

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)

B1	Construction of East Midlands Parkway Station
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
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
B10	Pedestrian link from Nottingham Station footbridge to NET terminus
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
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
B21	Electrification of Midland Mainline
B22	Four-tracking of Midland Mainline
B23	Increase loading gauge on Midland routes (to W9 or W10)
B24	Rail Link between Parkway Station (MML) and EMA
B25	P&R off A50 Cavendish Rdbt at Castle Donington
B26	Rail based P&R at Trowell
B27	MML to Airport Rail link south of Kegworth
C1	Completion of NET line 1
C2	NET extension to Clifton a) Wilford Route b) Queens Drive Route
C3	Creation of NET/Bus/Rail Interchanges
C4	NET extension to Beeston a) Via Queens Drive b) Via University c) Combined with Clifton Line
C5	Stand-alone Light Rail Shuttle between Parkway Station and EMA
C6	NET extension from Clifton to Parkway
C7	P&R at Parkway for NET users
C8	NET extension from Parkway to EMA
C9	NET extension to Gamston
C10	NET extension to Edwalton
C11	NET extension to Trowell Service Area.
C12	P&R at Net terminal at Trowell Service Area with M1 access
C13	P&R off A453 at Clifton south
C14	P&R at M1 junction 23a with access off A453
C15	P&R at Edwalton
C16	Conversion of Robin Hood Line to NET
C17	NET extension to A52 Bardills Rdbt. With P&R site
D1	Inbound bus lane on Farnborough Road
D2	Bus priorities at Clifton Lane/Farnborough Road junction
D3	Shuttle Bus from Parkway to EMA
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	Provision of Hubs and Interchanges on Ring Road core route
D8	Extension of Real-time Passenger Information System
D9	Introduction of guided bus technology (a) Clifton Lane eastbound approach to Crusader Roundabout Clifton Lane eastbound approach to Farnborough Road signals (b) Ring Road locations
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)
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
D19	P&R off A52 at Gamston
D20	Bus lanes a)Gotham road, Clifton b) A52 Ring Road locations
D21	Local car parking at major bus stops
D22	Busways in place of NET extensions
D23	New generation bus stops
D24	Bus based Park & Ride Clifton South
E1	M1 to Clifton Dual Carriageway with at grade junctions
E2	M1 to Clifton Dual Carriageway with grade separated junctions
E3	M1 to Clifton Single Carriageway with grade separated junctions
E4	M1 to Clifton Single Carriageway with at grade junction improvements
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	A453 Clifton dualling on line in cutting with extended bridges and simpler junctions
E6	A453 Clifton By-pass Dual Carriageway on existing alignment in cut and cover/ tunnel
E7	A453 Clifton Improvement single carriageway with minor junction improvements/restrictions
E8	A453 Clifton By-pass Green route
E9	A453 Clifton By-pass Yellow route
E10	A453 Clifton By-pass Purple route
E11	A453 Clifton By-pass Grey route
E12	A453 Clifton By-pass Blue route
E13	M1 Junction 24 Improvement, major changes to the road layout
E14	M1 Junction 24 Improvement, traffic management measures
E15	Dual A453 between M1 and Clifton but with a bus only lane between M1 and the new Ratcliffe on Soar Parkway station
E16	Measures / schemes on corridors adjacent to A453
E17	Strategic route between A50 and A52 at Gamston (or further east)
E18	Construct a flyover at M1 J24 to relieve congestion problems
E19	M1 Junction 24 to A46 Widmerpool
E20	Provide access from M1 southbound to A46 at J21a
E21	Provide access from A50 to M1 southbound at J24a
E22	New link from A453 to M1 northbound at Donington Park J23a
E23	A6 Kegworth southern Bypass
E24	A453 Clifton single 4 lane c'way with bus or selected user lanes
E25	A453 M1 – Clifton single c'way improvement with hard strips and lighting
E26	4th Trent Crossing Gamston - Colwick
E27	Clifton single c'way yellow route bypass
E28	A453 Barton Lodge safety improvement (Grade separation)
E29	A453 Crusader Roundabout addition of traffic signals
E30	A453 South of Farnborough Rd – extension of southbound flare

F1	Electronic Vehicle Guidance Systems
F2	Reallocate capacity, car sharing (high occupancy lanes)
F3	Dedicated lanes
F4	Variable speed limits
F5	Area Control (UTC system extended)
F6	Real time information (VMS, in vehicle guidance)
F7	Traffic Orders
F8	Improvements to bottlenecks such as Crusader roundabout
F9	Tidal flow scheme on section through Clifton with an extra lane built next to existing road to allow tidal flow to operate
F10	HGV bans (either forced to use A52 or A46, or banned during day time)
F11	Minor works to improve the alternative A52,A46 and A606 routes
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
F13	Impose a 50mph speed limit between M1 and City Boundary and 30mph between City boundary and the A52 ring road
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)
G5	Cycle loans
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
G8	Signed cycle routes on existing roads
G9	Better surfaced paths
G10	Cycle/footbridge across R.Trent at Clifton
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
H4	Pedestrian priority, including area wide traffic calming and more crossing facilities
H5	School routes
I1	Road user charges
I2	Workplace parking levy
I3	HGV restrictions (for example in Kegworth village)
I4	Parking control
I5	Parking charges (incl out of town business and retail parks)
I6	Ban certain movements
I7	Legislative enforcement for people to leave their cars
I8	Extend the application of the Clear Zone concept, including time of day access restrictions and stretch emission standards
I9	Require links to be made between planning conditions and modal split targets/ traffic quotas
J1	Re structure commodity supply
J2	Transshipment depots
J3	Expand subsidy
J4	Dedicated routes
J5	Railheads / sidings (both reopening of disused and opening of new facilities)
J6	Market forces
J7	Designated routes
J8	Taxation
J9	Possible shared use of bus lanes by HGV's
K1	Legislation
K2	Education
K3	Integration
K4	Green Commuter Plans
K5	Environmentalists
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

TOTAL SCHEMES 153