



**Department of the Environment Transport and the Regions**

**A453 CORRIDOR MULTIMODAL STUDY**

**WORKING PAPER NO 2**

**Consultation  
Inception Workshop and Open Days - Postal Feedback**

**October 2000**

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**CONTENTS**

**Page**

1.	Introduction	1
2.	Accessibility	1
3.	Environment	2
4.	Integration	3
5.	Economic Development	3
6.	Safety	3

## **1. INTRODUCTION**

Study Inception consultation sessions have been held to keep local people and organisations informed of events and progress on the A453 Multi-Modal Study. The consultation provided local people with the opportunity to influence the environment in which they live by attending the consultation sessions and giving their views. Separate papers detail the issues that were raised at the various meetings and workshops.

Attendees of the sessions were also given feedback forms, to enable them to respond with considered opinions.

This document is a summary of the issues, problems and suggestions that have been received by Pell Frischmann within these postal response forms.

The study team have also received several letters in response to publicity via the newsletter, press coverage etc. The gist of these responses is also reported here.

Many of the responses refer to reasons why particular measures should, or should not, be taken.

Whilst unable to present the full text of each response we have sought to report the gist in the style of that used by each respondee. Where practicable the response has been classified under the five objective headings of environment, accessibility, integration, safety and economic/development.

## **2. ACCESSIBILITY**

### **2.1 A453 DUALLING ISSUES**

- The dualling of the A453 from Junction 24 to Clifton Bridge has support in some quarters, for the following reasons:
  - Safety perspective – there have been many serious accidents over the years on the single carriageway.
  - Reduction in congestion resulting in less air pollution.
  - Traffic currently ‘flows’ in convoys along the A453, each behind a lorry or other slow moving vehicle; therefore the best solution must be to dual the road.
- The A453 should be dualled, with grade separated roundabouts to reduce traffic delays.
- Alternative views have been expressed, largely from residents in Clifton, voicing concerns over any proposal to dual the A453:
  - Any road-widening scheme through Clifton will divide the community and adversely affect the quality of life for many thousands of residents.
  - Concerns that an improved road will merely act as a conduit for vehicles from the A42 and A50, attracting more traffic and having a worse impact on the environment – this may also make the corridor more attractive to more development.
  - Any road widening and “trench” building scheme would involve the extraction and removal of hundreds of thousands of tonnes of earth, proving extremely troublesome to transport away from the site –this would be unacceptable for Clifton residents.

- A tunnel or underpass scheme beneath Clifton could be implemented rather than face the severe disruption of surface excavations, but costs would be high.

## 2.2 GENERAL COMMENTS

- Suggestion included a new road across the Clifton Plain through virtually unpopulated areas of Rushcliffe, to link up with the ring road at the Wheatcroft Island. Locals perceive advantages of this option as follows:
  - A brand new road will divert traffic flow away from built up areas, while only sacrificing a few acres of farmland and disrupting fewer people.
  - A new road, together with the M1 and A50, will offer far better travel connections with the East and West Midlands south of Nottingham.
  - Improve safety.
- The 'old' A453 at Junction 23A roundabout could be reinstated as a slip road for northbound A453 traffic, by-passing the roundabout. This will have the added advantage of incorporating the dangerous lay-by in the 'filter' on to the A453 northbound.
- There is concern that this study should not delay any pre-arranged road improvements.
- All routes need to be investigated, from the local villages into Nottingham.
- Increase the viability of other routes into Nottingham from the M1, i.e. the A52.
- A park and ride site, by-pass and dualling would not be supported at local level.
- Heavy traffic to use alternative routes, i.e. A46 to Leicester, or A52 to M1. Alternatively restrict heavy traffic to certain times, i.e. night time.

## 3. ENVIRONMENT

- Kingston currently suffers from 'rush hour' through traffic avoiding a congested A453. Residents are keen to ensure that the study gives consideration to reducing the volume of traffic through the village.
- Due to the increasing development in the area, especially East Midlands Airport, congestion is a serious problem. This is centred on Kegworth, and a by-pass should therefore be investigated. A block on development should occur until traffic schemes are introduced, including City Centre development.
- Give the residents along the A453 a chance to give their opinion on any proposal that is put forward.
- Congestion is such that rat running occurs through the country villages.
- A financial inducement to local transport fleets might encourage them to use the A453 at night when it is empty of other traffic.

## **4. INTEGRATION**

### **4.1 PARK AND RIDE**

- The suggestion of a park and ride site with a bus and cycle lane running direct through to Clifton Bridge from the outskirts of Clifton.
- The proposal for a government-financed park and ride site on Barton Lane.
- Introduce a park and ride site along the A52 to increase the road's use.

### **4.2 PUBLIC TRANSPORT**

- Construct a new railway station at Radcliffe-on-Trent and Parkway station.
- Thought should be given to having a rail terminal built to serve EMA and surrounding areas, for passengers and freight, on similar lines as Birmingham International for Birmingham Airport. This would ease road traffic congestion.
- Public transport should be improved throughout the region, including greater frequency, cheaper tickets, increased quality of amenities. This does not preclude rail.
- Stronger connections to the M1 via public transport, i.e. train station or park and ride sites.
- Remove the school run traffic, by providing a dedicated shuttle service.

### **4.3 GENERAL**

- Highlight the use of the canal system for freight movement. Use the towpaths for walking and cycling. Extend these into Derby.
- The study should look at national government policy, especially tax on cars and petrol, and penalise high mileage company car drivers.
- Investigate peak time road pricing and to introduce park and ride sites, together with a tram system into Clifton, with the network passing all the major shopping points (Broadmarsh and Victoria shopping centres)

## **5. ECONOMIC DEVELOPMENT**

- The East Midlands Airport has become a great asset to the cities of Derby, Leicester and Nottingham, so every effort should be made to promote it and have a first class road network to serve it.
- Developments to be centred on existing sites.
- Investigate the Government's policy of "Geographic Strategies", which extends trips. This means that satellite offices are closed such that staff have to relocate to a central location further away, thus altering mode of travel.

## **6. SAFETY**

Comments included in responses classified above.