

WHAT HAPPENS NEXT?

During the following three months the East Midlands Regional Assembly will consult widely within the region and collect all the views submitted by local authorities, businesses and individuals to form a regional response. The Assembly will then provide advice to Ministers to inform their decisions on the recommendations.

If you wish to make EMRA aware of your views, please forward them to Barry Davies at the following address:

Barry Davies
Head of Regional Transport
East Midlands Regional Assembly
The Belvoir Suite
Council Offices
Nottingham Road
Melton Mowbray
Leicestershire, LE13 0UL
Tel: 01664 502571 Email: barry.davies@emra.gov.uk

Please forward any views by Tuesday 1st June 2004.

If you would like to know more, visit the study website at:

www.a52-mms.org.uk

or contact Stewart Bembridge at the Government Office for the East Midlands
Tel: 0115 971 2582
email: sbembridge.goem@go-regions.gsi.gov.uk

or for more information about the Government's transport policy visit:

www.dft.gov.uk

A52 Clifton Bridge to Bingham Multi-Modal Study news update

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INTRODUCTION

A Government funded study has considered ways to solve the traffic and transport problems that now occur in the A52 corridor from the junction with the A453 at Clifton Bridge, to the junction with the A46 at Bingham, and on the A612 as far as Lowdham.

The study sought to develop a strategy that would meet the needs of the area's residents and businesses and the people and goods that pass through the area, over the next 20 years. All means of travel have been included - trains, buses, lorries, walking and cycling - as well as the car.

Now that the recommendations for the Study have been finalised, the recommended strategy must be considered by the East Midlands Regional Assembly (EMRA), the Regional Planning Body.

The consultants' proposed strategy recommendations are described in this newsletter. They complement other improvements in the area, including the A46 dual carriageway and measures recommended in earlier multi-modal studies focused on the M1 and the A453.



The Study recognises that some of the Study outputs may have direct implications for residents and businesses in the area. It should be stressed that, at this stage, detailed work on the alignment of routes has

not been undertaken. This work will not be done until the results of consultation have been considered. Once recommendations from the study are made, and decisions taken on how they should be taken

forward, the impacts of the schemes will be considered. At that stage consultation will be carried out on the details of the schemes.

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جائے تحقیق سے متعلق ہے، اگر آپ کو آپ کی اپنی زبان میں ترجمہ شدہ
اس نیوز لیٹر کی کاپی درکار ہو تو براہ مہربانی ٹرانسپوٹلین یونٹ کے فون نمبر:
0115 915 4496 یا 0115 915 4699 پر رابطہ کریں۔

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More information on the study can be found at: www.a52-mms.org.uk





The strategy is made up of a number of inter-dependent measures, some to be introduced quite quickly and others over the period to 2021.

Many of the proposals are inextricably linked, so it will be vital that all the measures are introduced in a cohesive manner to maximise the benefits.

A package of on-going measures has been designed to focus initially over a five-year period and to result in some quick wins. It concentrates on non-car means of travel and policy improvements that could be introduced as soon as funding is available.

A number of measures are recommended to encourage people to change their travel behaviour. These are focused on encouraging less use of the car by increasing awareness of other ways of travelling and making it easier to use those other means. There should be travel plans in all 52 schools in the area, and in work places with more than 100 employees, and a programme of personalised travel planning.

These initiatives should complement and build on the work being undertaken by the authorities and could be developed in association with the Greater Nottingham Transport Partnership's Big Wheel initiative, which has already proved very effective.

Programmes to encourage walking for short trips are recommended, primarily within each community in the study area. These should introduce wider footways, dropped kerbs, more and improved crossings and longer pedestrian phases at traffic lights.

Recommended cycling measures should be aimed at providing a continuous cycle network between the city and the communities in the study area, with fully segregated tracks on heavily trafficked roads.

A Quality Bus programme involves the local authorities and bus operators working together to improve waiting conditions, information and security and provide more low floor vehicles. It is recommended that bus priority measures be included through West Bridgford and into the city. These would provide shorter journey times, more reliable journeys and a generally improved travel experience.

Village and town centre improvements are recommended, tailored to the transport needs of the area's individual communities. They should include measures to assist pedestrians, cyclists, riders and the less able, with improved transport interchanges, traffic calming to reduce rat running, and a review of on and off street parking facilities.

Improved signing for heavy goods vehicles should be provided, building on the work already done by the authorities, to make it easier for this traffic to move through the area.

The strategy also includes a number of schemes that should be implemented in the longer term. These are shown below with reference to the map of the study area.

