



Department of the Environment Transport and the Regions

A453 CORRIDOR MULTIMODAL STUDY

WORKING PAPER NO 4

**Consultation
Inception Summary**

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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 Joint Venture
Lloyds Court
659 Silbury Boulevard
Central Milton Keynes
MK9 3DP



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1 INTRODUCTION

A continuous programme of consultation throughout the A453 Corridor MultiModal Study will focus on key stages of the project, in order to ensure that the study approach is seen to recognise local issues and promote community involvement.

During the Inception stage of the study, various consultation sessions were organised with different local groups, with the general objectives as follows:

- Provide the groups with an understanding of the overall approach to the study
- Describe the process of continuous consultation
- Gain a view of transport related matters concerning each local group, to obtain a picture of the issues affecting the community
- Answer any questions raised by the groups

The first consultation meeting was the Inception Seminar with the A453 Wider Reference Group, held on 11 February 2000. Public meetings were held in the form of Open Days on 16 and 23 May 2000, at the Leisure Centre in Clifton and the Youth and Community Centre in Kegworth respectively. A fourth consultation day was held with Nottingham City Transportation Committee on 21 July 2000. There was also the opportunity for attendees to complete feedback forms at home, and send them to the Project Manager expressing their opinions.

This report is a summary of the issues and problems that were raised at the various meetings, together with solutions that were suggested by those attending to address the current topics of concern. The points that were made have been divided into the five overall study objective classifications based upon the main issue raised:

- Accessibility
- Environmental
- Integration
- Safety
- Economic

For reference, the source of each point made has been noted as follows (it can be seen that several key comments have been repeated at more than one session):

- Inception Seminar (IS)
- Clifton and Kegworth Open Days (CKOD)
- Nottingham City Transportation Committee (NCTC)
- Feedback Forms and letters (FF)

Wherever possible contributions are reported verbatim, but in a few cases we have sought to clarify meaning where this was unclear. This summary Working Paper includes some contributions received since completion of WPs 1, 2 and 3.

2 SUMMARY OF ISSUES/PROBLEMS IDENTIFIED

2.1 ACCESSIBILITY

- Public transport should be improved (IS)
- The A453 forms part of an accident diversion route for the M1 between Junctions 24 and 25 Northbound (IS)
- Junction 24 – no diversion routes are available in the event of road traffic accidents (IS)
- Traffic from Coventry uses A453 route (IS)
- Any road traffic going beyond Derby to Stoke uses the A453 route (IS & NCTC)
- Majority of trunk road traffic goes through Nottingham to destinations to the east (CKOD)
- M1 junctions 23A and 24 and major roads, including the A6 and A50, are severely congested at peak hours – this is exacerbated from 2.30pm on Fridays, which is an issue for Kegworth (IS, CKOD & FF)
- Inefficiency of management of current network, such as instances of right turning of HGVs and cars off A453. One particular example of this is opposite the Barton turn to avoid a weight limit – British Gypsum are seen as the major undertakers of this manoeuvre (IS)
- Access across the A453 from Clifton Village is virtually impossible at all times (CKOD)
- Traffic from A52 to Silverdale Island is a problem area (CKOD)
- A453 is used by fans and spectators to access sporting events (CKOD)
- Can't get over Clifton Bridge from Nottingham in evening therefore avoid the A453 and use alternative routes (CKOD)
- People coming across lights at Clifton Grove block the road – therefore can't access A453 (CKOD)
- There is no way off the A453 between Radcliffe and Junction 24, therefore vehicles are trapped if there is an accident (CKOD)
- Vehicles also get trapped in Barton when the A453 is very busy (CKOD)
- There is excessive congestion at the Farnborough Road traffic lights in Clifton (CKOD)
- 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 (FF)
- The right turn onto the A453 from Ratcliffe on Soar is problematic at present, and there is no provision in the Clifton Lane Scheme (CKOD)
- Donington events increase congestion problems (IS & CKOD)
- HA solutions are restricted due to the narrowness of the A453 (IS)
- Cannot easily access the planned Parkway Station from A453 (IS)
- Longer distance commuting may be encouraged by new/improved roads (NCTC)
- Will Red Route be considered further? (NCTC)
- Long distance traffic on A453 (NCTC)

- Red Route strongly objected to by most (NCTC)
- Creating better radial routes influences the distance people will live away from the City Centre (NCTC)
- A453 is a QMC (hospital) route (IS)
- Volume of freight traffic has increased sharply due to A50 Stoke-Derby (IS)
- There is a conflict between the local schools and the university and their separate requirements for the A453 (IS)
- Is there a difference regarding congestion during university terms? (IS)
- There is the suggestion of a new road across the Clifton Plain through virtually unpopulated areas of Rushcliffe, to link up with the ring road at the Wheatcroft Island (FF)
- There is concern that this study should not delay any pre-arranged road improvements (FF)
- All routes need to be investigated, from the local villages into Nottingham (FF)
- Maintenance: major works required (night time work only) to carriageway, pavements and bridges (IS)
- Heavy traffic to use alternative routes, i.e. A46 to Leicester, or A52 to M1. Alternatively restrict heavy traffic to certain times, i.e. at night.
- Traffic comes off the A50 onto the A6 and A6006 to access the East (CKOD)
- Need access to the roads in Kegworth village and to the village school – this is currently difficult at rush hour, especially on Friday evenings (CKOD)

2.2 ENVIRONMENTAL

- Community Severance at Clifton due to A453 (CKOD)
- Any road-widening scheme through Clifton will further divide the community and adversely affect the quality of life for many thousands of residents (FF)
- A park and ride site, by-pass and dualling would not be supported at local level (FF)
- HGVs on the A6 are disruptive to the local community (CKOD)
- Major users of A453 from Clifton to the M1 are HGVs (IS)
 - Public transport would not alleviate this issue
 - The M1 study should look at this
- The main routes to Nottingham and Loughborough are congested and therefore vehicles use rat runs through the rural villages (CKOD)
- 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 (CKOD)
- Kegworth is used as a rat run between Loughborough and East Midland Airport when Junction 24 is congested (CKOD & FF)
- A survey by the Station Road residents has found that 42,000 vehicles use the Station Road every week (CKOD)

- Problem of rat running, particularly through Clifton (NCTC & FF)
- High proportion of traffic on Farnborough Road is not local (NCTC)
- Incidence and duration of peak traffic has increased. This has an impact on local people (IS)
- There are 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 for development (FF)
- 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 (FF)
- 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 (FF)
- Ameliorate current impacts of roads on landscape, people, wildlife and noise (IS)
- Safeguard the environment (IS)
- True pricing of environmental issues (IS)
- The study team should remain sensitive to impact on local population (IS)
- Key pressure: River Trent alongside the A453 and the crossing of it at Clifton Bridge (IS)
- Issues at Clifton include congestion and pollution (noise, air and vibration) (IS)
- Clifton, as with any community, has increased road traffic from school transport (IS)
- Environmental impact of land use at Clifton must be considered (IS)
- Pollution is believed to have caused health problems in Clifton (NCTC)
- Environmental damage will be caused to Clifton IF A453 is widened (CKOD)
- Overuse of A453 has generally led to noise, pollution and congestion in many villages (CKOD & FF)
- Social effects need to be considered of any road widening through Clifton (NCTC)
- A lot of night-time noise from airport (CKOD)
- No more land should be taken up for highway schemes. (NCTC)
- Do not dual to the edge of Clifton (CKOD)

2.3 INTEGRATION

- Demand management (political/public acceptability) (IS)
- Bus priority measures do work with Park & Ride (ref. Cinderhill, A610 near Junction 26) (IS)
- Cannot dismiss bus prioritisation because it is relatively cheap. It would only be a short term solution (IS)
- Freight in and out of Nottingham – investigate rail as a possible alternative (IS)

- Bus priority:
 - Newark to East Midlands Airport, priority lane should be ceased
 - Nottingham to Loughborough – conflict at A453 (IS)
- How to police illegitimate use of bus lane? (IS)
- Sub regional economy:
 - Interchange
 - Quality partnerships (public transport)
 - Public transport (bus to train transfer) (IS)
- Bus regulation should be investigated
- Canal and river systems are currently being under-used (NCTC)
- Green commuter plans should be noted, these tend to be employer/developer led (IS)
- The “spend more money” solution is the easy option! (IS)
- Airport employment increased by 30% since 1997 which is a source of traffic (IS)
 - Only 2% of airport passengers go by public transport
 - Consult with airport regarding mode choice
 - Shifts at night add to congestion into/out of Nottingham at rush hours
- Study appears to assume that the ‘car’ traveller is the modal subject – must consider others such as pedestrian, cyclist, rail, bus, motorways, air, freight etc. (IS &NCTC)
- Clifton has one of the highest levels of non-car ownership – need to accommodate the needs of these people into the study (IS)
- Cyclist/pedestrian access problems would be exacerbated by widening the A453 (CKOD)
- Want to take tram to Clifton and further, therefore need space, therefore the A453 should not be widened (CKOD)
- There is no bus into Clifton Village (CKOD)
- People would like to cycle west along the river past Barton (CKOD)
- There is no train access for the Kegworth community without the use of cars (CKOD)
- The buses are too expensive (CKOD)
- Kegworth by-pass is urgently required (Junction 23A alignment) (CKOD & FF)
- The buses that serve Kegworth use local routes, taking one hour to get to the centre of Nottingham. However it is noted that these rural bus routes are essential for the rural communities (CKOD)
- East Midland Parkway Station proposal to be taken account of (NCTC & CKOD)
- Railtrack is putting together improved proposals for the Parkway station at Radcliffe. The following points were raised regarding this proposed station: (CKOD)
 - 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
- Company cars – the actual cost of travel should be obtained (IS)
- The influence of individual choices i.e. the ability to buy cars should be taken into account (IS)

2.4 SAFETY

- Emergency access along A453 is often difficult (CKOD)
- Improve safety (IS, NCTC & CKOD)
- Public safety: (IS)
 - Reduce road users: reduce accidents
 - Issue of modal shift regarding safety for pedestrians and cyclists
 - Relocate or reduce traffic?
 - Schemes to reduce traffic can lengthen emergency response times. However, it is difficult to get emergency services through congested areas
- Poor traffic management on the route does not ease the situation: need information, e.g. delay notices etc (IS)
- No underpasses for safety reasons (IS)
- Issues at Clifton include safety: (IS)
 - Of the community when crossing the road (problem for many years)
 - Of vulnerable road users, e.g. cyclists and pedestrians
- Local safety should be studied and improved – reduce the speed limits (IS & NCTC)
- Reiteration of safety: especially safe routes to schools (IS)
- Clifton, as in any community, has increased road traffic from school transport (IS)
- Road traffic accidents occur at rural junctions (IS)
- Rat runs through Clifton estate causes danger for Farnborough schools (IS & NCTC)
- Pressure of traffic volumes on pedestrians and cyclists: safety implications (IS)
- By removing HGVs, cars will speed up and this will have a similar safety implication for the community (IS)
- Trunk road traffic is heavy and fast which is dangerous, particularly at night (IS & CKOD)
- Clifton traffic lights are poorly phased causing safety implications (CKOD)
- HGVs on the A6 are dangerous for the local community (CKOD)

- The accident rate is very high on the A453 (CKOD & FF)
- Clifton and Wilford committees have approved a comprehensive traffic calming scheme (NCTC)

2.5 ECONOMIC/DEVELOPMENT

- Nottingham's ambitions for a viable, lively city should be protected. Don't just want people to drive in and drive out (NCTC)
- There is sustainable economic development: (IS & CKOD)
 - Airport
 - Local Authorities have agreed focus for all business parks
- East Midlands Airport is seen as the chief regional airport in the U.K. for freight traffic and is a known source of ground freight transport shift. Only 20% of freight at the airport comes on or off aeroplanes (IS)
- True costing within the modal study should not be looked at in isolation (IS)
- Take into account all funding of transport – renewing as well as capital
- Conflict of interests: (IS)
 - Chamber of Commerce says A453 needs improving, suggest through dualling. This would improve business competitiveness of Nottingham
 - Local community says reduce the use of the A453 to increase safety and reduce pollution
- Take into account Institutional arrangements (IS)
- Look at the national policy in air transport (IS)
- Look at the impacts of development on possible solutions (IS & CKOD)
- Junction 24: Conflicts due to multiple land uses in vicinity leads to congestion (IS)
- Economic development around Junction 24 could exacerbate current problems (IS)
- Pressure for development at Junction 24 and East Midland Airport for: (IS & NCTC)
 - Business warehousing
 - Service sector
 - Freight
- Local economies require persuasion that car based solutions should not be pursued (IS)
- Reduce the need to travel by land use planning (IS)
- Planning issues: (IS & CKOD)
 - Increased housing development at Clifton is planned
 - Where will public transport go? On what routes?
- Development of Nottingham Trent University (CKOD)
- There is an HGV service area/depot in New Kingston (CKOD)
- Regional Distribution Centres are planned for: (CKOD)

- M1 Junction 24
- Sawley Cross Roads – A50
- Donington Power Station site
- Commercial development around the airport has employment/economic development benefits (NCTC)
- No large business park type development in airport area. (NCTC)
- Council are against general development at airport which is not related to people/freight movements (NCTC)
- There is a general concern not to encourage/facilitate the migration of population or jobs out of the City boundaries (NCTC)
- 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. (FF)
- Development schemes are also planned elsewhere in the region that should be taken into account by the study teams (CKOD)
- Diseworth is a development area with traffic implications (CKOD)

3 SUMMARY OF SOLUTIONS IDENTIFIED

3.1 GENERAL

- Give the residents along the A453 a chance to give their opinion on any proposal that is put forward (FF)
- Package approach preferred: Are solutions/options mutually exclusive (IS)

3.2 ROAD

- There is no access to the A46 from Junction 21 for southbound movements (CKOD)
- There is no direct access from the A50 to the M1 South (CKOD)
- Multi-occupancy carriageway (IS)
- New road across river to Beeston (i.e. the yellow route). The fourth crossing (IS)
- M1 to Clifton improvement:
 - Dualling to Clifton
 - Cut (trench) to bridge
 - Clifton – capacity at peak time. Good bus provision in Clifton, but A453 results in congestion (IS)
- A453 Clifton traffic calming proposals by Nottingham City (IS & NCTC)
- Help alleviate problems of congestion:
 - Develop road upgrade
 - Look at alternative modes of transport (IS)
- Provide a Clifton by-pass – routes various (CKOD, IS & NCTC)
- Provide a Kegworth by-pass as per the most recent approved route (CKOD)
- Ban certain traffic movements – legislative enforcement to leave their cars (CKOD)
- Block off the A453 from the M1 (CKOD)
- Increase the viability of other routes into Nottingham from the M1, i.e. the A52 (FF)
- Shouldn't allow HGV access to Kegworth village (CKOD)
- Reduce the number of drivers on the roads (CKOD)
- A financial inducement to local transport fleets might encourage them to use the A453 at night when it is empty of other traffic (FF)
- A tunnel or underpass scheme beneath Clifton could be implemented rather than face the severe disruption of surface excavations, but costs would be high (FF)
- 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 (FF)

- 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: (FF)
 - 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 A453 should be dualled, with grade separated roundabouts to reduce traffic delays (FF)
- Clifton residents would like more traffic calming (NCTC)
- A bypass is not preferable at the Clifton section (IS)
- Don't need improved facilities in Clifton, dissuade through traffic (CKOD)
- Provide a slip road from the A50 to the M1 South (CKOD)

3.3 PUBLIC TRANSPORT

- Quality Park and Ride would promote modal shift, possible sites Clifton & Barton Lane (IS & NCTC)
- Dual A453 (but allow near-side lane to be bus only to Parkway station) Note: the local community opposes dualling in preference to a by-pass (IS & NCTC)
- Light Rapid Transit link to Park and Ride (IS)
- Underground – mono rail possible solution (IS)
- Public transport – establish the amount of usage?
 - Tram system publicised – possible City Centre link
 - How will Parkway train station change impacts on the route? (IS)
- Improve public transport by using:
 - Public transport subsidies
 - Reduce costs of public transport
 - Undertake road charging (IS & FF)
- Nottingham LRT could speed public access (8-10 years away) (IS)
- Parkway station: role more at a national scale via Park and Ride (IS)
- Nottingham to Birmingham rail service goes via Derby and reverses. Could Castle Donnington line save journey time? Both locally and inter urban are not consistent services (IS)
- Reserve land for NET extension to Clifton and East Midlands Airport (NCTC)
- Consider potential for water transport, especially for freight (NCTC)
- Should promote NET and bus services (NCTC)
- Park and Ride should do a round circle in Central Nottingham (CKOD)

- Extend Park and Ride to edge of Clifton (CKOD & FF)
- Provide improved bus services for both rural routes and village to City Centre routes (CKOD)
- Free buses – persuade people to leave their cars (CKOD)
- Encourage public transport usage – bus from Barton to Nottingham (CKOD)
- Provide a Park and Ride by M1 to serve Derby and Nottingham and provide a link to trains (CKOD, NCTC & FF)
- Encourage greater use of rail freight movement methods such as ‘Piggybacks’ (CKOD)
- Introduce a Park and Ride site along the A52 to increase the use of the road (FF)
- 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 (Braodmarsh and Victoria shopping centres) (FF)
- Construct a new railway station at Radcliffe-on-Trent and Parkway station (FF)
- Thought should be given to having a rail terminal built to serve EMA and surrounding areas, for passengers and freight, as Birmingham International does for Birmingham Airport. This would ease traffic congestion (FF)
- Remove the school run traffic by providing a dedicated shuttle service (FF)
- Highlight the use of the canal system for freight movement. Use the towpaths for walking and cycling. Extend these into Derby (FF)
- The study should look at national government policy, especially tax on cars and petrol, and penalise high mileage company car drivers (FF)
- Economic developments to be centred on existing sites (NCTC)
- Green commuter plans should be noted, these tend to be employer/development led (IS)