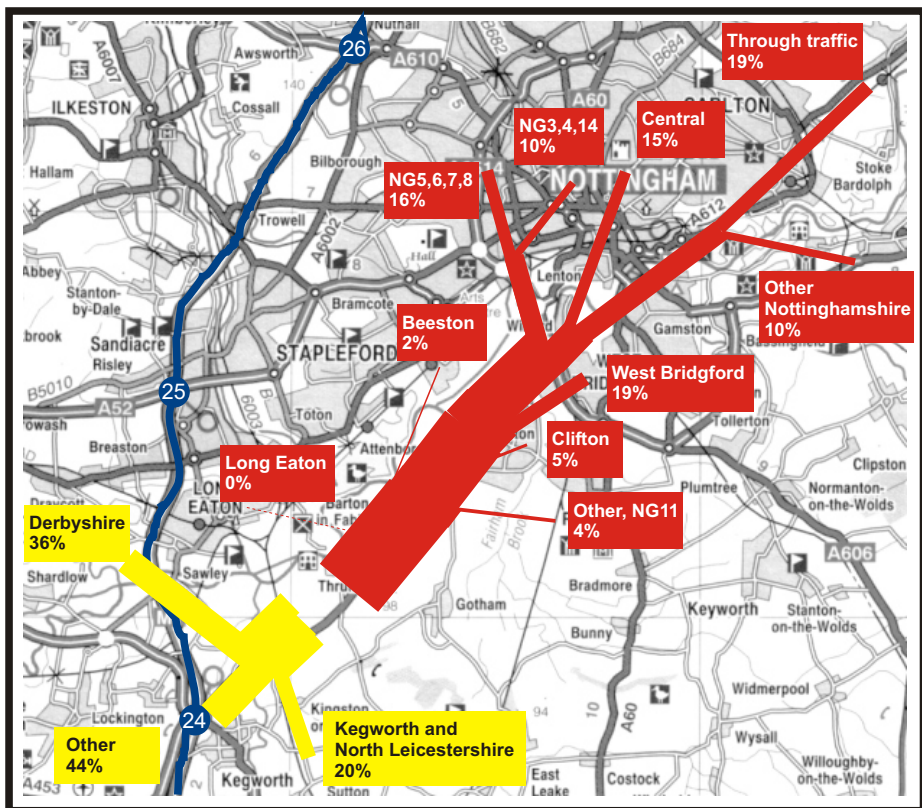


# Surveys

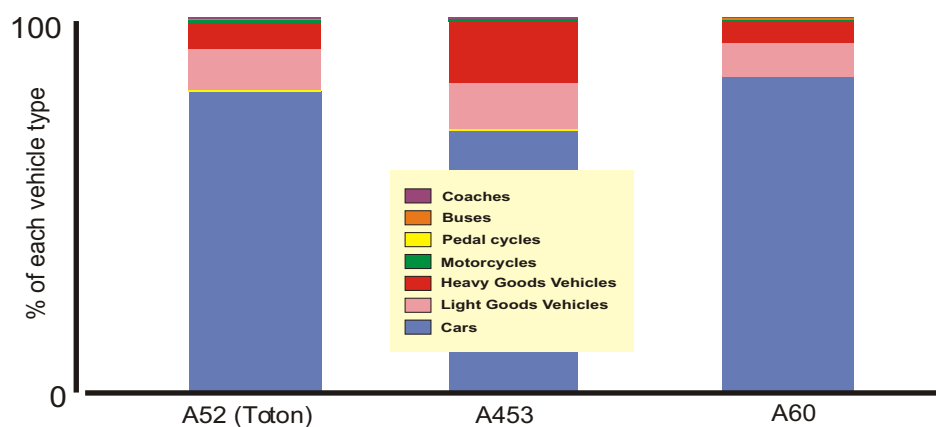
## A453 Travel Patterns Revealed



### A453 Traffic Origins and Destinations

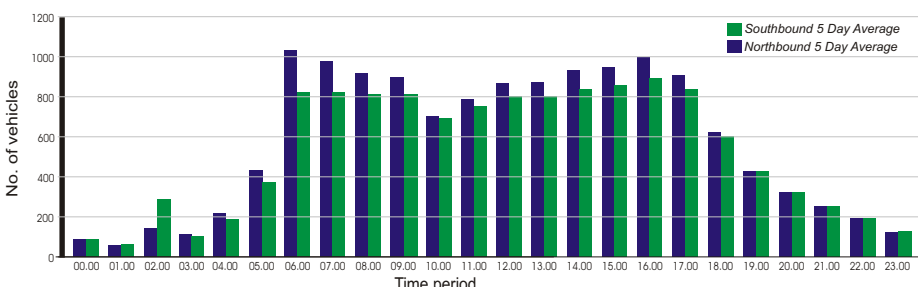
Analysis of the information obtained from the roadside interviews conducted in May and June has confirmed and quantified much of the comment received from consultation events. The distribution of trips arriving at the census point towards the western end of the A453 shows over one third of trips coming from the Derby/Derbyshire region. A surprisingly high percentage come from the Kegworth and North Leicestershire area leaving almost half the trips coming from areas well outside the study area.

Almost 30% of traffic on the A453 is destined to areas to the east of the city confirming the strategic nature of the road. A high proportion of vehicles travel to/from the West Bridgford area (which includes the Queens Drive Park and Ride). One quarter of trips are headed towards the west and north west of the city whilst 15% of vehicles travel to the city centre. Local traffic from Beeston and Clifton account for less than 10% of all traffic on the A453.



### Vehicle proportions (all day) for 3 sites

The histogram above compares the vehicle types on the A453 with the other major arterial roads in the study area. It can be seen that the A453 carries proportionately more heavy goods vehicles confirming its role as a "freight distributor".

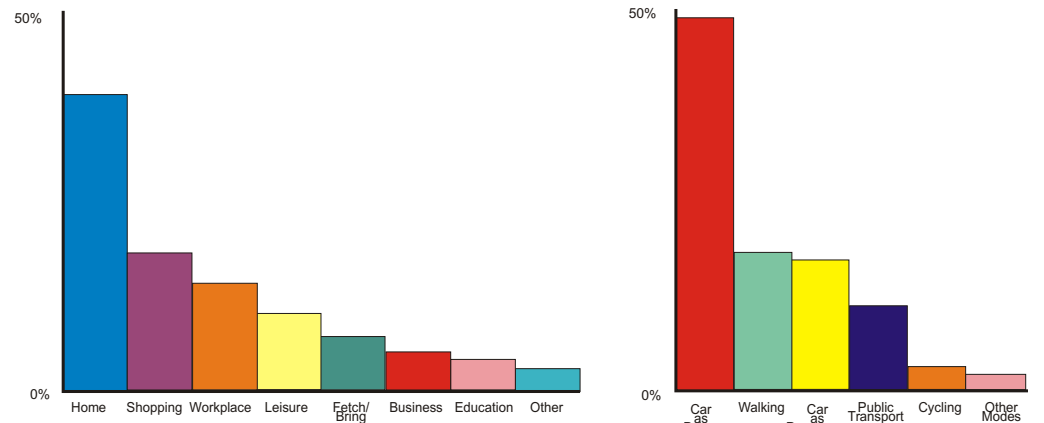


### A453 weekday traffic flow variation

The traffic distribution throughout the day highlights two significant facts. Firstly the very early morning peak hour flows on the A453 possibly related to the Airport demands. Secondly, the high mid-day flows usually associated with a spread of peak hour flows on a heavily congested route.

### Yet to Come

Survey data from Rail and Coach was not received in time for any analysis to feature in this issue. The results of these surveys together with more overall corridor information including freight data will be provided in our next edition of "Inclusion" early in the New Year.

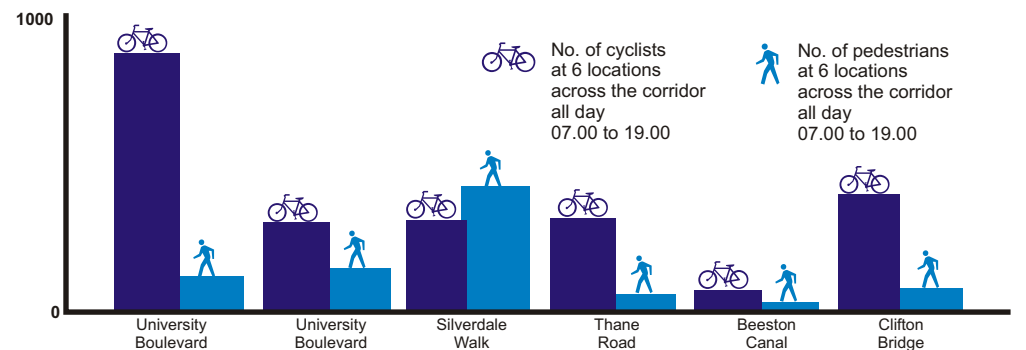


### Residents Trip Purpose

The home travel surveys revealed many travel characteristics of the people of Nottingham with two of the more significant ones shown on the charts above. Not surprisingly the largest proportion of journeys are to/from home followed by trips for shopping and to work. Surprisingly few trips have an educational purpose with a relatively high number associated with leisure.

Car trips either as driver or passenger dominate mode share. Walk trips are high reflecting the shorter journeys made. Public transport trips form 11% and cycling 4%, both with significant scope for mode transfer.

### Residents Modal Split



### Pedestrian and Cycle

Pedestrian and cycle counts were carried out over a 12 hour period, (7am-7pm) on six routes to the west of the Ring Road. As the chart above shows, the numbers vary from site to site and are generally heavier north of the river with cyclists on University Boulevard being by far the largest flow.



### Bus Surveys

Bus surveys were undertaken by handing out questionnaires to passengers on buses passing through two cordons across the A453 corridor one near to the Ring Road (Inner) and one near to the M1 (outer). In total some 12,000 questionnaires were handed out with 3,000 returned for analysis. The typical number of bus passengers is summarised above which as well as the obvious greater use of buses closer to the city centre demonstrates a consistent use of bus transport throughout the day.

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### Language/Reading Difficulty

If you know of anyone with language or reading difficulties who would like the Newsletter in a different form please contact the Project Manager.



# INCLUSION

## THE A453 MULTI-MODAL STUDY NEWSLETTER

ISSUE 2 DECEMBER 2000

### Dear Reader

This second edition of our newsletter contains a summary of the findings so far emerging from the various travel and traffic surveys that have been carried out over the spring and summer months. We would like to thank all of you who participated in the surveys and would hope you weren't inconvenienced too much.

The study team is now using the results of the surveys to develop a transport model of the area which will reflect travel movements through computer simulation. The household travel survey in particular will enable us to reflect the local observed travel characteristics and to make forecasts on the basis of the future aspirations for travel in the corridor. These forecasts will be undertaken within both a regional and national context so far as policy and funding is concerned.

Our dialogue with local communities, businesses and representative groups continues in order to identify the issues and problems in the A453 corridor and to elicit views on the remedies and solutions that local people would like to see implemented. Many views of course will be conflicting ones and the study team will need to balance various strategies and develop options as the study progresses.

The analysis of the results has not surprisingly confirmed the significance of the A453 in terms of its strategic function with almost 30% of traffic travelling relatively long distances from the M1 to the east of the city. Also the relatively high heavy goods vehicles content in traffic on the A453 confirms its role as a significant freight distributor.

We would welcome views and comments on any items in the newsletter, especially in regard to the survey data provided.

Enjoy the rest of the newsletter.

Peter Webster - Project Manager

### Meeting with local M.P.

The study team and members of the Project Management Group met Alan Simpson, Member of Parliament for Nottingham South on 29th September. Mr. Simpson was interested to hear the stage that the study had reached and an

overview of the next stages. He shared his views on the planning process and its likely impact on the multi-modal studies and offered his assistance to make the A453 study a success.

### Nottingham City Council Presentation

As part of the consultation process the study team are keen to involve local elected members. A presentation to Nottingham City Councillors recently took place provoking a lively dialogue

and some interesting ideas for the study to consider. Meetings with members from other councils in the study area are being arranged.

### Wider Reference Group Strategy Seminar

Wednesday 6th December sees the second gathering of the Wider Reference Group to enable the study team to present and receive feedback on the Proposed Strategy Framework arising out of the

surveys and consultations held to date. The contribution of WRG members is vital for the inclusive input needed to define and focus strategy on the aspects people consider important.

### Limited Success at Open Days

The open days at Clifton and Kegworth to explain the study process were disappointing in regard to the number of visitors but helpful in the information gathered which will assist the formulation of strategy for the next phase of the project.

"Every piece of information is useful to us" said Peter Webster.

Actual attendance for the daytime exhibitions were 22 at Clifton and 20 at Kegworth with the evening attendance being 28 and 9.

### Website

If you are not already aware, our study website at [www.a453multimodal.com](http://www.a453multimodal.com) is up and running and contains information gathered and produced during the inception stage plus results of the various surveys.

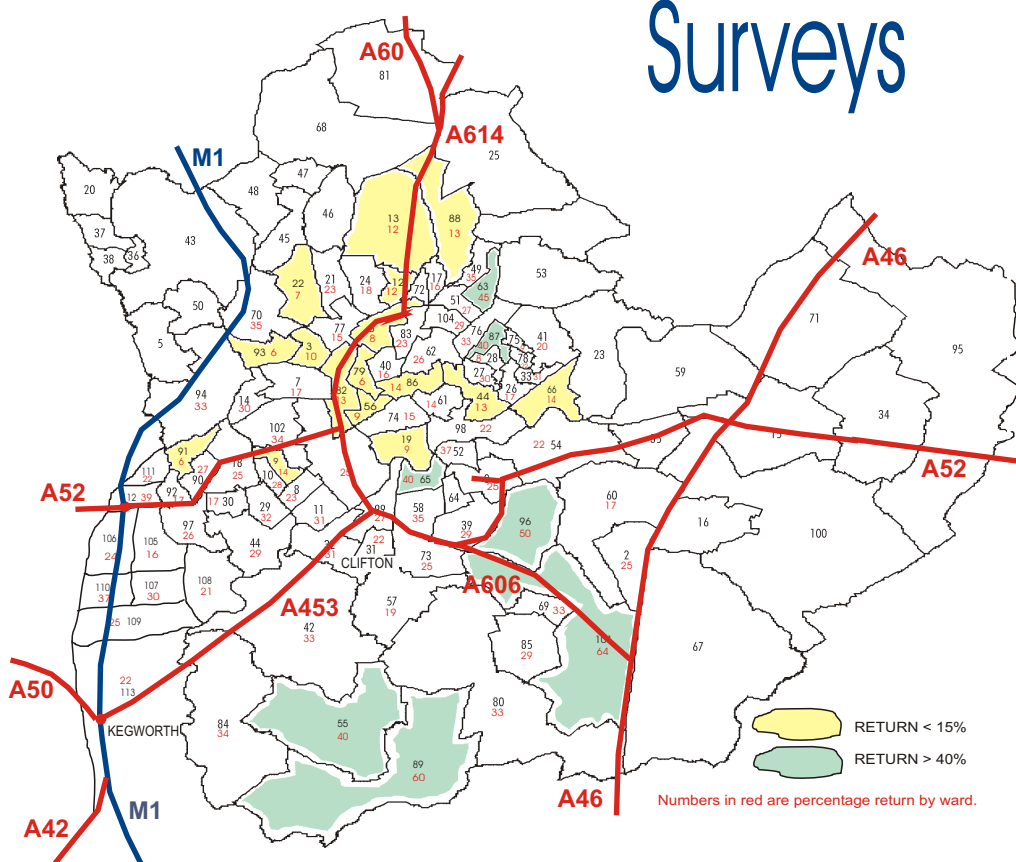
To the end of October we had 317 visits

to the site.

We hope to open a bulletin board in the near future for a limited period for you to comment upon the survey results or to provide other feedback. Look out for news of this in your local paper or on local radio.



### Surveys



### Response to the household interview survey

There was a mixed response from household surveys. As the map shows, the response rate for questionnaire return from each of the zones varies considerably from a low of 6% to a high of 64%. The average response of 24% is

lower than we had hoped for but still more than adequate for us to develop a transport model. Overall more than 3,000 questionnaires were sent out and 800 were returned completed.

### Consultation Findings

With over 60 hours of consultation open days and seminars to date it is not possible to repeat each and every comment received. The following summarises some of the issues, problems and solutions raised.

As expected, comments relating to the A453 Trunk Road itself have dominated the responses. Comments both in favour and against improvement of the road or a bypass solution have been received. Specific comments relate to the safety, environmental and severance problems being experienced, especially in Clifton and at the traffic signals. Congestion on the A453 is cited as the major problem and reason for vehicles rat-running through local villages. These communities have requested protection from increases in traffic from whatever solution is adopted.

Comments on public transport revolve around making greater use of it by measures such as reducing the cost of fares and extending the Light Rail Network to Clifton and beyond to the Airport. 'Park and Ride' on the whole received favourable comment, with support for a site adjacent to the M1 with links to the train network to serve both Nottingham and Derby. In addition proposals for new rail stations at Ratcliffe on soar and the Airport were commented on. There was some opposition to the 1000 space car park and the additional traffic that would be generated by the

Park and Ride site.

The need to take account of development sites in any transport strategy was highlighted. This included sites near to the M1 junction 24 and East Midlands Airport in particular with an emphasis on making the local economy viable.

New initiatives were offered such as an additional bridge crossing of the River Trent or a new link road across Clifton Plain to the Ring Road. Radical solutions such as closing the A453 at its approach to Junction 24 on the M1 or a tunnel solution under Clifton were also suggested.

Regulatory options such as road pricing or bus subsidies featured in many comments as well as traffic management measures such as banning turning traffic on the A453.

Protection of the environment and indeed enhancement of it were highlighted alongside health issues associated with safety and pollution.

Education in terms of transport impacts and potential changes in social behaviour brought about by new technologies such as homeworking, conferencing and home shopping were included in the other issues raised.

In general, modal shift and an emphasis towards public transport received high recognition and must feature in any final recommendations.