



Department of the Environment, Transport and the Regions

A453 CORRIDOR MULTIMODAL STUDY

WORKING PAPER NO 11

**Consultation
Transport Strategy**

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Prepared for:
Government Office for the East Midlands
The Belgrave Centre
Stanley Place
Talbot Street
Nottingham NG1 5GG

Prepared by:
Pell Frischmann Consultants Limited
Clarendon Chambers
32 Clarendon Street
Nottingham
NG1 5LN



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1 Introduction

This paper is intended to provide an update on the progress of the ongoing consultation programme on the A453 Corridor Multi-Modal Study. Comments were invited in response to Working Paper 7, which outlined the strategy development for the study. Working Paper 11 provides a summary of the observations, criticisms and suggestions that were submitted.

Comments were received from various parties, including local authorities, companies, parish councils and individuals. For the purposes of this paper, these observations were collated into issues of concern, suggestions for intervention measures and other, more general comments about the study process.

Points that were raised have also been grouped in the same categories as have been presented on the intervention matrices:

- Heavy Rail
- Light Rail
- Bus Network
- Highway Network
- Highway Utilisation
- Cycle Network
- Pedestrian Network
- Demand Management
- Freight
- Travel Behaviour
- Land Use

As has been the case with all the consultation papers, the comments and issues raised have all been reported verbatim where possible, but in a few cases we have sought to clarify meaning where there was ambiguity.

2 Local Authority Responses to Strategy Matrices

2.1 Issues

2.1.1 Heavy Rail

Rail links to East Midlands Airport and the surrounding area are currently poor.

2.1.2 Bus Network

Revenue implications for local authorities to implement ambitious public transport proposals will need to be carefully addressed.

Bus links to East Midlands Airport are currently poor.

2.1.3 Highway Network

Greater emphasis should be placed on improving safety within the corridor.

The strategic importance of the A453 has not been given enough weight.

All solutions must incorporate the necessary capacity improvements to accommodate traffic between the Nottingham Ring Road and the M1.

2.1.4 Highway Utilisation

Are works likely to be required on the A52 and A6005 to “solve” the problems of the A453?

The two major integrated transport schemes included in the Greater Nottingham LTP (one in the City Centre and one for the A6514/A52 Ring Road) will have an impact on the study corridor.

Will the use of dedicated lanes (high occupancy; cycle; bus priority measures) leave sufficient “room” on existing primary routes for “car traffic”?

2.1.5 Demand Management

Demand management measures and provision of alternatives must be fully exploited before additional highway capacity improvements are considered.

2.1.6 Travel Behaviour

Strategies 3,4 and 5 could be combined to a single “Promote Modal Change” strategy.

2.1.7 Land Use

The provision of appropriate infrastructure is crucial to the development of employment land, job creation, inward investment and the economy of the County. The current service level of the A453 does not meet the necessary requirements.

2.2 Interventions

2.2.1 Heavy Rail

Rail fare levels should be reduced and stations improved.

New station in the vicinity of Junction 24 rather than at Ratcliffe.

2.2.2 Light Rail

Extend NET to the proposed East Midland Parkway and East Midlands Airport.

Three more priority corridors for NET development, as set out in the NET extension feasibility study:

- City Centre to Beeston (via Queens Drive or QMC)

- City Centre to Clifton (via Queens Drive or Wilford)
- City Centre to West Bridgford (to Gamston or Sharphill Wood)

Provide high quality interchanges/public transport hubs linked to major employers/hospitals etc.

2.2.3 Bus Network

Improve bus termini.

Provide high quality interchanges/public transport hubs linked to major employers/hospitals etc.
Improve bus services for the full east-west extent of the A453.

2.2.4 Highway Network

Proposals

A new strategic connection from A50, adjacent to J24, to the A52 at Gamston or further east. This will reduce the residual requirements for upgrading the A453, and allow the upgrading of public transport to be a major part of the solution.

By-pass options should include re-evaluation of the “Yellow Route”.

Consider measures to corridors other than the A453.

Add small-scale safety improvements at junctions.

Widespread application of digital speed cameras within the corridor.

Criticisms

To significantly increase highway capacity solely on a ‘predict and provide’ basis would go against current national and local government policy.

2.2.5 Highway Utilisation

Prioritise users of additional highway capacity: emergency services, public transport and freight operators highest, and commuters and journeys to school/college by car the lowest.

2.2.6 Demand Management

Workplace parking levy universally applied (should be a do-minimum measure within the city boundary).

Parking charges for out of town business and retail parks.

Employer car park management systems.

Requirements for planning conditions to be linked to mode split targets or traffic quotas.
Extended application of Clear Zone concepts, including time of day access restrictions and stretch emission standards.

2.2.7 Travel Behaviour

Extensive green commuter and school travel planning.

Encourage mode change for longer distance movements – consider the full range of proposals being considered by the M1 study.

Incentives for people to live closer to work.

2.3 Other Comments

Clifton area-wide traffic calming scheme is now under construction, with an accelerated programme which should result in the majority of the scheme completed this year.

“Maximisation of existing infrastructure” can be covered within the low intervention measures category and therefore might not be required as a distinct strategy.

The impacts of possible schemes on local highways and communities should be assessed, and Local Authorities should be closely involved with the implementation procedures.

The Multi-Modal Studies could include in their recommended strategies measures to be implemented through the Local Transport Plan process. Although exact budgets have not been established it is clear that these will carry funding additional to that allocated in each Authority for its own programme.

There is significant overlap between the strategy options being put forward for the M1 study and those that will be tested as part of the A453 study. It is therefore essential that the strategies tested by the two studies are both compatible and consistent.

A more extensive package of demand management measures should be assessed by the study, addressing the forecast growth in both urban and inter-urban movements.

The study should be sensitive to potential impacts on the local road traffic reduction strategy set out in the Greater Nottingham Local Transport Plan.

Many of the proposals have very significant deliverability questions associated with them, requiring care in not unrealistically raising expectations.

3 WRG and Other Responses to Strategy Matrices

3.1 Issues

3.1.1 Bus Network

A comprehensive strategy is required for tackling the barriers and problems with access faced by disabled people.

3.1.2 Highway Network

The variance of travel time on the A453 is due to the volume of traffic at Junction 24. Nottinghamshire Police support any measures that reduce the number of road accidents.

There is a problem of rat running along Farnborough Road at Clifton.

The issue of safety on the A453, particularly the rural part, has not been sufficiently addressed.

3.1.3 Highway Utilisation

The accessibility for disabled people should consider the transfer between different modes of transport, including parking facilities.

3.1.4 Cycle Network

Segregation of cyclists should only be a last resort. It should be a priority to ensure that the roads are safe enough to cycle on, especially along estate roads. Need to reduce speed and volume of traffic to make cycling safer.

3.1.5 Demand Management

Reducing the demand for travel in the corridor is considered to be unrealistic. The projected increase in traffic suggests that the existing A453 route alone could never be developed to resolve the traffic problems.

3.1.6 Freight

The variance of travel time is due to the volume of lorries which slow up traffic on the hills.

3.1.7 Land Use

The loss of rail freight yards close to the City Centre, the prevention of development at Toton and the gentrification of Nottingham 'port' has left the city with no alternative than to endure freight by lorry for all but the large bulk shipments.

The proposed Regional Distribution Centre (Fulcrum site and old Castle Donington power station), if it proceeds, could have a considerable impact on the A453.

The planned expansion of East Midlands Airport by the new owners will have a significant effect on the A453.

3.2 Interventions

3.2.1 Heavy Rail

The creation of a new north-south high-speed route to provide additional freight and/or passenger capacity. The M1 corridor could be one of the alignments, which would have a huge impact on the pattern of heavy rail in the A453 area.

Increase the frequencies of services instead of lengthening trains.

Multi-modal freight depot at Sandiacre.

Enhance Intercity services:

Nottingham – London: track speed improvements

Nottingham – Leeds, York, Hull & Newcastle: west to north curve at Newark.

Improve information and quality.

Heavy rail spur to EMA from MML rather than NET or Donington Line.

New stations at Long Eaton and Sandiacre.

New station at Ratcliffe-on-Soar.

Extra “scissors” tracks between platforms 3 and 4 at Nottingham Station to increase operational flexibility.

3.2.2 Light Rail

A Clifton NET link with Nottingham City Centre and, possibly in the longer term, to the proposed Parkway Railway Station, East Midlands Airport and associated developments.

NET link via Wilford and West Bridgford.

3.2.3 Bus Network

Bus/rail integration.

3.2.4 Highway Network

Proposals

A new trunk road linking Junction 24 (or 24A) to the Wheatcroft Island. This would avoid damage to the built environment.

Downgrade the present A453 to a B road and apply weight restrictions.

Widen and improve the crossing linking Barton-in-Fabis with Gotham.

Review the location of all pedestrian crossings and traffic lights.

Dual the present A453 up the hills to reduce the impact of slow-moving lorries.

Construct a fly-over at Junction 24 (as at 25).

Clifton residents want a by-pass and object to ‘on-line’ improvements.

Criticisms

Dualling the A453 will overload both the A52/Clifton Bridge interchange and Junction 24, which are already subject to severe congestion.

3.2.5 Highway Utilisation

Proposals

Impose a 50mph speed limit from the M1 to the city boundary.

Make the road a designated Clearway.

Impose a 30mph speed limit from the city boundary to the City Ring Road.

Improve motorway diversion routes.

Widen and improve the crossing linking Barton in Fabis with Gotham.

Review the location of all pedestrian crossings and traffic lights.

Prohibit overtaking.

Criticisms

Nottinghamshire Police are concerned about the resource implications of variable speed limits with static cameras, but request consultation at an early stage if this is to be considered.

Nottinghamshire Police would not support high occupancy vehicle lanes due to the resource enforcement requirements.

3.2.6 Pedestrian Network

An east-west trunk road (linking Junction 24 with Wheatcroft Island) would be safer for both residents and road users.

3.2.7 Freight

A new east-west trunk road would be more efficient for goods distribution beyond Nottingham.

Waterways have the potential to carry freight, and provide potential 'park and sail' facilities in conjunction with park and ride.

Restrict lorry traffic to certain times.

3.2.8 Travel Behaviour

Video conferencing is a technique which could bring results in influencing behaviour.

3.3 Other Comments

It is important that the public, including disabled people, should be engaged in the study process. However, disabled people should not be expected to be aware of the regularity, legislative or technical requirements in providing advice on all the priorities and issues affecting access.

Any proposals, and changes to the A453, need to address the noise and other pollution issues for residents. Environmental improvement is a key objective.

A practical strategy should be developed from the ‘ideological’ standpoints, probably taking parts of more than one of the proposed Strategies.

There must be flexibility in the development of the strategies, and a decision should not be forced through by more powerful interests.

Most people want better transport facilities, but are not prepared to face up to the cost or impact on themselves or the environment. The frameworks for developing the strategies must present the effects of proposals clearly and fairly, so that they can be used as a basis for conclusions and choices.

Comment on Strategy A: While this option provides for better facilities for car users and public transport users now, it does little to address future growth and the objectives are considered unrealistic. There is virtually no public transport along the A453 Corridor between Clifton and the M1 (PT is actually known to avoid the use of the A453).

Comment on Strategy B: While this proposal incorporates a significant amount of high intervention schemes to improve the infrastructure for public transport and freight within the region, it does not contain any other intervention activities required to achieve sustainable modal shifts.

Comment on Strategy C: The most popular single option, to enhance existing facilities and make the area attractive for economic development, as well as encouraging modal shift for a sustainable future.