



£200
cash to be won!

NET Phase 2 Consultation

Chilwell Route - Section between **Abbey Street** and **Nottingham Station**

BUSINESS REPLY SERVICE
Licence No. NG 1334

2 | |



NET Phase 2 Development Team
Lawrence House
Talbot Street
Nottingham
NG1 5BR



NET Phase 2 Consultation

Chilwell Route - Section between **Abbey Street** and **Nottingham Station**



Introduction



In April 2002, after a large public consultation exercise and extensive feasibility work on six possible routes, the City and County Councils agreed to progress the design of two tram routes to Clifton via Wilford and to Chilwell via QMC and Beeston.

Since then, the City and County Councils have carried out significant further development work and have submitted a case for funding to Central Government. Importantly, the outline design has now been developed, which forms the basis of this consultation. The designs include a more detailed consideration of the tram alignment including road layouts, potential stop locations, parking and loading provision, landscaping and ways of screening the tram and providing for any lost trees and vegetation.

In order to produce these designs the team have carried out a considerable amount of preparatory work including ground investigations, engineering studies and environmental surveys, as well as taking account of economic and planning considerations. This information will also be used to inform the Environmental Statement, which would be submitted as part of any Transport and Works Act Order (TWAO) application to Government and become publicly accessible.

This consultation is a very important stage and it is vital that you take the opportunity to comment. If the Councils and then the Government, following a Public Inquiry, approve the tram routes then these designs will be used as a template to build the system. It is therefore important that you have your say on the detail now, whatever your views on the project as a whole.

For more information, log on to www.netphasetwo.info where you can view maps and aerial photographs of the routes, read frequently asked questions and find out the latest news. The site also contains council reports, links to other tram schemes and much more...



Contact us

NET Phase 2 Development Team | Lawrence House | Talbot Street | Nottingham NG1 5NT
Telephone: 0115 915 6600 | **Email:** tram@nottinghamcity.gov.uk

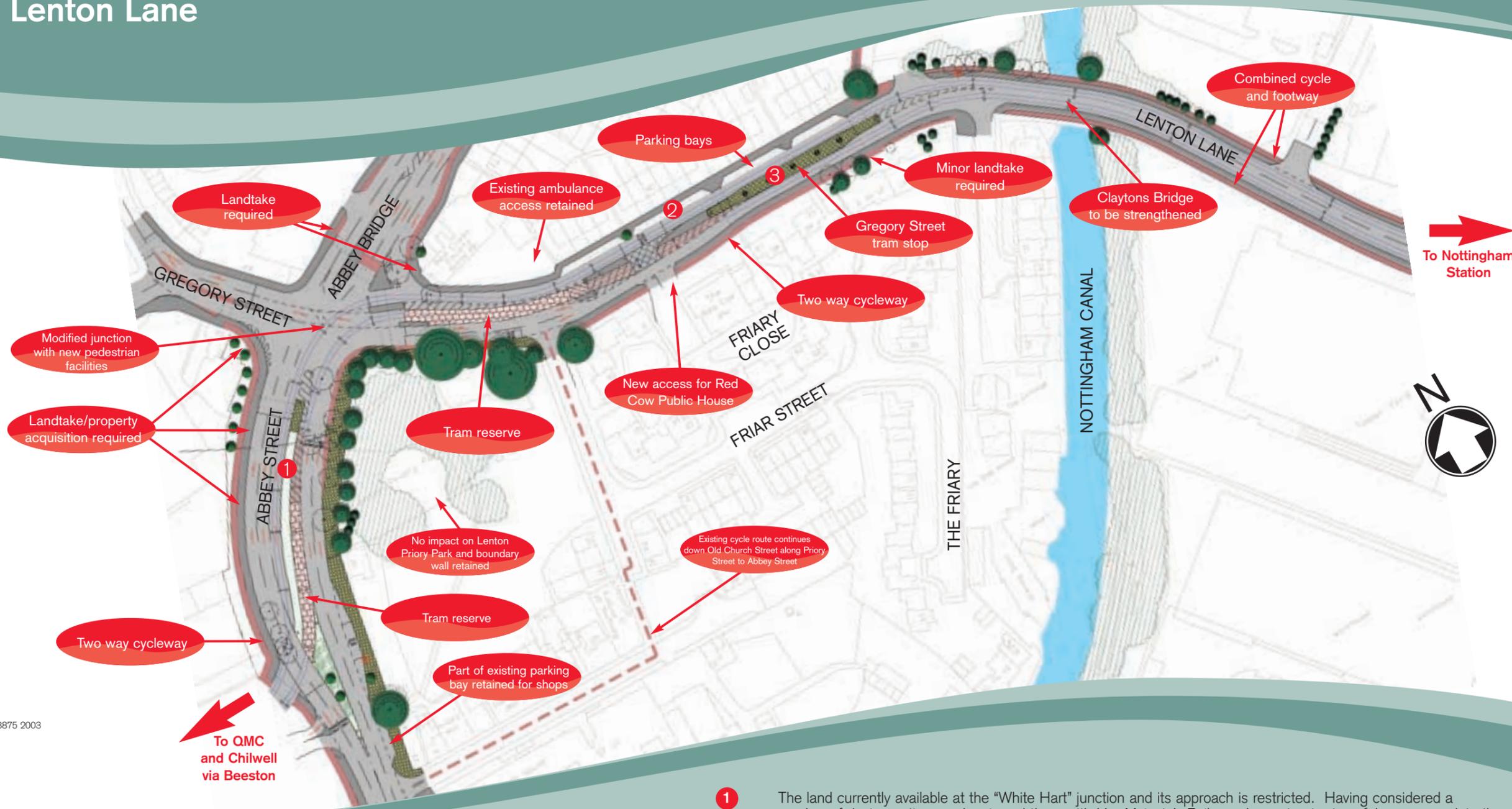
Route Description

The Chilwell route starts at Toton Lane Park and Ride site, which is located close to the A52 and M1. From here the tram would run along the open space adjacent to Eskdale Drive and Clumber Avenue through the Chilwell residential area, eventually joining Chilwell High Road via land behind Broxtowe College. The route would run through Beeston Town Centre, out onto Middle Street, and would join University Boulevard via Fletcher Road and Lower Road. The route would pass through the University, crossing the A52 on a bridge and would serve the main 'B' floor level at the QMC. The tram would then cross over Abbey Street and onto Gregory Street and then Lenton Lane, crossing over the railway line before passing through the old Royal Ordnance Factory site (now called the ng2 development site). The route follows Meadows Way and joins NET Line One at Nottingham railway station, offering through journeys into the city and beyond.

The Ordnance Survey map data included within this publication is provided by Nottingham City Council under licence from the Ordnance Survey in order to fulfil its public function to publicise local public transport services to the Nottingham area. Persons viewing this map should contact Ordnance Survey copyright for advice where they wish to licence Ordnance Survey map data for their own use.

Abbey Street to Lenton Lane

-  Retained trees
-  Tree loss
-  Existing vegetation
-  &  Cycleway
-  Bus Stop
-  New trees
-  Prestige quality paving
-  Shrub planting



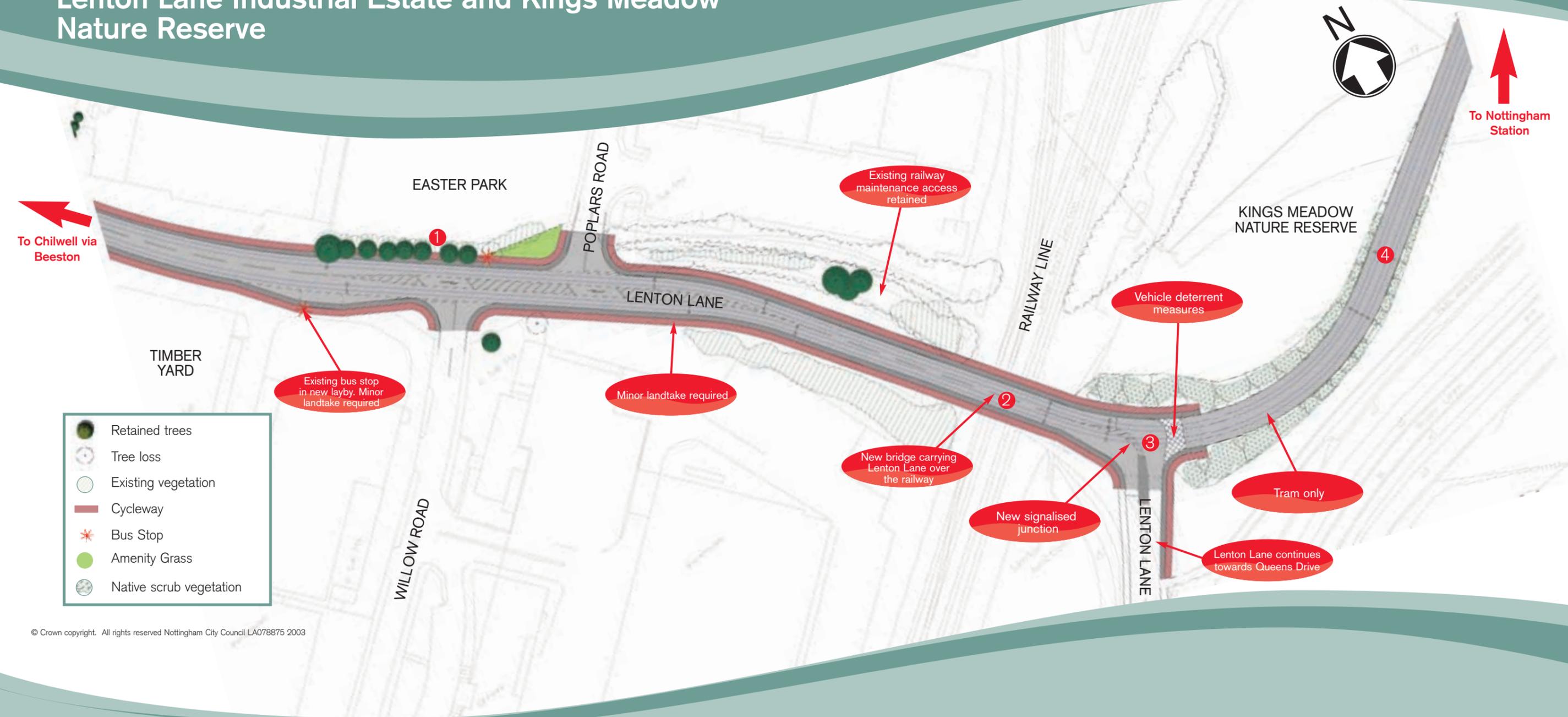
© Crown copyright. All rights reserved Nottingham City Council LA078875 2003

On leaving the Queens Medical Centre (QMC), the tramway would enter onto Abbey Street and travel along Abbey Street, towards the junction of Abbey Street and Gregory Street. It would then turn into Lenton Lane.

- 1** The land currently available at the "White Hart" junction and its approach is restricted. Having considered a number of design options and reviewed them with Her Majesty's Railways Inspectorate, to safely accommodate the tram, other road vehicles, pedestrians and cyclists it would be necessary to widen Abbey Street on the approach to the junction. This would be achieved through the acquisition of a number of properties and land along Abbey Street and Gregory Street. The new layout will aid congestion at peak times, provide pedestrian crossings at the junction, and safely accommodate cyclists.
Additional tree planting is proposed to offset the loss of some trees. There would be no impact on Lenton Priory Park.
- 2** On Gregory Street parking bays will be located on the northern side of the street. Elsewhere on-street parking will be prohibited. There will be some minor land take on the south side of Gregory Street to accommodate the tram stop, parking bays and foot/cycleways.
- 3** An 'island' tram stop will be located in a central position on Gregory Street, with the tram and traffic running on both sides of the tram stop. The tram stop will include passenger shelters, real-time information display, CCTV and passenger help buttons.

The tram would continue to share the road with other traffic and then cross over Clayton's Bridge and continue onto Lenton Lane. Clayton's Bridge will require strengthening.

Lenton Lane Industrial Estate and Kings Meadow Nature Reserve



© Crown copyright. All rights reserved Nottingham City Council LA078875 2003

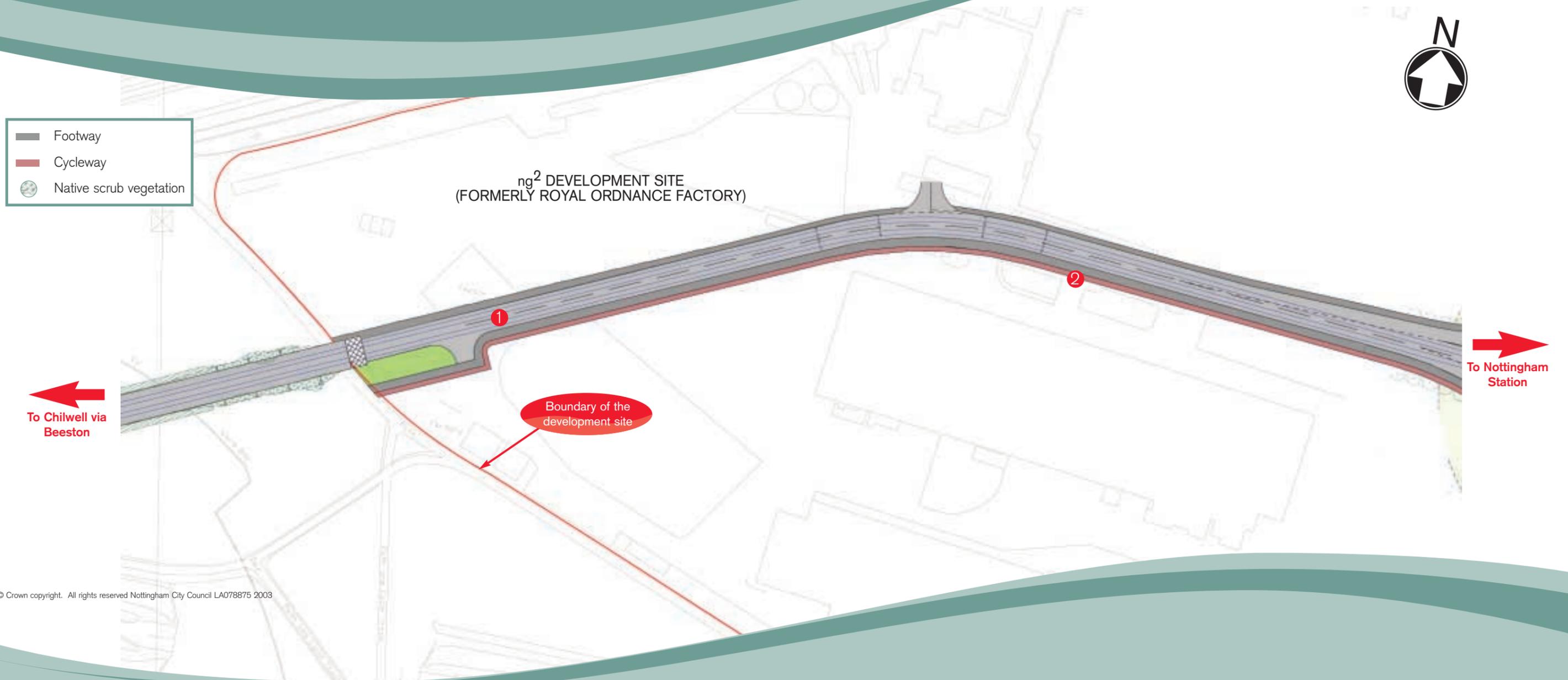
The tram would continue along Gregory Street through the first part of Lenton Lane Industrial Estate, past Easter Park, sharing the road with other vehicles. There are further minor landtakes required along this section of route.

- 1** The cycleway/footway would continue along Lenton Lane alongside the tramway. Most existing trees will be retained.

- 2** The existing Lenton Lane bridge is in a poor condition and would be replaced with a new purpose built bridge carrying trams and other vehicles over the railway. Some landtake will be required for the new bridge.
- 3** The existing road would be realigned to improve road safety, continuing southwards through a new signalised junction.
- 4** The tramway would turn eastwards and ramp down through the Kings Meadow Nature Reserve. Vehicle deterrent measures will be added to prevent vehicles from using the tramway beyond Lenton Lane. Significant existing vegetation will be removed in the Nature Reserve, although the alignment of the tramway would aim to avoid as many of the key ecological features as possible. Landscape restoration and improvement works will be low key to enable native vegetation to re-establish itself.



www.netphasetwo.info



© Crown copyright. All rights reserved Nottingham City Council LA078875 2003

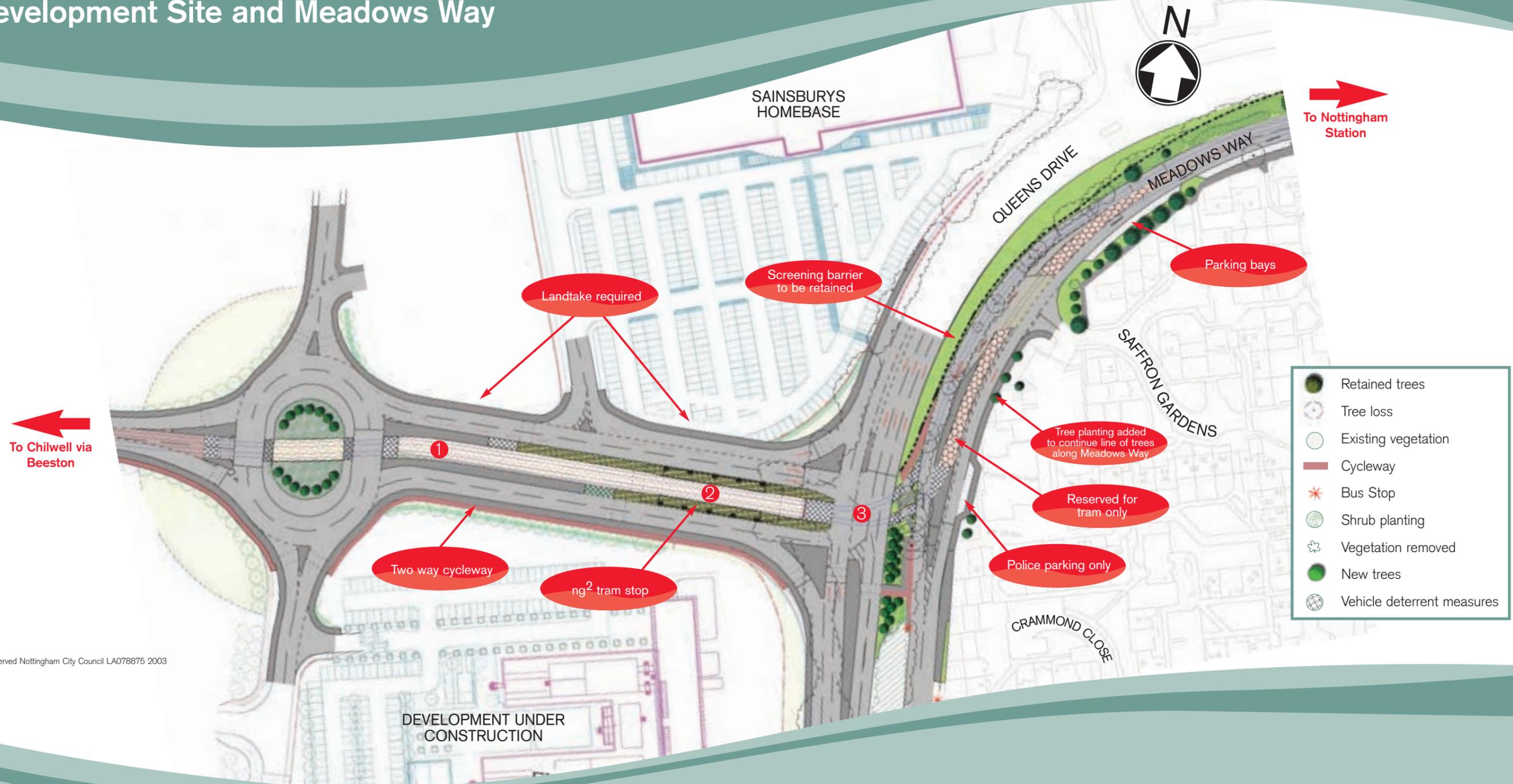
- 1 The tramway would pass through the ng² development site which was formerly the Royal Ordnance Factory. Approaching from Kings Meadow Nature Reserve, the tramway will run along the development site spine road.
- 2 A cycleway/footway would be provided through the ng² site linking with the existing footpath and cycle tracks in the area

The urban design in this area will be further developed as part of the future ng² development.

“ Congestion Reduction -
The three NET routes
together would take 4 million car
journeys off our roads and carry
20 million passengers a year. ”



ng² Development Site and Meadows Way



© Crown copyright. All rights reserved Nottingham City Council LA078875 2003

ng² is the new development site located in the NG2 postcode area of Nottingham. It was formerly the site of the Royal Ordnance Factory.

1 After running through a roundabout within the ng² site, which will need to be signalised, the tramway will travel segregated in between the road and footway/cycleway towards Queens Drive.

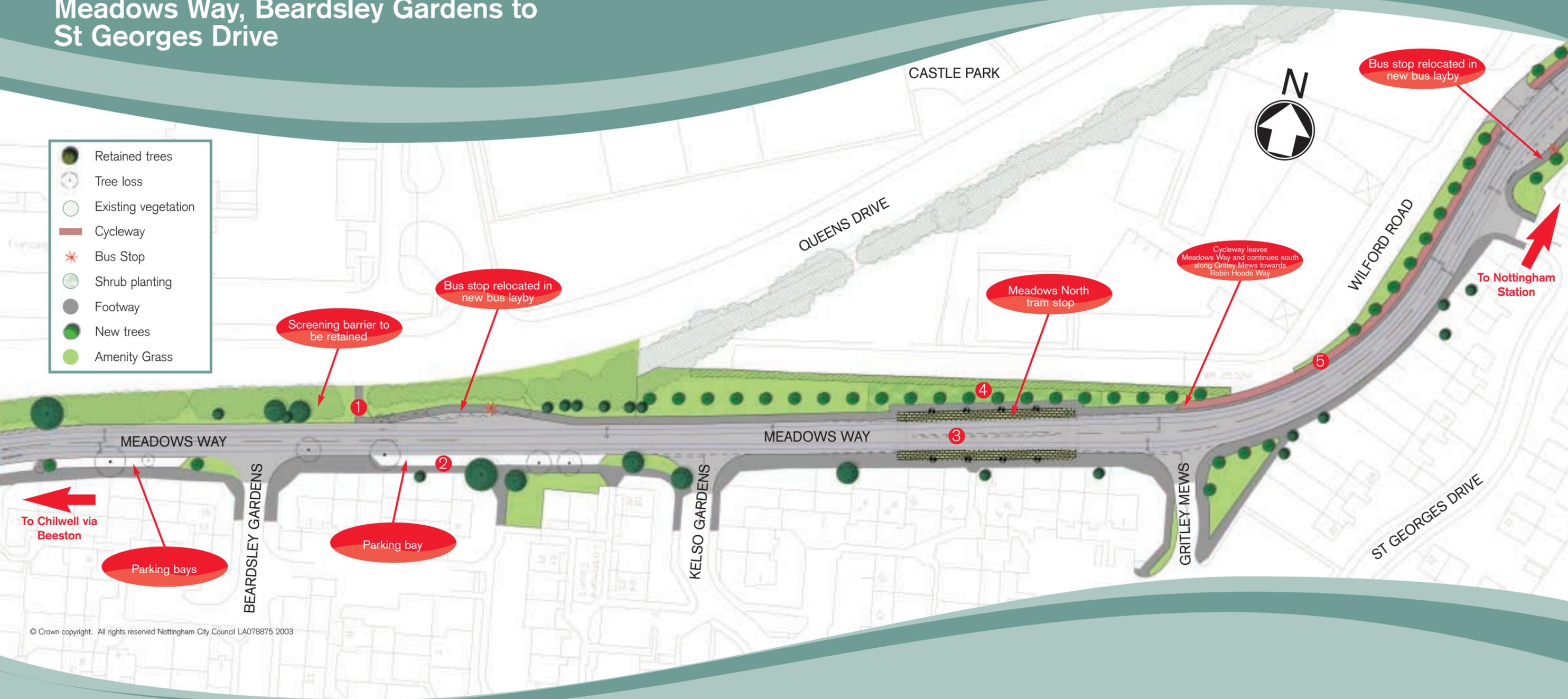
2 The ng² tram stop would be located close to Queens Drive allowing access from residential areas in the Meadows. Pedestrian links across Meadows Way and Queens Drive will be provided. The tram stop would have passenger shelters, real-time information displays, CCTV and passenger help buttons. Landtake would be required on the north side of the spine road.

3 The tram would then cross over the existing Queens Drive junction and enter Meadows Way, turning north towards Nottingham Station, running on-street with other traffic. Other vehicles would not be able to move between Queens Drive and Meadows Way at this location. Vehicle deterrent measures will be used to enforce this.

Vegetation will need to be removed at the junction to allow the tram to cross over Queens Drive from the ng² site, although additional planting elsewhere on Meadows Way will be used to enlarge the natural barrier between Queens Drive and the houses on Meadows Way.

Parking bays will be provided along Meadows Way as on-street parking will be prohibited.

Meadows Way, Beardsley Gardens to St Georges Drive



© Crown copyright. All rights reserved Nottingham City Council LA078875 2003

The tramway would continue along Meadows Way towards Nottingham Station, sharing the road with other vehicles.

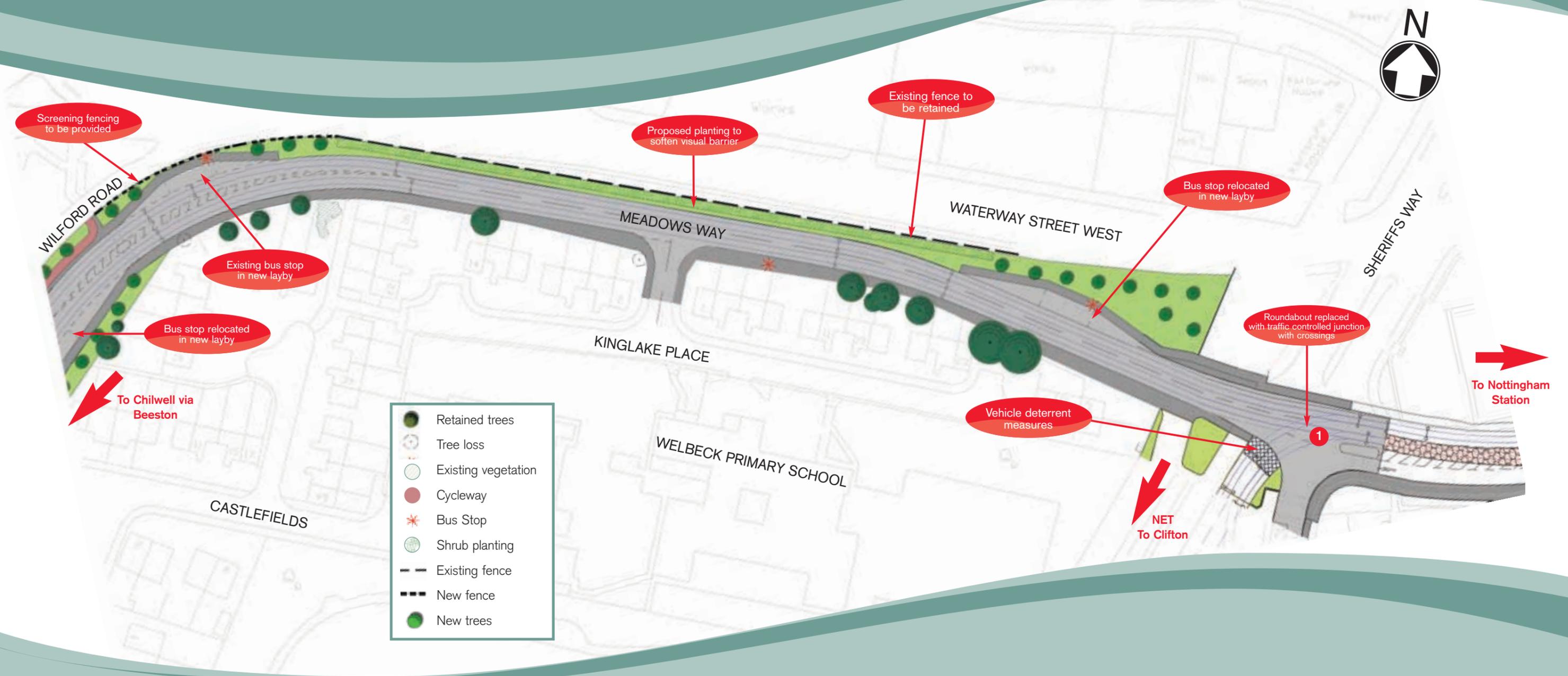
- 1** The footway, west of the bus lay-by, would link in with the existing Queens Drive pedestrian crossing.
- 2** As the tramway proceeds down Meadows Way the existing street trees on the southern side of the road would be kept where possible, however the need for parking bays would necessitate the removal of some trees. Replacement tree planting would be carried out where possible to retain this informal boulevard along the road and tramway.

- 3** The Meadows North tram stop will be located between Kelso Gardens and Gritley Mews. The tram stop would include passenger shelters, real-time information displays, CCTV and passenger help buttons that work together with the CCTV when pressed.
- 4** Low level shrub planting would surround the northern side to help define its location and provide for a more attractive waiting environment.
- 5** A footway/cycleway would be located on Meadows Way north of the tramway. This links up with the Meadows North tram stop. The cycleway links south towards Gritley Mews, Ayton Close and Robin Hoods Way.

Bus lay-bys would be provided where possible to prevent trams from queuing behind buses at bus stops.

Parking bays will be provided along Meadows Way as on-street parking will be prohibited.

Meadows Way - Castlefields to Sheriffs Way



The tramway would continue along Meadows Way, sharing the road with other vehicles.

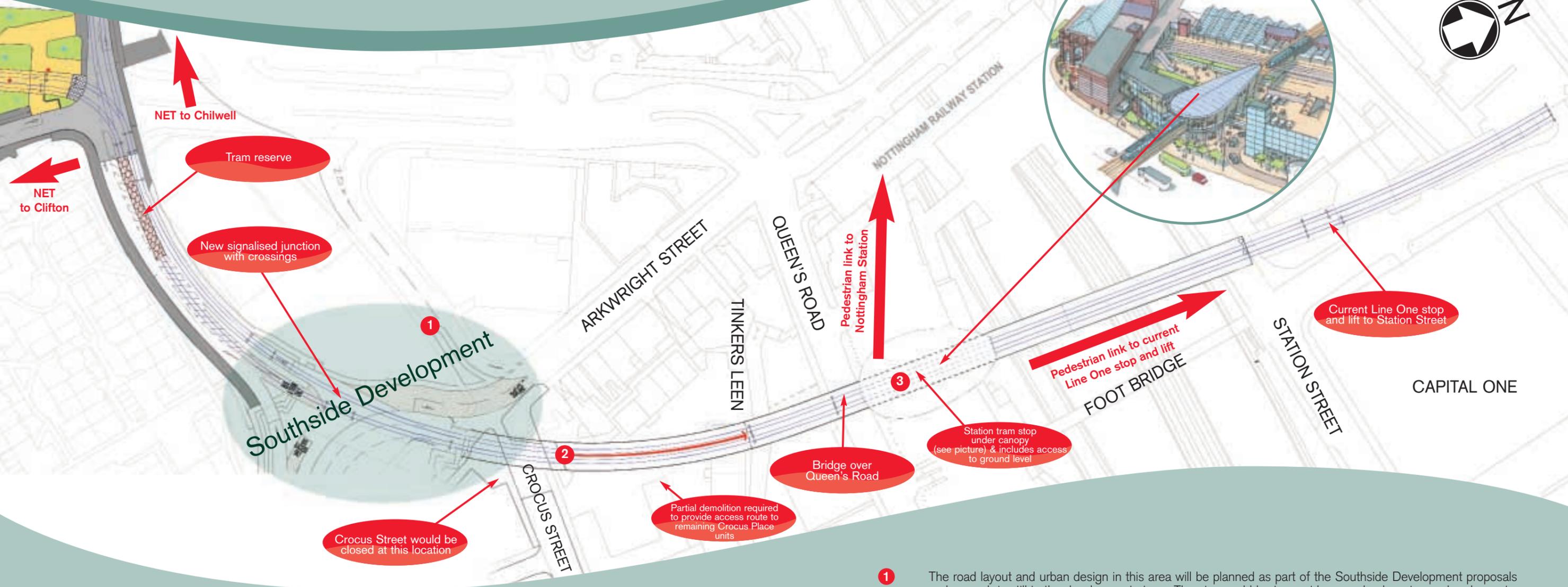
To retain the quiet and residential feel of this road the existing fence that separates Meadows Way from Waterway Street West would be retained and extended. There would be space between Meadows Way and the fence to accommodate tree and shrub planting.

Bus lay-bys would be provided where possible to prevent trams from queuing behind buses at bus stops.

1 The tramway would join up with the Clifton tram route at a new signalled junction between Sheriffs Way and Meadows Way, replacing the existing roundabout. The access to Sheriffs Way on the north side of Meadows Way will close as part of the Southside Development Proposals (see overleaf).



Crocus Street/Arkwright Street Junction and Nottingham Station



Nottingham Station Masterplan

The design of the NET alignment and the tram stop at Nottingham Railway Station will continue to be developed in conjunction with the Station Masterplan (see picture). This will provide a radical transformation of the station into the key transport interchange in the city involving train, tram, bus, coach, taxi and private car, cyclists and pedestrians.

Southside Development

The Southside Development area aims to provide a gateway to the city centre from the south by encouraging new development opportunities which include high quality employment sites and a mix of housing around Nottingham canal and the railway station. Improved links will be created to the Meadows Area.

- 1 The road layout and urban design in this area will be planned as part of the Southside Development proposals and as such is still in the development stage. The aim would be to provide some landscaping and a pleasant pedestrian and cycle link would also be a feature on this main route into Nottingham City Centre.
- 2 The tramway would approach Nottingham Station from Crocus Street, ramping up and crossing over Tinkers Leen and Queen's Road on a new bridge. Land take would be required from the Crown Inn and some of the industrial units would need to be demolished. Crocus Street would need to be closed east of the tramway. There would be the opportunity to situate tree planting outside the Crown Inn at the junction to soften it and create a more attractive environment.
- 3 NET would offer through journeys to and from the City Centre and beyond towards Hucknall and Phoenix Park. Alternatively, a change at Nottingham Station could take you through to Clifton from Chilwell and vice versa. A new tram stop would be provided at Nottingham Station. It is possible that trams would no longer stop at the current Line One stop at Capital One but the pedestrian routes, including the lift down to Station Street would be retained for use by the public. Access to the new tram stop would also be provided from the Nottingham Station street-level entrance and from Queen's Road.

The NET tram stop will allow passengers to easily interchange with trains calling at Nottingham Station. Pedestrian, cycle and bus improvements are also planned to make interchange as easy as possible.



