

8. CONSULTATION

8.1 GENERAL APPROACH

8.1.1 The A453 Study Team adopted an inclusive approach to consultation which began before the Study commenced when GOEM invited local representative groups to nominate a representative to sit on the Wider Reference Group (WRG). This group was to be consulted at regular intervals throughout the Study period to be informed of progress and to participate by giving their views on specific issues and particular local problems.

8.1.2 The ‘openness’ in consultation has been a strong feature throughout the A453 Study period with access to information being provided through the Study website (www.a453multimodal.com), the ‘Inclusion’ newsletter and team presentations. Through the Project Management Group (PMG) and WRG, local organisations were invited to seek presentations and the Study Team adopted a responsive role in attending these presentations as detailed below.

8.1.3 ‘Formal’ consultation with relevant Local Authorities was carried out at the ‘Strategy Development’ stage and at ‘Option Appraisal’. In addition specific presentations were made to Elected Members and a pro-active approach to media coverage was adopted by inviting the press to press briefings at specific stages in the Study process.

8.1.4 A comprehensive public consultation exercise was carried out during February/March/April 2002 at Option Appraisal stage to obtain comment on Options reflecting a range of approaches to implementation of the Preferred Strategy to inform development of a Preferred Option.

8.2 WIDER REFERENCE GROUP

8.2.1 The WRG was initially formed prior to the commencement of the Study by inviting local groups to nominate a representative to attend events throughout the Study period. The range of organisations covered commercial, local interest, and environmental groups, transport providers and operators, and local authorities. Some 69 organisations responded and were named in the study brief and these are identified in Table 8.1. The brief requested that the WRG meet as required (hopefully at least quarterly) and noted that updates on study progress and results may be needed at these meetings in a more formal way than at Project Management Group meetings.

Table 8.1 – List of Initial WRG Member Organisations

Arriva Fox County Ltd	Leicestershire County Council
Automobile Association	Midland Mainline
Barton in Fabis Parish Council	National Express Ltd
Beeston Residents Against Vandalism of the Environment	National Federation of Bus Users
British Gas Transco	North West Leicestershire District Council
British Gypsum Ltd	Nottingham City Council
British Horse Society	Nottingham City Transport Ltd
British Telecommunications PLC	Nottingham Development Enterprise
British Waterways	Nottingham Forest Football Club Ltd

<p>Broxtowe Borough Council Cable and Wireless Communications Central Trains Ltd Clifton & Wilford Area Committee Clifton Bypass Campaign Group Confederation of Passenger Transport Council for the Protection of Rural England (CPRE) Nottingham Branch Countryside Agency Derby City Council Derbyshire County Council East Midlands Advisory Group on the Environment East Midlands Airport East Midlands Ambulance Service NHS Trust East Midlands Chambers of Commerce East Midlands Electricity PLC East Midlands Environment Link East Midlands Group CPRE East Midlands Voluntary Sector Forum English Nature – East Midlands Team Environment Agency Erewash Borough Council Friends of the Earth Highways Agency Kegworth Parish Council Leicester City Council</p>	<p>Nottingham Health Authority Nottingham Trent University Nottinghamshire County Council Nottinghamshire County Cricket Club Nottinghamshire Fire and Rescue Service Nottinghamshire Police Nottinghamshire Wildlife Trust Notts County Football Club Oil and Pipeline Agency PEDALS Powergen PLC RAC Trafficmaster Telematics Ltd Rail Users’ Consultative Committee for the Midlands Railtrack Midlands Railway Development Society (North Midlands) Ratcliffe-on-Soar Parish Meeting Road Haulage Association Ltd Rushcliffe Borough Council Severn Trent Water Ltd Shadow Strategic Rail Authority Sustrans The Cyclists’ Touring Club The Ramblers’ Association Thrumpton Parish Meeting Transport 2000 Nottinghamshire University of Nottingham</p>
--	--

Table 8.2 – List of Additional WRG Member Organisations

<p>Ashfield District Council Clifton, Silverdale and Wilford Forum Crampin Pring McCartney David Wilson Homes Donington Park Estates Ltd English Heritage English Welsh & Scottish Railway Ltd Farnborough Comprehensive School Gotham Parish Council Kingston-on-Soar Parish Council Leicestershire Fire and Rescue Service Leics & Northants Rail Action Committee Leicestershire & Rutland Cyclists’ Touring Club National Union for Rail, Maritime & Transport NHS Executive – Trent Regional Office, GOEM</p>	<p>Nottingham City Centre Retail Association. Nottingham City Council Conservative Group Nottingham Civic Society Nottinghamshire Chamber of Commerce NTL Ltd Pedestrians Association Rail Future Rail Passengers Committee for the Midlands The Railway Forum Red Hill Marine Ltd Ruddington Residents Group South Derbyshire District Council Southern Derbyshire Health Authority Trades Union Congress (TUC) Transco Transport & General Workers Union (TGWU)</p>
--	---

8.2.2 As the Study progressed other organisations requested representation on the WRG and some 126 delegates were invited to the final WRG in May 2002. Table 8.2 shows the organisations represented on the WRG additional to the initial 69 organisations. The WRG provided a fund of local knowledge and the A453 MMS approach was to organise events that gave the WRG the opportunity to understand the Study process as well as hear the emerging findings through participative workshops as part of the overall events. Further details of the interaction with the WRG is given in Table 8.3 below.

Table 8.3 – Summary of WRG Events

WRG Events	Date	No of Attendees
<u>Inception Seminar</u> (Post House Hotel) Combined event with M1 Study Team Background to Study and Outline of Study Process	11 February 2000	64
<u>Strategy Seminar</u> (Clifton Leisure Centre) Update and Study Findings – Surveys Strategy Development Workshop	6 December 2000	51
<u>Option Development Seminar</u> (Trent Bridge Cricket Club) Update on Study Findings – Strategy Option Development Workshop	26 September 2001	59
<u>Option Appraisal Seminar</u> (Trent Bridge Cricket Club) Update on Study Findings – Options Option Appraisal Seminar	13 February 2002	49
<u>Recommendation Seminar</u> (Strathdon Hotel) Update on Study Findings Presentation of Recommended Option What Happens Next	29 May 2002	65

8.3 OTHER REPRESENTATIVE GROUPS

8.3.1 Throughout the Study process requests for presentations were received, and encouraged from local interest groups to explain the A453 Multi Modal Study objectives and present its emerging findings. The Study Team adopted a very positive attitude to these requests and the table below shows the number and range of organisations informed of the Study process.

Table 8.4 – List of Presentations to Local Interest Groups

Organisation	Date	Stage of Study
Nottingham Development Enterprise	2 nd March 2000	Inception
Greater Nottingham Business Alliance	13 th March 2000	
Clifton Residents	16 th May 2000	
Kegworth Residents	23 May 2000	
Railway Development Society	30 th November 2000	
Nottingham Development Enterprise	15 th January 2001	Strategy Development
David Wilson Homes	6 th February 2001	
Three Cities Forum	3 rd April 2001	
East Midlands Transport Activists Round Table (EMTAR)	27 th June 2001	
Three Cities Forum	28 th June 2001	
Multi Modal Study Conference	14 th September 2001	Option Development
Bus Operators	19 th October 2001	
EMRLGA	18 th January 2002	Option Consultation
EMTAR	11 th March 2002	
EMRGLA Transport Task Group	17 th June 2002	Study Recommendations
Nottingham Business Community	26 th June 2002	
Clifton Silverdale and Wilford Forum	16 th July 2002	

8.4 ELECTED MEMBERS

8.4.1 In order to keep Elected Members informed of Study findings prior to the more public announcements (WRG events) specific Elected Members Briefings were held. Two such events were organised and relevant Local Authority Members, Members of Parliament, and Members of the European Parliament were invited to attend. The events preceded the WRG Seminars on Strategy Development and Option Appraisal on 6 December 2000 and 26 September 2001 respectively. The first of these was a joint event with the M1 Multi Modal Study. The events were also used to brief the media and provided an opportunity for radio and television to talk to the Study Team and Study sponsors. Table 8.5 below shows the attendees.

Table 8.5 – List of Attendees at Elected Members Events

Event/Attendees	Date
City of Nottingham Transportation Group	21 st July 2000
Alan Simpson MP*	29 th September 2000
Elected Members (MEP, MP, Councillors)	25 th January 2001
Elected Members Seminar	12 th September 2001
Alan Simpson MP*	18 th September 2001
Nottingham City Council	15 th October 2001
Nottinghamshire County Council	19 th October 2001
Rushcliffe Borough Council	21 st January 2002
Nottinghamshire County Council	11 th March 2002
Rushcliffe Borough Council	12 th March 2002
Alan Simpson MP	10 th June 2002
Rushcliffe Borough Western Area Committee	18 th June 2002
EMRGLA Regional Planning Body	27 th June 2002

*The meetings with Alan Simpson were at his request. The opportunity was open to all MPs and MEPs.

8.5 FREIGHT CONSULTATIONS

8.5.1 With the A453 carrying a significant proportion of heavy goods vehicles (15%), the movement of freight on the A453 corridor is an important issue. This was re-enforced at all consultation events with lorries on the A453 being perceived as a very significant local problem bringing considerable environmental dis-benefits.

8.5.2 In order to ascertain direct and relevant data for the Study two consultation events were undertaken. Freight Seminars were held in conjunction with the M1 MMS in June 2001 and July 2002 to which local freight operators and freight generating interested organisations were invited. In addition a survey of 15 local freight generating and operator organisations was carried out to obtain more detailed specific data on freight operating issues in the Study area.

8.6 FORMAL CONSULTATIONS

8.6.1 Prior to the two significant decision-making stages of Strategy Development and Option Appraisal, relevant Local Authorities were formally invited to comment on the emerging findings and Options being considered by the Study Team. Although the time available for these consultations was short these local authority consultations were considered important as they represented the views of the locally elected bodies likely to be involved with implementation of the final Study recommendations. A summary of the Representative Body responses including the formal local authority responses is contained in Working Paper 34.

8.7 PUBLIC CONSULTATION

8.7.1 During February, March and April 2002 an extensive public consultation exercise was staged to inform the general public of the Preferred Strategy and a range of Options to implement it, and the schemes contained within those Options prior to any decision being taken on the Preferred Option.

8.7.2 The public consultation event consisted of the distribution of 25,000 copies of the 4th edition of the 'Inclusion' newsletter containing details of 3 Options representing a range of solutions for consideration to satisfy the Preferred Transport Strategy for the A453 corridor. This had been preceded by the distribution of 25,000 leaflets advertising the dates and venues of A453 exhibitions.

8.7.3 The exhibitions were of two types. A mobile exhibition unit that was originally intended to be un-manned. It attracted considerable numbers of visitors at each location and the Study Team had to provide attendance at all venues (see Figures 8.1, 8.2 and 8.3). A static exhibition was provided at 3 venues along the length of the Study corridor considered to be within easy travel distance of most residents, and an additional static exhibition was held specifically for the residents of the village of Ruddington following their representations. Details of the content of the exhibitions are provided in Working Paper 34.

- 8.7.4 Given the intensely complex nature of the interaction between the mix of transport interventions being considered within a range of Options to fulfil a given Transport Strategy, this public consultation exercise was not simple. The provision of readily understandable plans which demonstrated the interventions whilst retaining the strategic nature of the Study proved to be difficult. The history of the A453 road improvement scheme which reached public inquiry stage as recently as 1996 complicated the issues, with many respondents expecting far more detail than the MMS was intended to provide.
- 8.7.5 In addition, problems with the distribution of publicity leaflets and the newsletter and questionnaire within a particularly sensitive part of the study area (Ruddington) led to an extension of the consultation period, and the need for an additional exhibition in the affected area. The overall effect was to mobilise the community at Ruddington, which had been vociferous at the previous A453 public inquiry, generating a weighted response to the questionnaires and written submissions. This has been recognised in the overall Study analysis.
- 8.7.6 The attendances at the exhibitions were very encouraging and given the complex nature of the information provided were generally well received with very useful comments returned. Statistics of the attendances are given in Table 8.6.

Figure 8.1 – Mobile Exhibition Unit at Gotham Village Hall



Figure 8.2 – Static Exhibition at Kegworth Community Centre



Figure 8.3 – Static Exhibition at Broadmarsh Shopping Centre

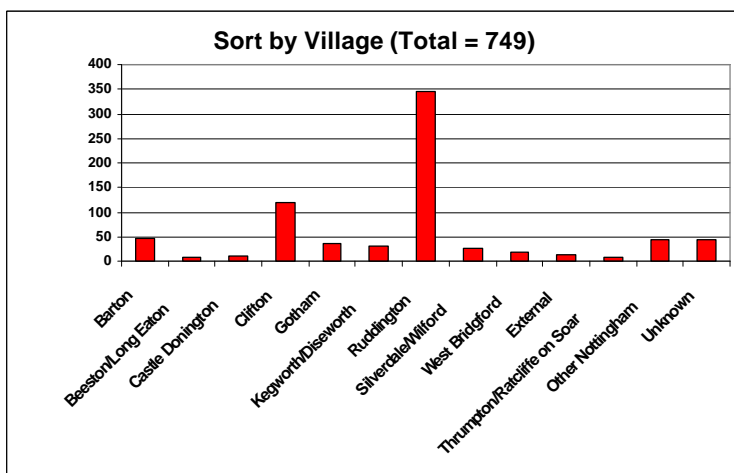


Table 8.6 – Attendance at Public Consultation Exhibitions

Exhibition Venue	Date & Time	No of Attendees
<u>Mobile Exhibitions</u>		
Castle Donington	12 February 2002 (9am-5pm)	71
Silverdale	14 February 2002 (9am-5pm)	148
Gotham	15 February 2002 (9am-5pm)	126
Market Square, Nottingham City Centre	23 February 2002 (9am-5pm)	150
<u>Static Exhibitions</u>		
Kegworth	19 February 2002 (3.30-9.30pm)	108
Clifton	20 February 2002 (11am-9pm)	191
Broadmarsh Shopping Centre	22 February 2002 (9am-5.30pm)	217
Ruddington	28 March 2002 (4-9pm)	600+

8.7.7 Some 749 official questionnaires were returned in response to the public consultation events. These have been registered and analysed with the following diagrams illustrating the basic results. It had to be recognised that this was not a referendum on the choice of an Option, but rather a statement to inform the Study Team of general preferences and comments to be considered as part of the overall appraisal and evaluation process in deciding upon a recommended solution.

Figure 8.4 – Sort by Village



The substantial response from the Ruddington area is as a result of the specific focus on the Study caused by the initial perceived lack of involvement through lack of prior knowledge of the consultation process.

Figure 8.5 – Sort by Usage

Respondents showed a high general usage of the A453 indicating a local knowledge base likely to provide informed comment.

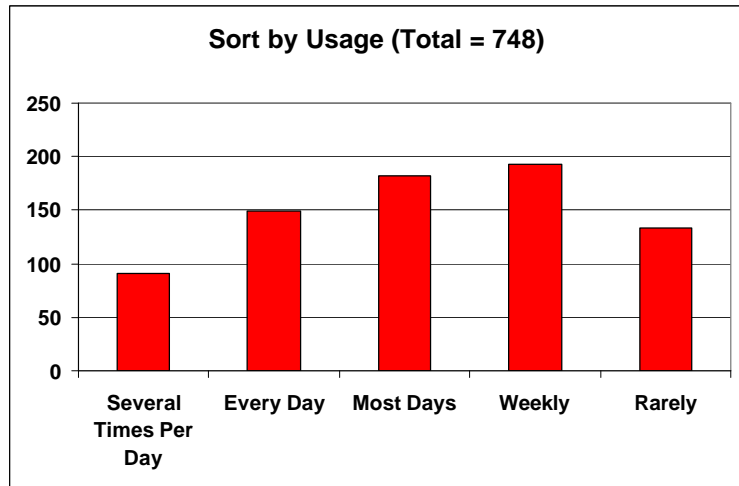
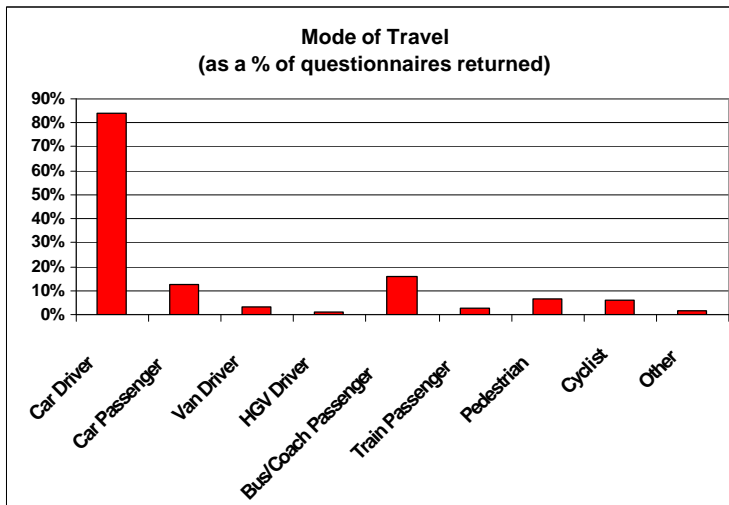


Figure 8.6 – Mode of Travel



The very high car usage of respondents is an indication (coupled with the ‘high usage’ of A453) of the need to look at public transport incentives and demand management measures to effect modal transfer.

Figure 8.7 – Use of A453

The general usage analysis follows the overall traffic flow pattern for the A453. Over 38% of respondents used the full length from Ring Road to M1. The high level of usage from Crusader Roundabout to M1 was boosted by the enhanced response from Ruddington.

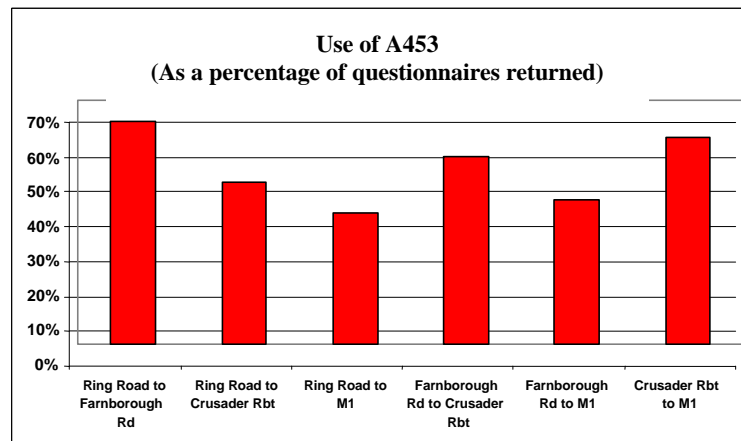
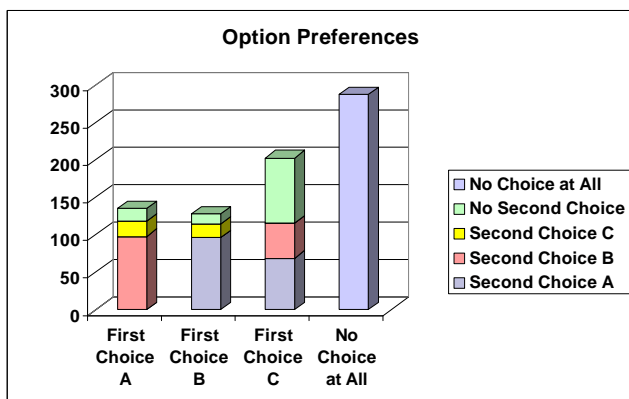


Figure 8.8 – Option Preferences



The significant response of no choice at all was influenced by the response from Ruddington which accounted for over 60%. The responses which did indicate a response showed a significant preference for Option C which also exhibited the highest return of no second choice, indicative of the opposition to an off line highway improvement scheme. The responses in favour of A and C were evenly balanced and show a reciprocal response for second choice.

8.7.8 Two orchestrated responses to public consultation were identified. In the Diseworth area a group of respondents returned a pre-printed letter objecting to any Park and Ride site in the vicinity of J23a being located to the south of A453. Some 41 standard letters were received. In Ruddington, a local group organised its own campaign and distributed pre-printed proforma responses (see Working Paper 34) for completion by local residents. Some 806 of these responses were received and analysed with the results shown in Table 8.7. In addition a petition containing over 1,000 signatures was received from residents in the Ruddington area.

Table 8.7 – Analysis of Ruddington Proforma Responses

Questions on Proforma Responses	Yes	No
Do you want the Clifton Eastern Bypass?	11	784
Do you want the A453 made Dual Carriageway from M1 to Clifton Bridge?	738	64
Do you want the NET Tram system through Clifton?	130	603

8.7.9 In addition to the questionnaires some 160 written responses from 124 people (couples) were received as a result of public consultation. Table 8.8 below shows the geographic origin of these responses and this can be seen to reinforce the concerns expressed by the Ruddington community.

Table 8.8 - Geographic Origins of Written Responses.

Location	Percentage of Responses Received
Ruddington	56%
Diseworth	30%
Clifton	4%
Barton in Fabis	3%
Other	7%