



Department of the Environment Transport and the Regions

A453 CORRIDOR MULTIMODAL STUDY

WORKING PAPER NO 1

**Consultation
Inception Open Days at Clifton and Kegworth**

October 2000

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TABLE OF CONTENTS

1	Background	1
2	Conclusions	2
3	Basis of Conclusions	6
4	Attendees	16
5	Benefits and Comments	18

1 BACKGROUND

This document is the report of two Public Consultations, held in the form of Open Days. The first was held at the Leisure Centre in Clifton on the 16 May 2000 for the A453 Nottingham Multi Modal Study and the second at the Youth and Community Centre in Kegworth on the 23 May 2000 for both the A453 Nottingham and M1 North-South Movements Multi Modal Studies.

The Open Days were held in order to fulfil the following objectives:

- Outline the approach to the studies to the attendees at the open days
- Describe the process of continuous consultations to the attendees at the open days
- Gain an initial view of transport issues from the local community
- Answer any questions raised by the attendees which relate to the study

The format of the public consultation is briefly described below:

- The open days were held between 2.30 and 9pm on the 16 and 23 May 2000 at Clifton and Kegworth respectively
- Display material was provided between 2.30 and 9pm to introduce the purpose and methodology of the Multi Modal Study
- Preview copies of the A453 MMS newsletter were available for all attendees at the open days for their information
- Each attendee was given a feedback form that could either be completed at the open day or sent back in the SAE provided
- Key members of the A453 MMS study team were available between 2.30 and 9pm to provide any additional explanation or clarification regarding the methodology and purpose of the study and to answer any questions that arose
- In addition, a key member of the M1 North-South Movements MMS team was in attendance at the Kegworth open day
- A Question and Answer session was held between 7.30 and 8.30pm. This was chaired by Emma Major, an independent facilitator, in order to gather the issues, problems and possible solutions which the attendees wished to be taken into account by the Multi Modal Study team.

In this report the Study Team have sought to record the issues raised by participants rather than present any interpretation or comment save for an initial classification of the points raised.

2 CONCLUSIONS

2.1 ISSUES/PROBLEMS

2.1.1 ENVIRONMENTAL

- Environmental damage will be caused to Clifton IF A453 is widened
- Avoid over use of A453 which leads to:
 - Δ Noise
 - Δ Pollution
 - Δ Congestion
- A survey by the Station Road residents has found that 42,000 vehicles use the Station Road every week
- Traffic comes off the A50 onto the A6 and A6006 to access the East
- A lot of night-time noise from airport
- HGVS use the villages as an alternative route to the A453
- Environmental impact and cost of A453 – bridges crossing wetlands – power station (life expectancy)
- Noise, inconvenience, pollution (the Study Team will present results of assessments in line with NASA AST and individuals will be able to weigh impact)
- HGVs on the A6 are disruptive to the Kegworth community

2.1.2 ACCESSIBILITY

- Community Severance at Clifton due to A453
- Access across the A453 from Clifton village is virtually impossible at all times
- Traffic from A52 to Silverdale Island is a problem area
- A453 is used by fans and spectators to access sports events
- Access to A453 from Barton is difficult due to heavy traffic
- Can't get over Clifton Bridge from Nottingham in evening therefore avoid the A453 and use alternative routes
- Emergency access along A453 is often difficult
- People coming across lights at Clifton Grove block the road therefore can't access A453
- Traffic congestion in Kegworth Village: Ashby Road to the Village and then to the M1 Junction 24 via the A6
- Need access to the roads in Kegworth village and to the village school – this is currently difficult at rush hour, especially on Friday evenings
- It is difficult to access the Kegworth village roads on race day at Donnington
- The main routes to Nottingham and Loughborough are congested and therefore the vehicles use rat runs through the rural villages
- There is no way off the A453 between Radcliffe and the Junction 24, therefore vehicles are trapped if there is an accident
- If there is an accident on the A453 the police divert traffic through Radcliffe and Kegworth. This introduces the route to the HGVs who then see it as an improved route and start using it as a rat run

- Vehicles also get trapped in Barton when the A453 is very busy
- There is excessive congestion at the Farnborough Road Traffic Lights in Clifton
- The right turn onto the A453 from Ratcliffe on Soar is problematic at present, and there is no provision in the Clifton Lane scheme
- Congestion at J24 on A6 and A50 approaches / Impact on J24
- Kegworth is used as a rat run between Loughborough and EM Airport when Junction 24 is congested.
- Should take into account A50 and A52 corridors – East/West movements
- There is no access to the A46 from Junction 21 for southbound movements
- There is no direct access from the A50 to the M1 South

2.1.3 INTEGRATION

- Cyclists / Pedestrians access problems would be exacerbated by widening the A453
- Want to take tram to Clifton and further, therefore need space, therefore the A453 should not be widened
- No bus service is provided into Clifton village
- Would like to cycle along the river west past Barton
- There is no train access for the Kegworth community without the use of cars
- The buses are too expensive
- Kegworth by-pass is urgently required (Junction 23A alignment)
- The buses that serve Kegworth use local routes, taking 1 hour to get to the centre of Nottingham. However it is also noted that these rural bus routes are essential for the rural communities
- Railtrack is putting together improved proposals for the Parkway station at Radcliffe. The following points were raised regarding this proposed station:
 - The most recent proposal was sited in the centre of the village and this was not considered acceptable by the village community
 - Railtrack is planning to provide a 1000 vehicle capacity car park
 - The station will be a feeder for the East Midlands Airport
 - The passengers who utilise the station to access the airport will then need to get on a bus system to get to the airport itself, this will add to the vehicles on the local roads
 - The station will exacerbate the congestion on the local roads as cars drive to the station to get to Nottingham
 - A Kegworth by-pass is urgently required (J23a alignment)

2.1.4 SAFETY

- Majority of trunk road traffic goes through Nottingham to destinations to the east
- Trunk road traffic is heavy and fast which is dangerous
- Clifton Village traffic lights are poorly phased causing safety implications
- HGVs on the A6 are dangerous for the local community
- The accident rate is very high on the A453

2.1.5 ECONOMIC / DEVELOPMENT

- Growth of East Midlands airport
- Development of Nottingham Trent University
- Plans for 2000 houses on edge of Clifton
- Potential Parkway station
- There is an HGV service area/depot in New Kingston, weight restrictions not observed
- Regional Distribution Centres are planned for:
 - M1 Junction 24
 - Sawley Cross Roads – A50
 - Donnington Power Station Site
- Development schemes are also planned elsewhere in the region that should be taken into account by the study teams
- Diseworth is a development area with traffic implications

2.2 POSSIBLE SOLUTIONS

2.2.1 ENVIRONMENTAL

- Do not dual to the edge of Clifton
- Provide a Clifton Bypass
- Provide a Kegworth By-Pass as per the most recent approved route

2.2.2 ACCESSIBILITY

- Don't need improved facilities in Clifton, dissuade through traffic
- Ban movements – legislative enforcement to leave their cars
- Park and Ride should do a round circle in Nottingham City Centre
- Extend Park and Ride to edge of Clifton
- Block off the A453 from the M1
- Provide a slip road from the A50 to the M1 South
- Need an alternative route off the A453
- Shouldn't allow HGV access to Kegworth village
- Provide improved bus services for both rural routes and village to city centre routes
- Involve A45 – encourage freight use

2.2.3 INTEGRATION

- Free buses – persuade people to leave their cars
- Encourage public transport usage - Bus from Barton to Nottingham
- Provide a Park and Ride by M1 to serve Derby and Nottingham and provide a link to trains
- Encourage greater use of Rail Freight methods such as Piggybacks

2.2.4 SAFETY

- Reduce the number of drivers on the roads

3 BASIS OF CONCLUSIONS

3.1 SUMMARY

Two Open Days were held during May, one on the 16th in Clifton for the A453 Multi Modal Study and another on the 23rd to include the M1 North-South Movements Multi Modal Study.

The open days were widely advertised utilising poster distribution and newspapers in order that the local communities were aware of the fact that they were invited to attend.

The Open Days provided the attendees with detailed information regarding the study, firstly in the form of display material covering aspects of the study such as how it will be carried out and by whom, including a large map of the area showing the communities affected.

Also available was a preview copy of the first of a series of newsletters that will detail the objectives, method, and progress of the study as it continues

Finally there were feedback forms given to each attendee to be completed either during the Open Days or to take home to be sent back to the Project Manager, in the SAE provided, with any additional comments.

During the Open Days key members of the A453 MMS team were available to provide any additional explanation regarding the information provided, answer the attendees' queries and note any issues, problems or suggested solutions.

Between 7.30 and 8.30pm at each open day a Question and Answer session was held. Emma Major, an independent facilitator, encouraged this session in order to gather the issues, problems and possible solutions that the attendees wished to be taken into account by the Multi Modal Study team.

The results of the facilitated Question and Answer session are given overleaf, in the format by which they were provided by the attendees, but categorised generally according to the five standard objective classifications used by the Multi Modal Studies.

CLIFTON OPEN DAY

3.2 ISSUES/PROBLEMS

3.2.1 ENVIRONMENTAL

- Environmental damage will be caused to Clifton IF A453 is widened
- Avoid over use of A453 which leads to:
 - Noise
 - Pollution
 - Congestion
- Environmental impact and cost of A453 – bridges crossing wetlands – power station (life expectancy)
- Noise, inconvenience, pollution (the Study Team will present results of assessments in line with NASA AST and individuals will be able to weigh impact)

3.2.2 ACCESSIBILITY

- Community Severance due to A453
- Access across A453 from Clifton village is virtually impossible at all times
- Rush hour – have to queue to get onto A453
- Traffic from A52 to Silverdale Island – problem area
- A453 used for access to sports events
- Access to A453 from Barton is difficult
- Can't get over Clifton Bridge from Nottingham in evening therefore avoid and use alternative
- Should take into account A50 and A52 corridors – East/West movements
- Emergency access along A453 is often difficult
- Look at impact on Junction 24
- People coming across lights at Clifton Grove block the road therefore can't access A453
- Status of dualing from Junction 24 to Barton – no commitment to this until MMS completed

3.2.3 INTEGRATION

- Cyclists / Pedestrians problems would be – exacerbated by widening A453
- Concerns re: Government intentions for the A453
- Concerns re: Completeness possible by survey/study
- Want to take tram to Clifton and further, therefore need space, therefore the A453 should not be widened
- Glad for strategic view
- No bus into Clifton village
- Would like to cycle along the river west past Barton

3.2.4 SAFETY

- Volume of trunk road traffic
- Majority of traffic on A453 goes through Nottingham to destinations to the east
- Village traffic lights poor

3.2.5 ECONOMIC/DEVELOPMENT

- Growth of East Midlands airport
- Development of Nottingham Trent University
- Plans for 2000 houses on edge of Clifton
- Potential Parkway station – to be taken into account in strategies
- Studies ongoing since 1978 – waste of money

3.3 POSSIBLE SOLUTIONS

3.3.1 ENVIRONMENTAL

- Provide a Clifton Bypass
- **DO NOT** Dual to the edge of Clifton

3.3.2 ACCESSIBILITY

- Free buses – persuade people to leave their cars
- Ban movements – legislative enforcement to leave their cars
- Don't need an improved facility for Clifton but provision of dissuasions for other wider traffic using the A453
- Park and Ride should do a round circle in Nottingham City centre
- Extend Park and Ride to edge of Clifton
- Involve A46 – encourage freight use
- Block off the A453 from the M1

3.3.3 INTEGRATION

- Encourage public transport usage e.g. Bus – Barton – Nottingham
- Park and Ride by M1
 - To serve Derby and Nottingham
 - Link to trains

3.3.4 SAFETY

- Provide a Clifton Bypass
- **DO NOT** Dual to the edge of Clifton

3.3.5 ECONOMIC

- Include these issues on next Newsletter

3.4 QUESTIONS AND ANSWERS

- Q: Any evidence to support that if improve road – is it then used?
A: Yes Current journeys tend to divert onto this better route
- Q Are new journeys created?
A Little evidence to show that a single road scheme generates a lot of additional journeys. Some people may travel to a new destination now more accessible, possibly some release of suppressed local demand. The main effect is diversion.
- Q: Is Clifton Bypass Group still in existence?
A: Disbanded some time ago
- Q: Will this take into account flood levels of Trent?
A: Yes. Any option will be subject to engineering evaluation and this includes flood plains
- Q: Will there be consultation at all the villages?
A: A combination of consultation, media and use of newsletter every 2 months or so.
- Provide in the Evening Post, don't rely on Free Pages which don't go to villages and aren't read.
 - Parish Councils will be asked to help circulate leaflets in the future

3.4.1 COMMENTS

During the day attendees were given the opportunity to write down their problems, issues and solutions either at the open day or at home to be returned in the SAE provided. Below are the ideas and suggestions that were provided on the day.

- Important to have a rail link from Junction 24 with cheap parking
- A453 is avoided during rush hour and the longer country route is taken
- The problem is centred on the A453/Farnborough Road junction from which the traffic queues
- Solution: Bypass Clifton to North East
- Solution: Dual A453 from Barton - Nottingham
- Solution: Bypass
- Emergency Service vehicles have considerable difficulty in overtaking on the A453 and other vehicles cannot get out of the way
- The road from the M1 to "Crusader Island" is dangerous because motorists are not prepared to wait and overtake. An accident on this road jams the traffic for miles/hours
- Perhaps lorries would be better off on the motorway until night and then come in when it is quiet
- Could divert to A6
- Have a Park and Ride at the Motorway Junction
- Provide a Bypass and then use existing capacity on A453 for additional housing

KEGWORTH OPEN DAY

3.5 ISSUES/PROBLEMS

3.5.1 ENVIRONMENTAL

- HGVs on the A6 are disruptive to the local community
- A survey by the Station Road residents has found that 42,000 vehicles use the Station Road every week
- Traffic comes off the A50 onto the A6 and A6006 to access the East
- A lot of night-time noise from airport
- HGVs use the villages as an alternative route to the A453

3.5.2 ACCESSIBILITY

- Traffic congestion in Kegworth Village: Ashby Road to the Village and then to the M1 Junction 24 via the A6
- Need access to the roads in the village – this is currently difficult at rush hour, especially on Friday evenings
- It is difficult to access the village roads on race day at Donnington
- It is often difficult to access the Kegworth village school from Station Road due to rush hour traffic
- The main routes to Nottingham and Loughborough are congested and therefore the vehicles use rat runs through the rural villages
- The buses that serve Kegworth use local routes, taking 1 hour to get to the centre of Nottingham. However it is also noted that these rural bus routes are essential for the rural communities
- Loughborough traffic signs feed traffic for the M1 up the A6 instead of using Junction 23
- There is no access to the A46 from Junction 21 for southbound movements
- There is no direct access from the A50 to the M1 South
- There is no way off the A453 between Radcliffe and the Junction 24, therefore vehicles are trapped if there is an accident
- If there is an accident on the A453 the police divert traffic through Radcliffe and Kegworth. This introduces the route to the HGVs who then see it as an improved route and start using it as a rat run
- Vehicles also get trapped in Barton when the A453 is very busy
- There is excessive congestion at the Farnborough Road Traffic Lights in Clifton
- The right turn onto the A453 from Ratcliffe on Soar is problematic at present, and there is no provision in the Clifton Lane scheme
- J24 congestion at peak times
- Congestion on A6 and A50 approaching J24
- Diseworth is an airport development area, which will have traffic implications
- Kegworth is used as a rat run between Loughborough and airport when J24 is congested

3.5.3 INTEGRATION

- There is no train access for the Kegworth community without the use of cars
- The buses are too expensive
- Railtrack is putting together improved proposals for the Parkway station at Radcliffe. The following points were raised regarding this proposed station:
 - The most recent proposal was sited in the centre of the village and this was not considered acceptable by the village community
 - Railtrack is planning to provide a 1000 vehicle capacity car park
 - The station will be a feeder for the East Midlands Airport
 - The passengers who utilise the station to access the airport will then need to get on a bus system to get to the airport itself, this will add to the vehicles on the local roads
 - The station will exacerbate the congestion on the local roads as cars drive to the station to get to Nottingham
 - A Kegworth by-pass is urgently required (J23a alignment)

3.5.4 SAFETY

- The accident rate is very high on the A453

3.5.5 ECONOMIC/DEVELOPMENT

- There is an HGV service area/depot in New Kingston that means that the access is through the villages, the area was built for access from the Power Station, however it is now a known service area by HGVs and used from other routes in the area. Weight restrictions are in place but these are not observed
- Regional Distribution Centres are planned for:
 - M1 Junction 24
 - Sawley Cross Roads – A50
 - Donnington Power Station Site
- Development schemes are also planned elsewhere in the region that should be taken into account by the study teams (Note: the study team is tasked with identifying the development areas and the impact of these upon the A453 route. This is assisted through the study team's liaison with the East Midland Development Agency who are part of the Project Management Group)

3.6 POSSIBLE SOLUTIONS

3.6.1 ENVIRONMENTAL

- Kegworth By-Pass should be provided as per the most recent approved route
- Shouldn't allow HGV access to Kegworth village

3.6.2 ACCESSIBILITY

- Provide improved bus services for both rural routes and village to city centre routes
- Provide a slip road from the A50 to the M1 South
- Need an alternative route off the A453

3.6.3 INTEGRATION

- Greater use of Rail Freight Movement methods such as Piggybacks

3.6.4 SAFETY

- Kegworth By-Pass should be provided as per the most recent approved route
- Reduce the number of drivers on the roads

3.7 QUESTIONS AND ANSWERS

- Q. Will similar meetings be held for the M1 North South Movements Multi Modal Study?
- A. The M1 N-S MMS team will be undertaking wide consultation with the Wider Reference Group. In addition the following forms of consultation will be utilised:
- Newsletters
 - Press Releases and Notices
 - Website
 - Email Address
 - Exhibitions of proposals
 - Discussions groups with members of the public (established using market research techniques)

It was noted that the A453 and M1 N-S studies are integrated and that the comments from the open days that relate to the M1 N-S study will be provided to the M1 study team and therefore taken on board for action

- Q. Is the Kegworth By-Pass part of the M1 N-S study remit?
- A. Yes, all previous proposals that related to the widening of the M1 are on hold pending the results of the M1 study
- Q. How will progress and details of further public consultations be announced?
- A. A newsletter will be distributed to the houses in the A453 MMS area every 2 months or so throughout the study period – the study team would welcome comments on its effectiveness. Newspapers will be used, as an initial trial to deliver these and the team would appreciate notice if these have not arrived within the next 3 weeks. Some Village and Parish representatives have already volunteered to distribute these newsletters where the papers do not deliver, if anyone would be able to assist this process then please contact the study team. Also if there were any other suggestions as to how the newsletters can be distributed then these would be appreciated by the team
- Q. If the recommendations of the study are approved, how long will it be before they are implemented?
- A. The study report provides the details of the study methodology and the conclusions to the local Government Office; this is then taken into account for decision. Therefore we cannot state how long it would be before implementation.

3.7.1 COMMENTS

As at the Clifton Open day, the attendees were given the opportunity to write down their problems, issues and solutions either at the open day or at home to be returned in the SAE provided. Below are the ideas and suggestions that were provided on the day.

- I would like to see the A453 from Junction 24 to Nottingham dualled to ease the traffic congestion and cut down on motorists “rat-running” through Kegworth Village (Station Road in particular)
- I would like to see the Kegworth By-Pass constructed (6 people)
- I never use the A453 to access Nottingham, instead I drive through Gotham and Radcliffe (3 people)

4 ATTENDEES

The Clifton Open Day attendees were:

William Lester	Jean Bird
Barbara Walben	V. Heath
Bert Harlow	T.F. Ward
Paul Morrissey	Roy Nettleship
Les Michalak	Ruth Nettleship
Jon Wheelhouse	Vera Russell
Mr P. Beck	Freda Sketchley
Mrs P. Beck	Michael Ashton
Anonymous	David Brocklehurst
Don Wright	Jeanette Brocklehurst
Mrs Wright	Mavis Forsyth

The Clifton Question and Answer attendees were:

E. Haslam	Geoff Mills
Ed Williams	Sheila Mills
Margaret Williams	Andrew Price
Chris Gibson	Tim Spencer
Tracy Fisher	John Pickles
Keith Jamieson	J. Colds
J. Nather	S. Hanely
J. Walters	S. Davies
A. Houseaco	Paul Kaezyarowic
Mavis Harrison	Chris Carter
Clare Ashton	A. Charleswalk
G. Vears	John Buxton
John Hooley	Grenville Archer
Ann Hooley	Jennifer Forde

We did have difficulty reading some signatures and apologise for any errors in these lists.



The Kegworth Open Day attendees were:

Mrs Marjorrie Mellors	J Greensmith
Philip Mellors	Diane Westwick
M Hawksworth	Annette Gail
F Harris	Sally Small
D Coulson	Don Moseley
P Throgg	P A Broob
W Whoite	Carol Sewell
J White	Walter Spieger
F G Clegg	Alan Leech
J M Clegg	Mick Worrall

The Kegworth Question and Answer attendees were:

George Pollam	Victor Crochian
John Greensmith	Davud Hayes
Linda Pascoe	Helen Collingron
Trevor Collingron	M Hawsworth
S Hawksworth	

We did have difficulty reading some signatures and apologise for any errors in these lists.

5 BENEFITS AND COMMENTS

The following were identified as benefits arising from the Inception Seminar:

- The Clifton and Kegworth communities were introduced to the A453 Nottingham and M1 North-South Movement Multi Modal Study Teams
- The communities were provided with an overview of the overall approach and interface between each of the multi modal studies
- The communities were given the opportunity to ask any questions of either of the multi modal study teams
- The programme for the A453 study was outlined
- The purpose of the continuous involvement of the local communities in the A453 study was detailed and discussed
- The initial issues which the local communities would like to be considered within the A453 study were identified and noted by the Study Team, as shown throughout this report
- Contacts were provided for the community members to input any further thoughts they may have

The consultants team would like to thank all members of the local communities who attended the open days for their participation and for comments passed subsequently.