SCHEME DEVELOPMENT AND ASSESSMENT

A6.1 Long List of Schemes

A6.2 Schemes Suspended, Amalgamated or Rejected
## Long List of Schemes (All schemes identified and registered during the Study)

<table>
<thead>
<tr>
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<tbody>
<tr>
<td><strong>B1</strong> Construction of East Midlands Parkway Station</td>
</tr>
<tr>
<td><strong>B2</strong> Replacement rolling stock (additional seats)</td>
</tr>
<tr>
<td>(a) MML</td>
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<tr>
<td>(b) Central Trains</td>
</tr>
<tr>
<td><strong>B3</strong> Trent PSB Area Upgrade (resignalling and track changes)</td>
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<tr>
<td><strong>B4</strong> New station at Ilkeston</td>
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<tr>
<td><strong>B5</strong> Car parking at Local Stations</td>
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<td><strong>B6</strong> New service from Parkway to Nottingham</td>
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<tr>
<td><strong>B7</strong> Facilities for local P&amp;R at Parkway Station</td>
</tr>
<tr>
<td><strong>B8</strong> Increased frequency/train capacity between Nottingham and Derby</td>
</tr>
<tr>
<td><strong>B9</strong> Upgrades of Local Stations to “Modern facilities at Stations” standards</td>
</tr>
<tr>
<td><strong>B10</strong> Pedestrian link from Nottingham Station footbridge to NET terminus</td>
</tr>
<tr>
<td><strong>B11</strong> Extension of real time passenger information at all stations</td>
</tr>
<tr>
<td><strong>B12</strong> Other local rail stations as per Notts LTP (except Long Eaton Central)</td>
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<tr>
<td>(a) Sandiacre</td>
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<tr>
<td>(b) Wollaton, Beechdale and Faraday Road</td>
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<tr>
<td><strong>B13</strong> Additional platform at Nottingham station and station enhancements</td>
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<tr>
<td><strong>B14</strong> Introduction of multi-mode / smartcard ticketing</td>
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<tr>
<td><strong>B15</strong> Redevelopment of Nottingham Station</td>
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<tr>
<td><strong>B16</strong> Upgrade to Castle Donington Line (to allow passenger services to Birmingham)</td>
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<tr>
<td><strong>B17</strong> Park and Ride service to Gedling</td>
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<tr>
<td><strong>B18</strong> New Nottingham to Melton Mowbray Service via Test Track</td>
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<tr>
<td><strong>B19</strong> New Rail Station at Long Eaton Central (including track modifications)</td>
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<tr>
<td><strong>B20</strong> New tram service via Long Eaton Central to Nottingham</td>
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<tr>
<td><strong>B21</strong> Electrification of Midland Mainline</td>
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<td><strong>B22</strong> Four-tracking of Midland Mainline</td>
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<tr>
<td><strong>B23</strong> Increase loading gauge on Midland routes (to W9 or W10)</td>
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<tr>
<td><strong>B24</strong> Rail Link between Parkway Station (MML) and EMA</td>
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<td><strong>B25</strong> P&amp;R off A50 Cavendish Rd at Castle Donington</td>
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<td><strong>B26</strong> Rail based P&amp;R at Trowell</td>
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<td><strong>B27</strong> MML to Airport Rail link south of Kegworth</td>
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<tr>
<td><strong>C1</strong> Completion of NET line 1</td>
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<tr>
<td><strong>C2</strong> NET extension to Clifton</td>
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<tr>
<td>(a) Wilford Route</td>
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<tr>
<td>(b) Queens Drive Route</td>
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<tr>
<td><strong>C3</strong> Creation of NET/Bus/Rail Interchanges</td>
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<tr>
<td><strong>C4</strong> NET extension to Beeston</td>
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<tr>
<td>(a) Via Queens Drive</td>
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<tr>
<td>(b) Via University</td>
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<tr>
<td>(c) Combined with Clifton Line</td>
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<tr>
<td><strong>C5</strong> Stand-alone Light Rail Shuttle between Parkway Station and EMA</td>
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<tr>
<td><strong>C6</strong> NET extension from Clifton to Parkway</td>
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<tr>
<td><strong>C7</strong> P&amp;R at Parkway for NET users</td>
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<td><strong>C8</strong> NET extension from Parkway to EMA</td>
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<td><strong>C9</strong> NET extension to Gamston</td>
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<td><strong>C10</strong> NET extension to Edwalton</td>
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<td><strong>C11</strong> NET extension to Trowell Service Area</td>
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<tr>
<td><strong>C12</strong> P&amp;R at Net terminal at Trowell Service Area with M1 access</td>
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<tr>
<td><strong>C13</strong> P&amp;R off A453 at Clifton south</td>
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<td><strong>C14</strong> P&amp;R at M1 junction 23a with access off A453</td>
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<td><strong>C15</strong> P&amp;R at Edwalton</td>
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<td><strong>C16</strong> Conversion of Robin Hood Line to NET</td>
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<td><strong>C17</strong> NET extension to A32 Bardills Rd, With P&amp;R site</td>
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<tr>
<td><strong>D1</strong> Inbound bus lane on Farnborough Road</td>
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<tr>
<td><strong>D2</strong> Bus priorities at Clifton Lane/Farnborough Road junction</td>
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<td><strong>D3</strong> Shuttle Bus from Parkway to EMA</td>
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<td><strong>D4</strong> Bus priority at Junction 24 (for EMA to East Midlands Parkway shuttle)</td>
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<tr>
<td><strong>D5</strong> Selected improvements in service frequency and timings</td>
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<tr>
<td><strong>D6</strong> Changes to bus fare structure / level</td>
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<td>Appendix 6.1 Page 3</td>
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</tbody>
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### D7
- **D7** Provision of Hubs and Interchanges on Ring Road core route

### D8
- **D8** Extension of Real-time Passenger Information System

### D9
- **D9** Introduction of guided bus technology
  - (a) Clifton Lane eastbound approach to Crusader Roundabout
  - (b) Clifton Lane eastbound approach to Farnborough Road signals
- **D9** Ring Road locations

### D10
- **D10** Bus route modifications
  - (a) more cross-city routes
  - (b) city centre circuit for P&R buses
  - (c) route serving Clifton Village

### D11
- **D11** Integration of NET and Bus services

### D12
- **D12** Improved marketing Initiatives (multi-mode)

### D13
- **D13** Bus-based P&R adjacent to M1

### D14
- **D14** Renewal of bus fleet

### D15
- **D15** Express bus service between Kegworth and Nottingham

### D16
- **D16** Improve bus links to East Midlands Airport

### D17
- **D17** Improve bus services along the whole east to west length of the A453

### D18
- **D18** Better integration of bus and rail services

### D19
- **D19** P&R off A52 at Gamston

### D20
- **D20** Bus lanes a) Gotham road, Clifton
  - (b) A52 Ring Road locations

### D21
- **D21** Local car parking at major bus stops

### D22
- **D22** Busways in place of NET extensions

### D23
- **D23** New generation bus stops

### D24
- **D24** Bus based Park & Ride Clifton South

### E1
- **E1** M1 to Clifton Dual Carriageway with at grade junctions

### E2
- **E2** M1 to Clifton Dual Carriageway with grade separated junctions

### E3
- **E3** M1 to Clifton Single Carriageway with grade separated junctions

### E4
- **E4** M1 to Clifton Single Carriageway with at grade junction improvements

### E5
- **E5** A453 Clifton By-pass Dual Carriageway on existing alignment mostly in cutting (Red route). Updated version with extended bridges and simpler layout

### E5.5
- **E5.5** A453 Clifton dualling on line in cutting with extended bridges and simpler junctions

### E6
- **E6** A453 Clifton By-pass Dual Carriageway on existing alignment in cut and cover/tunnel

### E7
- **E7** A453 Clifton Improvement single carriageway with minor junction improvements/restrictions

### E8
- **E8** A453 Clifton By-pass Green route

### E9
- **E9** A453 Clifton By-pass Yellow route

### E10
- **E10** A453 Clifton By-pass Purple route

### E11
- **E11** A453 Clifton By-pass Grey route

### E12
- **E12** A453 Clifton By-pass Blue route

### E13
- **E13** M1 Junction 24 Improvement, major changes to the road layout

### E14
- **E14** M1 Junction 24 Improvement, traffic management measures

### E15
- **E15** Dual A453 between M1 and Clifton but with a bus only lane between M1 and the new Ratcliffe on Soar Parkway station

### E16
- **E16** Measures / schemes on corridors adjacent to A453

### E17
- **E17** Strategic route between A50 and A52 at Gamston (or further east)

### E18
- **E18** Construct a flyover at M1 J24 to relieve congestion problems

### E19
- **E19** M1 Junction 24 to A46 Widmerpool

### E20
- **E20** Provide access from M1 southbound to A46 at J21a

### E21
- **E21** Provide access from A50 to M1 southbound at J24a

### E22
- **E22** New link from A453 to M1 northbound at Donington Park J23a

### E23
- **E23** A6 Kegworth southern Bypass

### E24
- **E24** A453 Clifton single 4 lane c’way with bus or selected user lanes

### E25
- **E25** A453 M1 – Clifton single c’way improvement with hard strips and lighting

### E26
- **E26** 4th Trent Crossing Gamston - Colwick

### E27
- **E27** Clifton single c’way yellow route bypass

### E28
- **E28** A453 Barton Lodge safety improvement (Grade separation)

### E29
- **E29** A453 Crusader Roundabout addition of traffic signals

### E30
- **E30** A453 South of Farnborough Rd – extension of southbound flare
### F1 - Electronic Vehicle Guidance Systems
- Reallocate capacity, car sharing (high occupancy lanes)
- Dedicated lanes
- Variable speed limits
- Area Control (UTC system extended)
- Real time information (VMS, in vehicle guidance)
- Traffic Orders
- Improvements to bottlenecks such as Crusader roundabout
- Tidal flow scheme on section through Clifton with an extra lane built next to existing road to allow tidal flow to operate
- HGV bans (either forced to use A52 or A46, or banned during day time)
- Minor works to improve the alternative A52, A46 and A606 routes
- Prioritise users of additional highway capacity with emergency services, public transport and freight operators highest and commuters, journeys to school/college by car lowest
- Impose a 50mph speed limit between M1 and City Boundary and 30mph between City boundary and the A52 ring road
- Complete a separate network of facilities
- Bike stops
- Segregation of cycles from other road users (where problems experienced)
- Safety improvements (e.g. special junction facilities)
- Cycle loans
- Cycle Parks (in the City Centre, at rail station, bus stations and shopping centres)
- Cycle Priority at junctions, and on approaches to junctions
- Signed cycle routes on existing roads
- Better surfaced paths
- Cycle/footbridge across R. Trent at Clifton
- Segregation of pedestrians from other road users
- 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.
- Pedestrianisation
- Pedestrian priority, including area wide traffic calming and more crossing facilities
- School routes
- Road user charges
- Workplace parking levy
- HGV restrictions (for example in Kegworth village)
- Parking control
- Parking charges (incl out of town business and retail parks)
- Ban certain movements
- Legislative enforcement for people to leave their cars
- Extend the application of the Clear Zone concept, including time of day access restrictions and stretch emission standards
- Require links to be made between planning conditions and modal split target/ traffic quotas
- Re structure commodity supply
- Transhipment depots
- Expand subsidy
- Dedicated routes
- Railheads / sidings (both reopening of disused and opening of new facilities)
- Market forces
- Designated routes
- Taxation
- Possible shared use of bus lanes by HGV’s
- Legislation
- Education
- Integration
- Green Commuter Plans
- Environmentalists
- Information
- Public transport subsidies
- Reduced cost of public transport and perhaps free buses
- Fuel price, vehicle excise duty, tolling and taxation

**TOTAL SCHEMES**  153