

EXECUTIVE SUMMARY

INTRODUCTION

The Government Office for the East Midlands commissioned Pell Frischmann Consultants to undertake the A453 Multi Modal Study in December 1999 following publication of the Government's White Paper on Integrated Transport. The main emphasis of the Study has been to develop an integrated transport plan to address the existing and future travel problems in the A453 corridor.

The study has collected a substantial volume of data on current travel and land use patterns and developed an analytical transport model, used to evaluate the impacts of a wide range of interventions against both local and national transport objectives. Fiscal and other behavioural measures have been included as well as the introduction of new transport infrastructure and services.

Historically there has been over-dependence upon the private car, substantial road building programmes and under-investment in public transport and the non-motorised modes. This has led to the progressive erosion of both the urban and rural environments without the resolution of road traffic congestion. The Study recognises this and has developed a Preferred Transport Strategy that best addresses the demand for movement, and the network supply to provide for that movement.

The Preferred Transport Strategy

The Preferred Transport Strategy outlines a new transport philosophy in which substantial investment in public transport and policies to influence demand and behaviour are combined to reduce the overall demand for movement and bring about much greater use of public transport, walking and cycling modes. This results in lower traffic forecasts and the opportunity to consider lesser highway schemes than those previously envisaged for the corridor whilst still providing improvements in traffic and environmental conditions.

The Preferred Transport Strategy comprises five main elements:

- **Public transport investment:-**
Heavy Rail, Light Rapid Transit (NET), Bus
- **Demand Management:-**
Public transport fares and workplace parking and Mode Change Policies levy.
- **Highway Improvements: -**
To deal with residual demand, and Traffic Management accessibility and safety
- **Complementary Packages: -**
Freight, pedestrian and cycle networks and local travel behaviour.
- **Strategic and National Measures:-**
Initiatives to influence travel behaviour, and consistency with M1 MMS proposals.

This strategy is complementary to, and builds upon, many policies under consideration by Local authorities, especially Nottingham City Council.

The Transport Plan

The recommended Transport Plan has a strong public transport and demand management package in order to limit the scale of road building to an environmentally acceptable level, especially in the suburban area of Clifton. Following a process of assessment, consultation, and refinement the final Plan has been developed and contains an integrated package of 47 schemes involving a wide range of costs and impacts, and to be delivered by a range of different agencies in a phased programme.

The main schemes and policies in terms of cost and the contribution to the transport solution are:

Public Transport:

- Improvement of the rail junction at Trent Lock
- Renewal of signalling and track changes between Trent junction and Nottingham
- Modernisation of Nottingham Midland Station with extra platform
- Improved rail services between Derby and Nottingham
- Park and Ride to Nottingham via the Proposed Parkway Station
- Nottingham Express Transit (NET) extension to Clifton and Beeston
- Improvement of Bus services in Clifton and between Kegworth and Nottingham
- Modernisation of buses and services

Highways:

- Dual carriageway A453 improvements with grade separation between Clifton and Nottingham
- M1 junction 24 improvement with A50 flyover to M1 south
- A453 widening to 4 lanes at grade through Clifton with junction improvements and pedestrian facilities

Complementary Measures:

- Extension and improvement of footpath and cycle network

Demand Management and Travel behaviour:

- Workplace Parking Levy or equivalent commuter charging in Nottingham
- Policies to influence future travel behaviour
- Reduced public transport fares
- Reduced parking for commuters with higher charges

Implementation

The study has addressed the issue of implementation and has identified a phased programme over the study horizon. It is clear, however that there are certain key aspects that need to be borne in mind when implementing the plan, if its underlying philosophy is not to be undermined.

The key principles of the suggested implementation programme are:

- Early benefits (especially for safety) achieved with interim highway schemes.
- Co-operation and integration by the executive bodies
- Public transport improvements a step ahead of demand management measures.
- Demand management measures introduced gradually.
- The major public transport and highway schemes for Clifton in place before the dualling of A453 from M1 to Clifton.
- Many of the smaller schemes involve continuous programmes.
- Bus service improvements accompanied by bus integration and promotion schemes.
- Public transport fare reductions following service improvements.

Schemes included in the Transport Plan

REF. NO.	SCHEME	EXECUTIVE BODY ENVISAGED
Rail Schemes		
B2b	Replacement Rolling Stock Central Trains	Central Trains
B3a	Trent PSB (Parkway-Nottingham) signalling and track improvements	Railtrack
B3b	Trent PSB (Attenborough South) Flyovers	Railtrack
B5	Car parking at local stations	Midland Mainline/Central Trains
B6	Nottingham – Parkway train service	Midland Mainline /Central Trains
B7	Local Park & Ride facility at EM Parkway Station	Midland Mainline
B8	Nottingham-Derby improved train service	Central Trains
B9/11	Station upgrades to modern standards inc. Real Time information	MML/Central Trains
B14	Multi Mode smartcard ticketing	All public transport providers
B13,15	Nottingham Station Masterplan redevelopment with extra platform	Railtrack/ Midland Mainline /Central Trains & possibly others
B17	Gedling Station & Park & Ride service	Nottingham City Council/ Nottinghamshire County Council /Midland Mainline
Light Rail Schemes		
C2	NET extension to Clifton	NET/Nottingham City Council
C3	NET/bus/rail interchanges	Nottingham City Council
C4	NET extension to Beeston	NET/Nottingham City Council
C13	Clifton South Park and Ride	NET/Nottingham City Council
C17	NET extension Beeston to A52 Bardills roundabout	NET/Nottingham City Council
Bus Schemes		
D2	Bus lanes A453 Farnborough Road to Silverdale Flyover	Highways Agency
D4	M1 Junction 24 bus priority	Highways Agency
D5	Clifton local bus service improvements	Nottingham City Transport
D8	Bus Real Time information	Nottingham City Transport
D10c	Bus Service to Clifton village	Nottingham City Transport or other bus Company

D12	Bus marketing	Joint action by bus service providers, City & County Councils
D15,16 17	A453 express bus services EM airport and Kegworth - Nottingham	Not determined
D11,18	Bus/NET/Rail integration of services	All PT providers
D20	Gotham Road bus lane on approach to Crusader Roundabout	Nottingham City Council
D21	Local parking at major bus stops	Nottinghamshire County Council/Highways Agency
D23	New generation bus stops	Joint action by bus service providers, City & County Councils
Highway Schemes		
E2	M1 – Clifton dual carriageway scheme	Highways Agency
E13	M1 junction major improvement with A50 – M1 south flyover	Highways Agency
E14	M1 junction 24 traffic signals scheme with safety improvements	Highways Agency
E24	Clifton A453 single 4 lane carriageway improvements inc. Crusader Rdbt.	Highways Agency
E28	A453 Barton Lodge safety improvement (Grade separation)	Highways Agency
E29	A453 Crusader Roundabout addition of traffic signals	Highways Agency
E30	A453 S. of Farnborough Rd. extension of flare southbound	Highways Agency
F5	Extension of Urban Traffic Control system to A453 Crusader roundabout	Highways Agency
Pedestrian & Cycle Schemes		
G	Cycling schemes: New tracks, signing, safety schemes, cycle parks, re- surfacing of tracks. Clifton – Beeston Cycle/footbridge across River Trent	Highways Agency. Nottinghamshire County Council. Nottingham City Council. Sustrans.
H	Pedestrian schemes: Segregation, Security with CCTV, priority, traffic calming, better crossings, safer school routes	Highways Agency. Nottinghamshire County Council. Nottingham City Council.
Freight Schemes		
J5	Rail heads and sidings for road/rail transfer.	Railtrack (as initiator of co-ordinated action)
I2	Workplace parking levy or road charges	Nottingham City Council /DTLR/Nottinghamshire County Council
I3	HGV bans on unsuitable roads	Nottinghamshire County Council
I4	Further parking controls	Nottingham City Council/Nottinghamshire County Council/District Councils

I5	Further parking charges	Nottingham City Council
I9	Planning controls to encourage public transport & walking/cycling	District Councils/Regional Planning Body
Travel Behaviour Schemes		
K2	Travel Education	DTLR/Nottingham City Council/Nottinghamshire County Council
K4	Green commuter plans	Nottingham City Council/Nottinghamshire County Council
K6	Information	DTLR in co-ordinated action
K8	Reduce public transport fares	Nottingham City Council/Nottinghamshire County Council/ Public Transport providers

Committed Schemes Complementary to the Transport Plan

REF. NO.	SCHEME	EXECUTIVE BODY
Rail Schemes		
B1	East Midlands Parkway Station	Midland Mainline
B2a	Replacement Rolling Stock Midland Mainline	Midland Mainline
B10	NET line One to Nottingham Station footbridge	NET
LIGHT RAIL		
C1	NET Line One	NET
Bus Schemes		
D1	City bound bus lane Farnborough Road	Nottingham City Council
D3	EM Airport-EM Parkway Station shuttle bus service	East Midlands Airport
D19	Gamston Park and Ride NCT Service re organisation (2001/2)	Nottinghamshire County Council
Highway Schemes		
-	A46 dualling Widmerpool to Newark	Highways Agency
-	A52/A60 junction improvement Nottingham Ring Road	Highways Agency
-	A52/A606 junction improvement Nottingham Ring Road	Highways Agency
Demand Management And Travel Behaviour Schemes		
-	Nottingham City centre development of Clearzone	Nottingham City Council
-	Nottingham City development of On Street parking charges	Nottingham City Council