neutral	
2e	Improve interchange between transport modes.	Moderate Beneficial	
3a	Ensure integration between land-use and transport planning.	Neutral	
3b	Ensure walk/cycle/public transport access for new land use development.	Neutral	
3c	Encourage mode shift from car.	Moderate Beneficial	
4a	Reduce severance impacts of transport upon communities .	Slight Beneficial	
4b	Improve road safety especially for vulnerable road users.	Neutral	
4c	Reduce impacts of rat-running traffic.	Slight Beneficial	
4d	Improve air quality in communities.	Slight Beneficial	
5a	Minimise the impacts of transport upon the natural environment.	Slight Adverse	
5b	Minimise the impacts of transport upon air quality.	Slight Beneficial	

