

A52 Multi-Modal Study
LON15962
FREEMPOST - ADMMAIL 3639
Nottingham
NG1 1YZ



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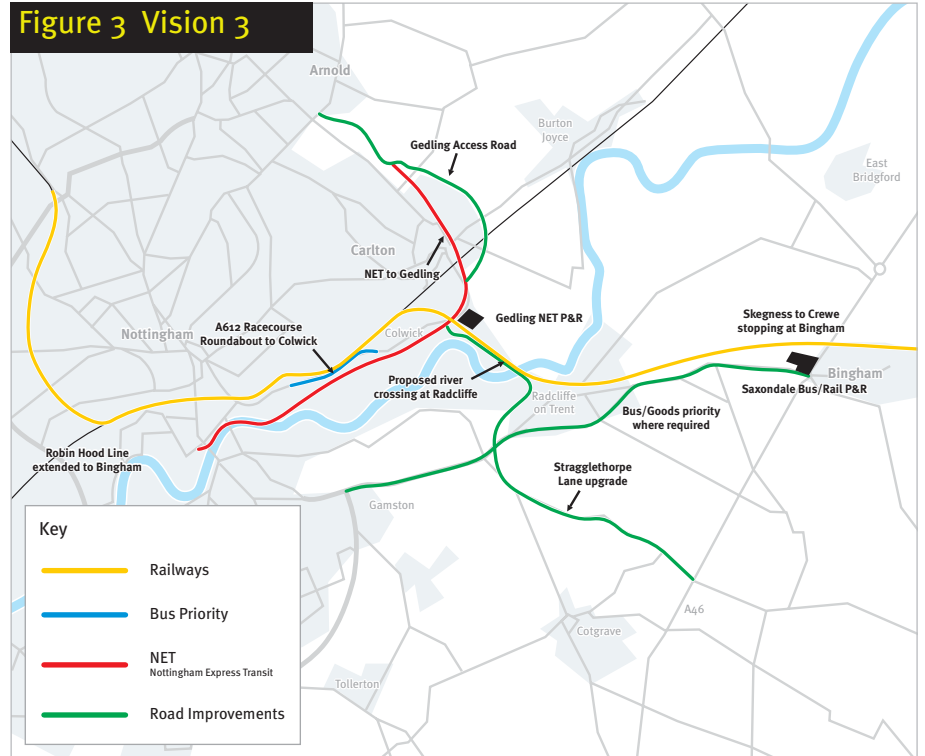


Vision 3

Improve movements between the south and the Colwick-Gedling area, via the A46 and a new bridge to the west of Radcliffe.

The river crossing included in this package is a single carriageway bridge. The Gedling Access Road is included, together with an upgrading of Stragglethorpe Lane. On the A52 between Bingham and Gamston, a shared bus and freight only lane will be tested. Three bus priority measures are included - Radcliffe to Gamston on the A52, between Colwick Racecourse Roundabout and Colwick on the A612, and across the Trent Bridge without widening it. A Park and Ride site is included at Saxondale, and also one at Gedling which would serve the NET extension to Gedling. This package also has an ambitious programme of behavioural change measures. The package is illustrated in Figure 3.

Figure 3 Vision 3



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

What happens next?

Over the next few weeks, a wide-ranging consultation exercise is being held. As well as distribution of this newsletter, a series of exhibitions will be held where you will be able to see more information on the measures being considered and have the opportunity to ask questions. The exhibition timetable is as shown below:

Exhibitions will be held as follows:

- Wednesday 17 September - St Mary's Church Hall, Radcliffe;
- Thursday 18 September - Old Court House, Bingham;
- Friday 19 September - Community Hall, West Bridgford;
- Wednesday 24 September - All Hallows Church, Lady Bay;
- Thursday 25 September - Methodist Church Hall, Burton Joyce;
- Friday 26 September - Memorial Hall, Gedling.

All the exhibitions will be open between midday and 8pm. A survey of residents in the area will also be carried out during September.

When everyone's views have been collected and considered, a final Recommended Strategy will be drawn up, and a report prepared for the East Midlands Regional Assembly (the Regional Planning Body) to consider. They will then make recommendations to the Government on how the outputs of the study should be taken forward.

What can you do now?

We need to understand how local people view the measures we are testing. Please complete the short questionnaire that is attached to this Newsletter. No stamp is required - just put it in a post box to return it. Also please come to one of the exhibitions. We want to know what you think.

Your view

If you want to tell us what you think, would like to get more involved in the study, or want to be added to our mailing list, we would be pleased to hear from you. Please write to:

A52 Multi-Modal Study
LON15962
FREEPOST - ADMAIL 3639
Nottingham
NG1 1YZ

Or send an email to: a52mms@atkingglobal.com
You can also telephone our hot line (at no charge to you) on: **0800 015 8011**

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

For more information about the Government's transport policy visit www.dft.gov.uk

Next steps

At the end of the year we will tell you about the transport strategy that we will be recommending.

The Project Management Group for 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 carried out. This work will not be done until the results of the 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, public consultation will be carried out on the details of the schemes.

आ विस्तारना वाडन-व्यवहारनी व्यवस्थायां सुधारा बापवा माटेना विस्तृत अभ्यासने बघनी आ पत्रिका छे. आपने आ पत्रिकाना अनुवादननी जरूर छीय तो कृपया करी ट्रांसमोडल सर्किलनो .0115 9154496 /9154699, नंबर पर संपर्क करी.

एच मनाकर-पंडित एम टिलवे बिच टॉमपेट्ट द मूपाच बलन मखेजी टिल डिमॉडल पतीवट लल मखींचड वै। नेकर कुमी एम मनाकर-पंडित ली लपुं पंजाबी बिच कपुंटे वै द विपु बरवे डेन नैसर 0115 9154496 नं 0115 9154699 उ मंपखर बवे।

یہ نیوڈیلر علاقے میں ٹرینوڈل کی سولت میں نمایاں بہتری کیلئے کی گئی جامع تحقیق سے متعلق ہے، اگر آپ کو آپ کی اپنی زبان میں ترجمہ شدہ اس نیوڈیلر کی کاپی درکار ہو تو براہ مہربانی ٹرانسموڈل پوسٹ کے فون نمبر: 0115 915 4496 یا 0115 915 4699 پر رابطہ کریں۔

यह समाचार पत्रिका इस इलाके में यातायात की सुविधा को सुधारने के लिये किये गये विस्तृत अध्ययन से सम्बंधित है। अगर आप इस समाचार पत्रिका का अनुवादक रुपान्तर चाहते हैं तो कृपया निम्न फोन नंबर पर सम्पर्क करें 0115 9154496 या 0115 9154699

A52 Clifton Bridge to Bingham **Multi-Modal Study news update**

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SUMMER
2003

Introduction

The A52 Multi-Modal Study has been commissioned to consider traffic and transport issues to the east of Nottingham. The study area includes the A52 between Clifton Bridge and Bingham, and also the A612 to the north of the river as far east as Lowdham.

This newsletter outlines the progress that has been made in the study. It also seeks your views on the ways things should be taken forward.

Let us know your views

A lot of work has been done to develop measures to tackle the problems we have identified. We now want to have your views on the measures, and the priority you would give them. Please fill in the attached questionnaire, and let us know what you think. Or come along to one of our exhibitions where we will explain the range of options under consideration - details inside.

**Want to be added to our mailing list to receive future information
about the study directly? Ring Freephone 0800 015 8011**



The objective

The objective of the study is to prepare a strategy that will:

- support the economic and social vitality of the area;
- improve opportunities for local travel;
- encourage economic regeneration and development in ways that are sustainable;
- improve the quality of life in all the communities in the area, by minimising the impact of transport; and
- protect the natural, historic and built environment of the area.

What has been done?

The study team set out to discover the sorts of journeys made in the area, and the main problems and issues.

In a series of focus groups, local residents told us they much enjoy living in their communities but that:

- all roads are very busy during peak periods;
- many people exceed the speed limits;
- there are lots of accidents;
- bus users think the services and their drivers are generally good;
- there are very few train services and they are getting worse;
- people would walk and cycle more, if standards of car driving were better;
- people would prefer road improvements to major new road building; and
- there is a need for people generally to change their travel habits.

What happens between 8am and 9am	A52	A612
Total trips	5,900	2,620
by car/light vehicle	85%	82%
by bus	11%	9%
by train	4%	9%

Surveys carried out by the study team showed that most people travel by car. In the morning peak, between 8 and 9am, journeys are split as shown above.

At least 75% of journeys made during the peak are to work, whichever means of transport people choose. During the middle of the day, shopping accounts for the largest proportion of all trips.

People travelling by train or bus are more likely to be travelling to the centre of Nottingham than those who travel by car. In the morning peak, about a quarter of the vehicles on the A52 had destinations outside the study area. On the A612, that proportion was a lot higher, at 64%.

A very high proportion of the cars and light vehicles had only the driver on board - 90% in the morning peak. During the main part of the day just under two-thirds of vehicles had only one occupant.

Some people made the conscious decision to use the train or bus. Just under half the rail users, and around a third of bus passengers could have used a car.

In February, the study's first newsletter was issued. Responses to the questionnaire confirmed that:

- congestion is seen to be the main problem;
- new road building is not necessarily thought to be the answer;
- people would like improvements in bus services;
- people would consider making fewer journeys by car if trains were better;
- changing travel behaviour, e.g. more car sharing, fewer school runs, is recognised as having an important part to play;
- some people think parking is not a major problem, and higher parking charges would not reduce car use; and
- some people would support charging for using specific roads, or for parking at work, but only if the money generated was spent on improving public transport.



So, all the work done so far has given us very similar and strong messages. We now know the main factors that our recommended strategy will have to address:

- reducing road congestion in the peaks;
- improving priority/segregation for buses;
- reducing accident rates, particularly on the A52;
- preventing rat-running in many parts of the area, both rural and urban; and
- improving poor levels of rail services to increase passengers.

In developing the strategy, we also have to remember that:

- there is demand for more housing in the Rushcliffe area that will have an impact on the A52;
- an earlier Government study of movements on the M1 through the East Midlands said a new crossing of the River Trent would help relieve congestion in the M1 corridor, and recommended more work be done;
- many people support the idea of another river crossing in principle, but views differ as to where it should go and its purpose; and
- there are important environmental issues, particularly near the river, that will need to be addressed.

Before deciding which measures we should test, we first looked at all the ideas that have been around for a long time and those that people said should be included. Some were rejected on cost grounds, but most have been kept for further consideration.

Then we looked at all the schemes that have already been announced and are committed, and those schemes that are highly likely to be committed. These have been put together into what is called the Reference Case. This includes a wide range of measures such as:

- dualling the A46 between Newark and Widmerpool;
- highway network changes to achieve integrated transport improvements in Nottingham City Centre;
- Nottingham Express Transit Lines 1, 2 and 3;
- bus priority measures on the A6011, A609, B686 and B684;
- roundabout improvements at Nottingham Knight, Gamston and Wheatcroft; and
- A52 cycle lanes between Radcliffe and Bingham.

All the new measures that will be tested will be compared with this Reference Case and not the situation as it is today.

Three visions

We have put together three distinctive packages of measures, each with its own vision, that could play a part in the final recommended strategy.

Each of these three strategy packages would include measures to encourage the use of public transport for trips into the central areas of Nottingham.

Each measure to be tested features in at least one of the packages. The final recommended strategy will be made up of some of the measures from each of them. It will not be a case of selecting one of the three packages.

Travel choices

People told us that solving the area's transport problems will need a change in travel behaviour to reduce the number of driver-only car journeys. In other words there is a need for more:

- car sharing;
- use of public transport, walking and cycling; and
- rationalisation of trips - shorter, multi-purpose trips or even the use of other means (telephone, internet, etc).

Organisational travel plans, (and many large organisations in the area already have these) personalised travel plans (letting people know the choices they have) and more general travel awareness campaigns are also needed to encourage people to reduce car use.

The study team is assembling two combinations of measures - one ambitious and the other more modest, aimed at the large employers/organisations not yet involved in travel planning. Longer term measures aimed at educating young people through schools and colleges will also be included.

Each of the three vision packages will contain one of the travel choice combinations.

Vision 1

Encourage those without a public transport alternative to use the A52, to reduce urban congestion and rural rat-running.

This package includes dualling the A52 between Radcliffe and Saxondale (though the exact route is not yet decided) and dualling the Lings Bar Road. It also includes multi-level junctions to separate the flows of traffic crossing the Gamston, Wheatcrofts and Nottingham Knight Roundabouts. The NET is extended to the A60/A606 through West Bridgford, and there are four bus/NET priority schemes, two in West Bridgford, at Colwick, and across a widened Trent Bridge. With two Park and Ride sites - at Saxondale and Sharphill Wood - the package also includes an extension of the Robin Hood Line to Bingham. In conjunction with these measures, the package has an ambitious programme of travel choice measures. This package is illustrated in Figure 1.

Figure 1 Vision 1

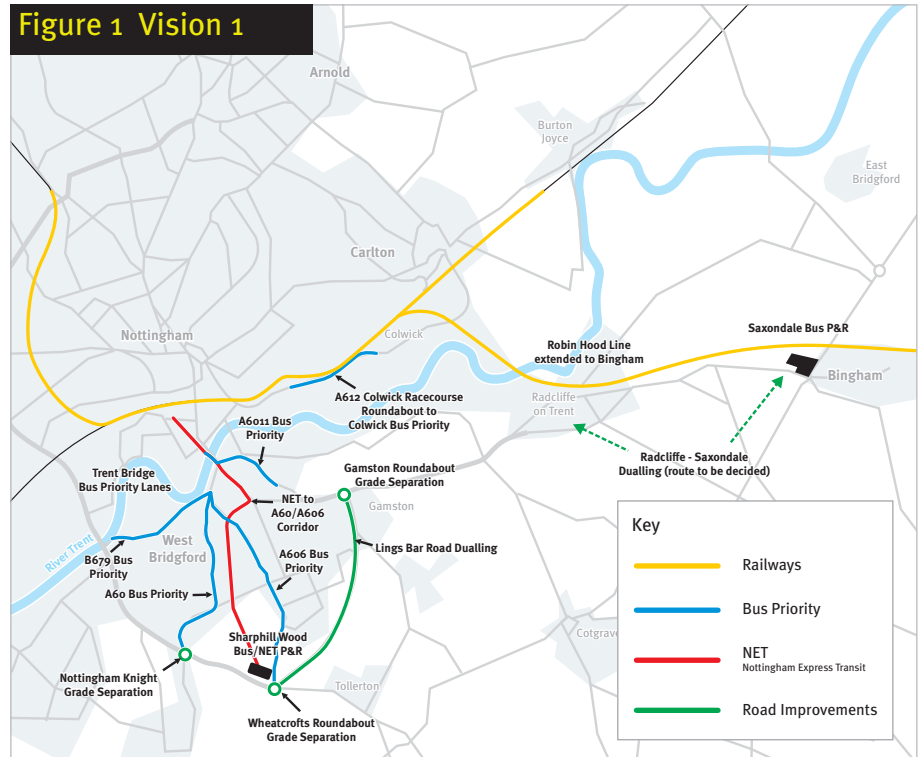
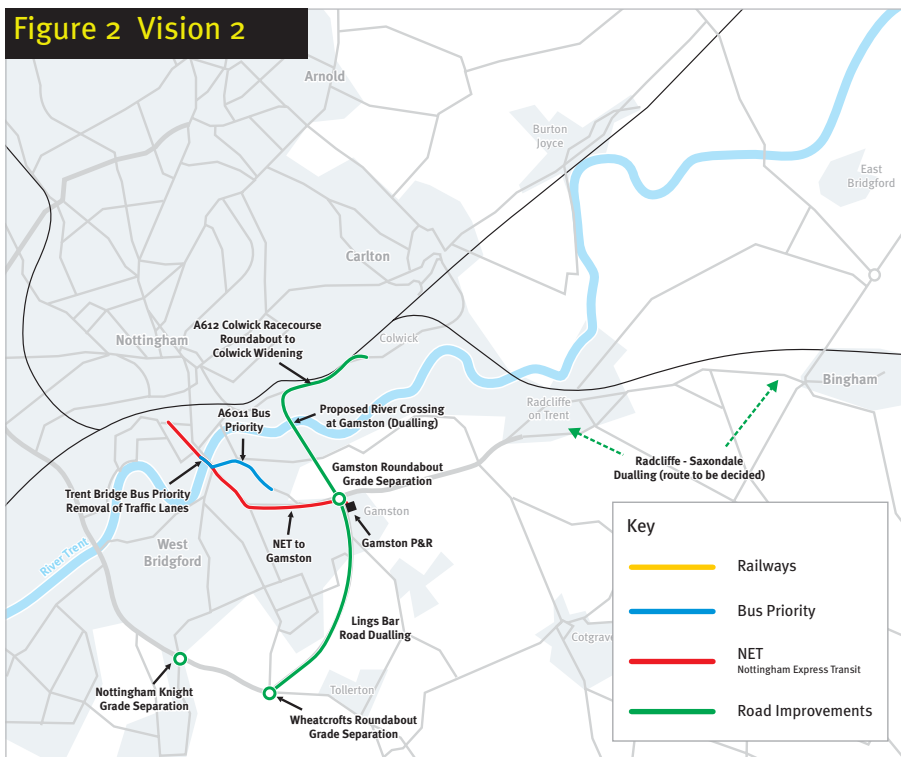


Figure 2 Vision 2



Vision 2

Encourage the use of the A52 and a new bridge across the River Trent from Gamston to Colwick, to reduce urban congestion and rural rat-running and improve access between the A52 and the Colwick-Gedling area.

This package includes a new dual carriageway bridge and dualling of the A52 between Radcliffe and Saxondale (on a route yet to be decided), and the Lings Bar Road. Multi-level junctions at the Gamston, Wheatcrofts and Nottingham Knight Roundabouts are included, as are improvements to the A612 between Colwick Racecourse Roundabout and Colwick. NET is included as running through West Bridgford to Gamston, to a Park and Ride site for bus and NET interchange. Two bus priority schemes are included, in West Bridgford and across the Trent Bridge without widening it. Modest travel choice measures complete this package, which is illustrated in Figure 2.

A52 CLIFTON TO BINGHAM MULTI MODAL STUDY

The newsletter explains the issues the study is addressing and the measures that are being considered. Please let us know your views, by putting a circle around the number that corresponds to your answer, or writing in the spaces provided.

1 Do you agree that public transport into Nottingham City Centre should be improved?

Yes **1** ›Go to Q1a No **2** ›Go to Q1c

1a If yes, do you think the emphasis should be on:

Buses **1** Light Rail (NET) **2** Trains **3**

1b Which routes do you think should be given priority?
(Please write in)

1c Which routes would you not wish to see developed?
(Please write in)

2 Do you agree there is a need to make it easier to cross the River Trent in this area?

Yes **1** ›Go to Q2a No **2** ›Go to Q3

2a If yes, do you think this should be achieved through:

Improving the bridges already there **1** ›Go to Q2b

Building a new bridge **2** ›Go to Q2d

Both **2** ›Go to Q2b

2b Which of the bridges do you think should be improved, and how?

Trent Bridge **1**

Lady Bay Bridge **2**

Gunthorpe Bridge **3**

›Go to Q3

2c Where do you think a new bridge should be built?

Gamston **1** Radcliffe **2**

Elsewhere (write in)

3 Do you think priority on any of the existing or potential bridges should be given to public transport?

Yes **1** ›Go to Q3a No **2** ›Go to Q4 Don't know **3** ›Go to Q4

3a If yes, which bridges should have public transport priority?
(Please write in)

4 Do you think changes should be made to the A52 between Clifton Bridge and Bingham?

Yes **1** ›Go to Q4b No **2** ›Go to Q5

4b If yes, where are the key areas for improvement?
(Please write in)

5 Of all the measures described in the newsletter, which three do you think are the most important? (Please write in)

1)

2)

3)

6 And which three measures would you not want to see introduced? (Please write in)

1)

2)

3)

7 Do you have a car available for your journeys?

Always **1** Usually **2** Sometimes **3** Never **4**

8 How often do you use public transport?

Every day **1** Most days **2** Every week **3**

At least monthly **4** Less often **5** Never **6**

9 What is your postcode?

If you would like to receive a copy of the next News Update, please also give your full name and address.

If you have any further comments, please use the space below.
