

## **PART 8 : PEDESTRIANS, CYCLISTS, EQUESTRIANS AND COMMUNITY EFFECTS**

### **8.1 Methodology**

- 8.1.1 This assessment considers the impact of the scheme on the journeys which people make in the locality of the proposed A453 M1 Junction 24 to A52 Nottingham Widening Scheme (for ease of reference this is referred to in this chapter as A453 Widening). The assessment considers journeys made by people as pedestrians (including ramblers), cyclists and equestrians (collectively referred to as Non-Motorised Users (NMUs)). Consideration has also been given to disabled NMUs, including wheelchair users, and people with pushchairs. Impacts on severance of local people from community facilities, and impacts on local vehicle traffic are also assessed.
- 8.1.2 Background information on current and potential NMU issues relevant to the A453 Widening has been obtained from the Non-Motorised User Context Report and the Non-Motorised User Audit Report, White Young Green. Reference is also made to the Report of Transport Surveys, White Young Green.
- 8.1.3 The methodology for this assessment was carried out in accordance with DMRB Volume 11, Section 3, Part 8 *Pedestrians, Cyclists, Equestrians and Community Effects* and supported by TAG Unit 3.3.12 Sub-Objective *Physical Fitness* and TAG Unit 3.6.2 Sub-Objective *Severance*. The TAG sub-objectives rely on DMRB advice and are presented here as combined topics to avoid repetition. Effects for both aspects are assessed using TAG significance criteria, as described in Table 2.8.1 below, following Highways Agency advice.

#### **Local Travel Patterns, Journey Length & Physical Fitness**

- 8.1.4 Two alternative methods are given in DMRB for establishing the duration, distance and pattern of local NMU travel: the first for cases where travel patterns are considered to be reasonably straightforward; the second for where travel patterns are considered to be reasonably complex. For the A453 Widening scheme the latter method was selected as most appropriate given the potential complexity of movements throughout both the rural and urban sections, the network of existing PROW and other routes used by NMUs, and the influence of the existing A453. The methodology requires counts of user flow, i.e. numbers of travellers with their direction specified to determine the number of people likely to be affected.
- 8.1.5 Crossing point surveys were undertaken by AMScott in July 2002, and by White Young Green during the current ECI Contract in March and June 2006. The results are detailed in Section 8.5.
- 8.1.6 The assumptions described in DMRB 11.3.8 have been used to assess potential changes in journey length and patterns, and issues for Physical Fitness, and are reported at Section 8.9 below.

8.1.7 The assessment method recommended by TAG Unit 3.3.12 for Physical Fitness is to be based on the achievement of a 30-minute per person, per day physical exercise threshold. It is suggested that this threshold is the minimum level of activity required for the government to reach its proposed target for reducing coronary heart disease and strokes in England (DOH, 1998). Consequently, it is suggested, the significance of potential changes in physical activities should be classified into one of four categories:

- For new walk and cycle trips where journey times are below 30 minutes, there will be some minor health benefits;
- For new walk and cycle trips where journey times are above 30 minutes, there will be significant health benefits;
- For existing walk and cycle trips where the journey times remain above 30 minutes, health benefits will be largely unchanged;
- For existing walk and cycle trips, where the journey times fall below 30 minutes, there will be minor reductions in health benefits.

### **Changes in Amenity**

8.1.8 Amenity is defined in DMRB as the '*relative pleasantness of a journey*'. The existing amenity value of the PROW network is described in Section 8.5 below for each route in qualitative terms, using the terms '*good*', '*fair*' and '*poor*' as appropriate. Within both the rural and urban sections the network is compromised by the presence of the existing A453, particularly in terms of fear/safety, noise and visual intrusion. Traffic speed and traffic flows that could be expected on a typical day in the opening year, assuming that the most likely forecast traffic growth occurs, is taken into consideration, where appropriate, to illustrate the magnitude of particular issues. Please refer also to the assessment of impacts on vehicle travellers in the following Section 2 Part 9 of this ES.

8.1.9 To establish the degree of change, amenity is considered in terms of the 'do minimum' (i.e. without the scheme) and 'do something' (with the proposed scheme) scenarios at opening year 2012 in terms of:

- Separation of users from the carriageway and duration of exposure to traffic
- Views of the scheme and open countryside
- Road crossing facilities and safety issues.

### **Community Severance**

8.1.10 Community severance is defined in DMRB as '*separation of residents from facilities and services they use within their community caused by new or improved roads or by changes in traffic flows*'. The existing situation is discussed in Section 8.5.

8.1.11 Change in severance is assessed in terms of potential for the new scheme to cause further severance and also potential for relief from existing severance as a result of the scheme.

8.1.12 The concept of severance is concerned with the amount of hindrance only to pedestrian movements likely to be created by the proposed road improvement scheme. Pedestrians are the main focus, as cyclists and equestrians are generally less susceptible as they can travel more quickly than people on foot. Hindrance to movement and consequent severance can affect anything from difficulty in crossing the road to access community facilities, shops, or the workplace to dissuading people from making recreational journeys around the area.

8.1.13 In terms of the significance of severance, recommendations in TAG Unit 3.6.2 dated June 2003 have been adopted as these are more up to date than the guidelines within DMRB 11.3.8, dated June 1993. The assessment of both existing and potential severance is classified according to four broad levels, these being:

- **None** – little or no hindrance to pedestrian movement;
- **Slight** – all people wishing to make pedestrian movements are able to do so, but with some hindrance to movement;
- **Moderate** – some children, elderly or disabled are likely to be dissuaded from making journeys on foot. For other users, journeys will be longer and less attractive; and
- **Severe** – people are deterred from making pedestrian journeys to such an extent to induce a reorganisation of their activities. Those who do make journeys on foot will experience considerable hindrance.

8.1.14 Relief from existing severance is identified as a beneficial (positive) impact of a proposed development. New severance would be an adverse (negative) impact.

8.1.15 Overall assessment of changes in community severance is then undertaken using the significance criteria indicated in Table 2.8.1 below:

**Table 2.8.1 : TAG Significance Criteria for Assessing Changes in Community Severance**

Do Minimum Severance Scoring	Do Something Severance Scoring			
	None	Slight	Moderate	Severe
<b>None</b>	None	Slight negative	Moderate negative	Large negative
<b>Slight</b>	Slight positive	None	Slight negative	Moderate negative
<b>Moderate</b>	Moderate positive	Slight positive	None	Slight negative
<b>Severe</b>	Large positive	Moderate positive	Slight positive	None

## 8.2 Key Guidance and Legislation

8.2.1 There is no specific legislation governing standards on pedestrians, cyclists, equestrians and community effects. Relevant Government guidance is provided within Planning Policy Guidance (PPG) and Planning Policy Statements (PPS).

The Countryside and Rights of Way Act (CROW) (December 2000) is also of relevance with regard to access of Open Countryside and Public Rights of Way.

8.2.2 More detailed consideration is given to impacts on policies and plans in a separate environmental impact assessment report as summarised within Section 2 Part 13 of this ES Volume 1.

### **8.3 Consultations**

8.3.1 A review of relevant local documents has been carried out to gauge the objectives of local authorities within the study area. This has been supplemented by consultations with PROW officers and a comprehensive list of stakeholders.

8.3.2 A significant value is conferred upon PROW throughout the region and it is a strategic objective to recognise the benefits of this network and, where opportunities exist, to improve upon it. Locally, and nationally, there is an emphasis on encouraging utilitarian and recreational NMU trips and to limit community severance. Changes to NMU facilities should also cater for the needs of users with mobility difficulties.

8.3.3 Nottinghamshire's Pilot Rights of Way Improvement Plan (PROWIP) identifies NMUs as vulnerable users with their primary requirement to be in a traffic-free environment. Vulnerability is heightened due to the lack of formal facilities in rural areas and the county is committed to improving these facilities in areas with the greatest need. Improving access to PROW by disabled users is also a priority in accordance with the Disability Discrimination Act 1995.

8.3.4 In addition Leicestershire's PROWIP aims to prioritise the development of links to the National Cycle Network. LCC aim to improve the use of roadside verges for walkers and riders and are committed to rationalising the existing PROW network.

8.3.5 Specifically North West Leicestershire Cycling Strategy recognises improvements to the A453, as well as the Parkway Station development and extension to NEMA, as having the potential to improve the local cycle network. The Rushcliffe Cycling Strategy also notes the recommendations of the A453 MMS and considers this an important development.

8.3.6 The local authorities generally echoed the same sentiments with regard to non-motorised traffic: they are all keen to promote healthy and sustainable modes of transport and to protect existing rights of way. This is reflected in the HA's Strategic Plan for Accessibility, which aims to improve accessibility across trunk roads to bus stops, improved NMU route signage, ensure adequate maintenance of NMU facilities, and to generally ensure that the needs of NMU users, including disabled users, are incorporated into the design process.

8.3.7 Rights of Way Officers at Nottinghamshire County Council, Leicestershire County Council, Nottingham City Council, Rushcliffe Borough Council and North West

Leicestershire District Council have been contacted. Their comments are included within the Non-Motorised User Context Report (see 8.1.2 above), but in general the A453 is considered to be a major obstacle to NMU movements within the study area.

- 8.3.8 Following initial consultations, a stakeholder workshop was held in October 2006 with representatives from a wide range of interested bodies (these are detailed in the A453 Environmental Assessment report *Pedestrians, Cyclists, Equestrians and Community Effects*, Ref A021959-REP-E-ES-226).
- 8.3.9 In developing the NMU proposals further, follow-up consultation has been undertaken with a number of these organisations. A joint meeting was held with the Rights of Way Officers in April 2007, and a second stakeholder workshop which was held in June 2007.

## **8.4 The Study Area**

- 8.4.1 The NMU study area encompasses the length of the A453 Widening scheme between M1 Junction 24 and the A52 Nottingham, including Clifton. To the north of the A453 it includes the villages of Thrumpton and Barton in Fabis, and extends to the River Trent. South of the A453, the study area includes Kegworth and the villages of Kingston on Soar, New Kingston and the western edge of Gotham.
- 8.4.2 Given the volume and speed of traffic on the A453, it can act as a barrier thus deterring NMU trips travelling north to south, and east to west. A wide area has been included within the study in order to encompass all potential movements away from motorised to non-motorised forms of transport, in keeping with Government objectives.

## **8.5 Baseline Conditions**

### **Existing NMU Facilities**

- 8.5.1 Existing NMU facilities, in terms of footways, footpaths, cycleways and bridleways, including Public Rights of Way (PROW) are shown in Figure 2.8.1 Rights of Way in the ES Volume 2.

### *Public Rights of Way (PROW)*

- 8.5.2 Within the study area, 14 PROW terminate at or cross the existing A453 (9 footpaths and 5 bridleways). Footpaths and bridleways considered to be directly affected by the A453 Widening scheme have been subject to a site audit and the findings are summarised below.
- 8.5.3 Other footpaths, bridleways and cycle routes run through the study area including the Trent Valley Way, and the Midshires Way. There is one good standard, segregated cycleway within the A453 study area likely to be directly affected by the

scheme, which runs from the A52 Silverdale junction along the A453 through Clifton to the A453/Green Lane junction. There are no National Cycle Network (NCN) routes that run through the study area, although there are three routes to the north of the A453.

- 8.5.4 Footways (ie. a route running alongside the carriageway for the sole use of pedestrians, as opposed to 'footpaths' which are paths also used solely by pedestrians for walking within the whole width of the highway) are currently only provided along the urban section of the A453. These are footways, which, by law, can only be used by pedestrians.

### **NMU Crossing Points**

- 8.5.5 In a study undertaken by AMScott in 2002, 35 NMU crossing points were identified along the section of the A453 between M1 Junction 24 to A52. This study was commissioned by the Highways Agency following the publication of their policy document 'Encouraging Sustainable Travel'. This work was carried out in line with the HA guidance note, 'Non-Motorised User Crossings Survey, Methodology and Reporting Requirements', and formed part of a national survey of vulnerable user crossing sites, the Vulnerable User Crossing Improvement Programme (VUCIP). The AMScott study recommended improvements at 17 of the identified crossing points.
- 8.5.6 Within the study area further NMU work was undertaken, as part of VUCIP, by AMScott in 2002, which identified 4 of the 35 sites as having a high priority for improvement. A fifth site was identified which had been recently modified at the time of the AMScott work and therefore no recommendations were made. These locations are also known as Highways Agency 'Action' sites, and are those sites that require improvement and are thought to offer good value for money. The VUCIP work is ongoing and the list of action sites continues to be developed. The locations of all crossing points are presented in the A453 Environmental Assessment report *Pedestrians, Cyclists, Equestrians and Community Effects*, Ref A021959-REP-E-ES-130, Revision 4 Final, April 2008.

### **Public Transport**

- 8.5.7 There are 8 bus transport routes which incorporate the A453 within the study area into their route: 3X, 487, 2, 65, Skylink, 48, 4 and 1. These routes are significant in that they service bus stops along the A453 which are most likely to be affected by the scheme. The scheme is also most likely to affect the journey time reliability of these routes. All the stops on the A453 are located within Clifton.
- 8.5.8 The villages of Barton in Fabis and Thrumpton are entirely dependant on the bus services using the A453 as their only form of public transport. Barton in Fabis and Thrumpton are both served by bus services 65 and 487. Each village has one bus stop which is situated along the main road through the village.

### **Traffic Flows and Accident Record**

- 8.5.9 Traffic surveys were undertaken in March 2006 with additional surveys undertaken in May 2006 due to emergency road works being carried out at the A453/Farnborough Road junction during the March surveys. The results of the surveys are detailed in the Report of Transport Surveys (A021959-REP-T-SA-014 RTS) and the NMU Context Report. Average speeds along the A453 within the study area range between 20.7kph and 39.5kph in the urban section where the speed limit is 64 kph (40mph) and 23.6kph and 81.5kph in the rural section where the speed limit is 96 kph (60mph).
- 8.5.10 The existing annual average daily traffic (AADT) flow on the A453 is about 23,000 vehicles in the rural section, of which 19% are Heavy Goods Vehicles (HGV). Within the urban section the existing AADT flow is about 30,000 vehicles of which about 12% are HGVs. Links within Clifton make up the busiest of the side roads with the remaining side roads carrying a relatively low volume of traffic. Traffic using the side roads consists of local traffic and what is thought to be a significant amount of re-routing traffic due to congestion effects. It is anticipated that traffic flows will increase over the design life of the scheme, particularly with the introduction of new developments and currently re-routing traffic which would be reassigned to the A453 (see Section 8.6).
- 8.5.11 The A453 has a poor safety record, with a higher accident level than the national average. Records indicate that between 2001 – 2006 there were 106 personal injuries, 35 serious and 1 fatality in the rural section. In the urban section records indicate 52 personal injuries of which 7 were serious, during the same period.

### **NMU Flows**

- 8.5.12 A total of 33 sites through the study area have been surveyed. The surveys comprised 17 crossing points and along links in and around the urban section of the A453, and 16 counts in the rural section. East/west movements along the A453 have also been observed. The surveys were carried out in March and June 2006 and the results are summarised in Table 2.8.2 and Table 2.8.3 below. Where the observed counts correspond to VUCIP crossing locations the VUCIP site references are included. Priority crossing sites, as mentioned in 8.5.5 and 8.5.6 above, are denoted '(P)'.
- 8.5.13 The surveys in Table 2.8.2 have been carried out over a 12 hour period, 07:00-19:00, on a weekday during school term time. Additional surveys commissioned by White Young Green and collected in June 2006 also observed NMU movements for a Saturday. It was reasoned that these sites could attract 'leisure' users at weekends and therefore weekend demand could exceed weekday demand. These sites are shown in Table 2.8.3 below.

**Table 2.8.2 : NMU Crossing Points with Total Number of Users (12hr Weekday)**

Survey/ Site no.	VUCIP Site no.	Description/Location	Pedes- trians	Cyclists	Eques- trians	Total
3/1	A453/7/01	M1 Junction 24	30	10	-	40
5/10	A453/7/03	Footpath 380m SW of Midshires Way	0	0	0	0
5/9	A453/7/04	Midshires Way overbridge	0	0	0	0
5/8	A453/7/05	Footpath 580m NE of Midshires Way	0	4	0	4
5/7	A453/7/06	Bridleway between canal and river bridges SW of Power Station	4	1	0	5
5/6	A453/7/07	Footpath to east of River Soar	2	2	0	4
3/16	A453/7/09	Kegworth Road (eastern fork)	0	0	-	0
3/17	-	Main entrance to Power Station	1	0	-	1
5/5	A453/7/09a	Footpath to east of Power Station	0	0	0	0
3/18	A453/7/10	Barton Lane (South of Thrumpton)	0	0	-	0
4/5	A453/7/11	Footpath to Church Lane, Thrumpton	0	0	-	0
5/4	A453/7/12	Bridleway overbridge east of Thrumpton	1	0	0	1
3/19	A453/7/13	Barton Lane (North of Thrumpton)	0	0	-	0
5/3	A453/7/14	Bridleway 180m NE of Barton Lane North	0	0	0	0
5/2	A453/7/15	Footpath 70m SW of Manor Road	1	0	0	1
3/20	A453/7/15	Manor Road (to Barton in Fabis)	0	0	-	0
3/21	A453/7/16	New Road/Barton Lane east of Barton in Fabis	0	0	-	0
5/1	A453/7/17	Fox Covert Lane Bridleway (SW Clifton)	4	1	0	5
3/4	A453/7/19(P)	Crusader roundabout	615	65	-	680
1/3A	-	East of Crusader roundabout	1435	181	-	1616
1/3B	-	West of Garrett Grove	286	68	-	354
3/7	A453/7/20	Garrett Grove	369	82	-	451
1/3C	-	Between Garrett Grove and Green Lane	572	116	-	688
3/3	A453/7/21(P)	Green Lane	615	120	-	735
4/7	-	Green Lane (southeast of A453 junction)	770	36	-	806
1/4A	A453/7/22(P)	Glapton Lane	725	183	-	908
1/4A	A453/7/23	180m NE of Glapton Lane	725	183	-	908
3/8	A453/7/24	Southgate (University)	746	167	-	913
3/9&11	A453/7/25	College Drive (University)	943	153	-	1096
1/4B	A453/7/25	College Drive (University)	1269	196	-	1465
3/10	A453/7/26	Northgate (University)	260	185	-	445
1/4C	-	Northeast of Northgate, southwest of 40mph sign	219	164	-	383
1/4D	-	Southwest of Farnborough Rd, northeast of 40mph sign	617	190	-	807
3/2	A453/7/27(P)	Farnborough Road/Fabis Road	648	172	-	820
4/8	-	Farnborough Road (southeast of A453 junction)	176	112	-	288

**Table 2.8.3 : NMU Crossing Points with Total Number of Users (12hr Weekend)**

Survey/ Site no.	VUCIP Site no.	Description/Location	Pedes- trians	Cyclists	Eques- trians	Total
5/10	A453/7/03	Footpath 380m SW of Midshires Way	0	0	0	0
5/9	A453/7/04	Midshires Way overbridge	0	0	0	0
5/8	A453/7/05	Footpath 580m NE of Midshires Way	0	0	0	0
5/7	A453/7/06	Bridleway between canal and river bridges SW of Power Station	0	0	0	0
5/6	A453/7/07	Footpath to east of River Soar	3	3	0	6
5/5	A453/7/09a	Footpath to east of Power Station	0	0	0	0
5/4	A453/7/12	Bridleway overbridge east of Thrumpton	4	2	1	7
5/3	A453/7/14	Bridleway 180m NE of Barton Lane North	0	1	0	1
5/2	A453/7/15	Footpath 70m SW of Manor Road	0	1	0	1
5/1	A453/7/17	Fox Covert Lane Bridleway (SW Clifton)	26	0	0	26

- 8.5.14 From Table 2.8.3 above it can be seen that NMU movements were observed at 5 of the 10 sites surveyed on a Saturday. Sites 5/2, 5/3, 5/4, and 5/6 demonstrate a slight increase in usage on a Saturday, although demand is still considered relatively low. Nottingham City Bridleway No. L101, at Fox Covert Lane, experienced a significant increase in usage on the Saturday with an increase of 21 users (Survey/Site No. 5/1). However, no equestrians were observed using this bridleway on either day of the survey.
- 8.5.15 The results of the NMU surveys demonstrate very low usage of crossing points and footways along the A453 corridor in the rural section. This is especially so given that there is likely to be an element of double counting since the surveys along the route have been carried out independently and no allowance has been made for users passing through more than one site. This may suggest that the A453 currently deters movements along and across the highway.
- 8.5.16 Sites 3/16, 3/18, 4/5, 3/19, 3/20 and 3/21 had no observed NMUs; these sites were surveyed for one 12hr period on a weekday. Sites 5/10, 5/9 and 5/5 also had no observed NMUs; these sites were surveyed for one 12hr period on a weekday and one 12hr period on a Saturday. Site 5/3 had no observed NMUs on the 12hr weekday survey but did have one cyclist observed during the 12hr Saturday survey.
- 8.5.17 There were no wheelchair users or pushchairs observed at the sites surveyed in the rural section and they were not specifically recorded at the sites surveyed in the urban section.

#### **Existing Amenity Value**

- 8.5.18 Site surveys were undertaken in May and July 2006 of all PROWs that cross, or terminate at, the A453 between M1 Junction 24 and A52. PROWs adjacent to the A453 were also surveyed where these represent important routes through the study area, for example the Trent Valley Way.
- 8.5.19 PROW directly affected by the proposed scheme in the rural section, from M1 Junction 24 to Fox Covert Lane (leading to Burrows Farm), are:

#### *Leicestershire Footpath L60*

- 8.5.20 This footpath intersects the A453 at grade, 380m southwest of the Midshires Way overbridge, and extends both north and south. Both sections display evidence of usage.
- 8.5.21 The section north of the A453 is well maintained except where the path joins the A453, where it is overgrown and uneven. The section south of the A453 is less well maintained, with similar issues where it joins the A453. L60 provides a fairly direct route across pleasant countryside although it is likely that users are put off by the dangerous crossing of the A453, *reducing the amenity value to poor.*

### *Leicestershire Bridleway L101*

- 8.5.22 This bridleway is approximately 250m long, starting at the right angled bend in the carriageway where Long Lane meets Ratcliffe Way. It extends in a straight line roughly southeast to meet the A453 at grade 50m southwest of the Ratcliffe on Soar canal overbridge. It is a wide track in good condition and appears to be well used.
- 8.5.23 A short route through the countryside linking to other PROW but dominated by the A453. *Amenity value fair to poor.*

### *Leicestershire Footpath L63*

- 8.5.24 This footpath extends from Station Road in Kegworth to the north, following the River Soar on the western side. It continues on the western side of the canal and passes under the A453 at the Ratcliffe on Soar canal overbridge. The footpath continues along the western bank of the River Soar in a northerly direction where it intersects with Leicestershire Footpath L61. There is some evidence of usage.
- 8.5.25 A route across pleasant countryside and alongside the river and canal, avoiding having to cross the A453 at grade. *Amenity value good.*

### *Leicestershire Bridleway L62*

- 8.5.26 This bridleway starts at the base of the access track off the A453, 20m west of the western end of the Soar Flood Span located northwest of Ratcliffe on Soar. It runs parallel to the A453 on the northern side in an easterly direction for 200m before turning northeast and, after fording the River Soar, terminating at Soar Lane on the eastern bank of the Soar.
- 8.5.27 It is an open track around the edge of a meadow, in good condition and apparently well used, with hoof prints on the western bank of the River Soar near the ford. The lack of connectivity reduces its *Amenity value to fair.*

### *Ratcliffe Footpath No. 6*

- 8.5.28 This footpath starts near the southwest corner of Ratcliffe on Soar Power Station at a lane 60m west of the railway line and 210m north of the A453. It proceeds in a southerly direction, crossing the A453 at grade 40m west of the railway line. It continues south until it meets Kegworth Road to the northeast of Ratcliffe on Soar. It then follows this road southwest for 100m before terminating.
- 8.5.29 The footpath traverses a meadow and follows a track, being less accessible near the A453. There is no evidence of usage, with pedestrians much more likely to use the adjacent parallel lane to the west going under the A453. *Amenity value poor.*

#### *Ratcliffe Footpath No. 5*

- 8.5.30 This footpath starts at Kegworth Road to the northeast of Ratcliffe on Soar at a point 50m northeast of where Kegworth Road crosses the railway line. It proceeds easterly for 400m, terminating at Ratcliffe Footpath No. 3.
- 8.5.31 It is well maintained but there is no evidence of usage. *Amenity value fair.*

#### *Ratcliffe Footpath No. 7*

- 8.5.32 This footpath starts near the southwest corner of Ratcliffe on Soar Power Station at a fork in the lane 150m west of the railway line and 380m north of the A453. It proceeds northwest, skirts to the eastern side of Redhill Farm, and proceeds northwest to terminate on the eastern bank of the River Soar at Redhill Marina. The footpath follows a track for its entire length.
- 8.5.33 In good condition, the footpath runs along a hard surfaced farm track. Usage is unknown but it forms part of an accessible circular route northwards to the River Trent and southwards beneath the A453 to Ratcliffe and beyond. *Amenity value good.*

#### *Ratcliffe Footpath No. 1*

- 8.5.34 This footpath starts at a point 100m north of Winking Hill Farm and proceeds north crossing the A453 at grade after 100m. It passes along the eastern boundary of Ratcliffe on Soar Power Station and continues north, with a little easting, terminating at the eastern end of the western part of Thrumpton.
- 8.5.35 The section to the north of the A453 is well maintained with evidence of usage. Untended vegetation on the embankments up to the A453 makes accessing the road impossible. The A453 is clearly a barrier putting potential users off, and *reducing its amenity value to poor.*

#### *Ratcliffe Footpath No. 8*

- 8.5.36 Ratcliffe Footpath No. 8 starts at Ratcliffe Footpath No. 1, 310m north of the A453. It proceeds northeast-wards along the northern edge of the A453 West Leake Junction and emerges onto Barton Lane where it continues for another 150m.
- 8.5.37 It is well maintained at its south-western end connecting the lane to Ratcliffe Footpath No. 1. but overgrown in middle section to the north of the carriageway. The north-eastern section is a gravel path on the northern side of the carriageway. There is no evidence of usage, assumed because it connects into Ratcliffe Footpath No. 1 which has to negotiate the A453 at-grade to the south. *Amenity value fair to poor.*

#### *Thrumpton Bridleway No. 4*

8.5.38 This bridleway starts at the eastern extremity of Thrumpton, at the north-eastern end of an overbridge over the A453. It proceeds over this bridge then southwest for 150m along the southern side of the A453. Horse riders are currently forced to dismount when crossing the overbridge due to low parapets. Heading generally southeast it continues along the summit of Cottagers Hill, to eventually become Barton Bridleway No. 9.

8.5.39 The bridleway follows a track and is in good condition, with some evidence of usage. The fact that the route avoids the A453 by passing over it adds to its attractiveness. It passes through a variety of countryside from flat and open to hilly and enclosed and its *amenity value is good to fair*.

#### *Thrumpton Footpath No. 5*

8.5.40 Thrumpton Footpath No. 5 starts at the eastern end of the overbridge over the A453 at Thrumpton. It proceeds northeast along the line of the A453 for 100m before turning southeast to Gotham.

8.5.41 The footpath follows the route of a track and is in good condition, although there is no evidence of usage by pedestrians. As with Thrumpton Bridleway No. 4 which it joins to cross the A453, the footpath passes through a variety of attractive countryside from flat and open to hilly and enclosed, and its *amenity value is good*.

#### *Thrumpton Footpath No. 6*

8.5.42 This footpath extends from the western part of Thrumpton in an easterly direction, terminating at Barton Lane. It is a well maintained route, forming part of a circular route linking the Trent Valley Way in the north to the PROW system to the south of the A453, making use of the overbridge at Thrumpton. *Amenity value is good*.

#### *Barton Bridleway No. 9*

8.5.43 This bridleway starts on the south-eastern side of the A453, 450m southwest of the Manor Road (Barton in Fabis) turning. It proceeds south-eastwards, skirting around the eastern end of the woodland on Cottagers Hill where it joins with one bridleway (Thrumpton Bridleway No. 4, see above) and a footpaths (Thrumpton Footpath No. 4, see above) at this point.

8.5.44 At its northern end the A453 presents a considerable barrier. There is no visible route and no evidence of usage because of this, and its *amenity value is reduced to poor*.

### *Barton Footpath No. 5*

- 8.5.45 This footpath starts on the south-eastern side of the A453 opposite Manor Road (Barton-in Fabis). It proceeds down the access track to Glebe Farm, passes through the farm, continues south-eastwards along the farm track and skirts around farm buildings at the bottom of Gotham Hill before continuing up the hill and alongside woodland to join Thrumpton Bridleway No. 4.
- 8.5.46 The footpath follows a surfaced farm track at Glebe Farm but there is little evidence of usage since the A453 is a considerable barrier at the northern end of the footpath. *Amenity value is poor.*
- 8.5.47 PROW directly affected by the proposed scheme in the urban section, from Fox Covert Lane (leading to Burrows Farm) to the A52 Silverdale junction, are:

### *Nottingham City (NC) Bridleway No.s 101 & 103*

- 8.5.48 Nottingham City Bridleway No. 101 follows Fox Covert Lane from the A453 towards Burrows Farm, but just before the farm it skirts a meadow and continues to Clifton Woods to join the Trent Valley Way to the west. Nottingham City Bridleway No. 103 starts at Nottingham City Bridleway No. 101 just west of the A453 and continues along the back of the residential properties at Barton Green and northwards towards Clifton Village.
- 8.5.49 There is evidence of some vehicular use along the farm access and of some previous equestrian use on the route to the northwest around the meadow. However this area is somewhat overgrown with litter and debris along the way. The A453 seriously reduces the ambience of this bridleway, creating a considerable barrier, which together with the vehicular use of the track *reduces its amenity value to poor.*

### *Nottingham City Footpath No. 102*

- 8.5.50 This footpath lies to the north of Bridleway No.101 and extends from the back of Juniper Close westwards toward Trent Valley Way and Burrows Farm.
- 8.5.51 Access to the footpath from the east behind Juniper Close was inhibited by overgrown vegetation, although there is evidence of past use. The footpath is on the edge of the built up area, probably used by residents of Clifton to gain access to the Trent Valley Way. Noise and visual impact from the A453 and other roads on the edge of Clifton *reduce the amenity value to fair to poor.*

### *NC Footpath No. 145*

- 8.5.52 The footpath starts at the A453 and cuts through the residential area to the north; along Tame Close, across Churnet Close and Fabis Drive to the Trent Valley Way.

The route is signed and has a hard surface in good condition. It is lit up to the Trent Valley Way and there is evidence of regular use.

8.5.53 This is an urban footpath with an *amenity value of fair to poor*.

#### *NC Footpath No. 225*

8.5.54 This footpath commences at Silverdale Walk footbridge and proceeds along the eastern side of Fairham Brook for approximately 850m. It continues eastwards towards the Westerfield Way/Clifton Lane junction.

8.5.55 The route is relatively new with a hard surface and evidence of use. It passes through open fields and alongside the brook, although it does run close to the north-eastern edge of Clifton and the A52, with an *amenity value of fair*.

#### *Segregated Foot/Cycleway A453 between A52 and Clifton Village Green*

8.5.56 Extending from the A453 Clifton Lane/Green junction, on the side of the northbound carriageway, to the Silverdale junction, this is an important and high standard route which is signed and well used. There are a number of crossing points at the junctions with the minor roads as well as 5 signalised A453 crossing points

8.5.57 This facility forms part of a well utilised route for movements between Clifton, Nottingham Trent University and the centre of Nottingham. Due to the presence of the A453 its *amenity value can at best be assessed as fair*.

8.5.58 Further to the above rights of way there are currently 2 observed desire lines linking Fleam Road with the A453 (south of NC Footpath No.145). Nottingham City ROW Officer has confirmed that these two routes will have PROW status conferred upon them in the near future.

8.5.59 Important routes adjacent to the A453 are:

#### *Trent Valley Way*

8.5.60 This is a well publicised route used by equestrians, cyclists and walkers and extends from Thrumpton in the west to the A52 in the east. There is evidence of regular usage, particularly between Barton in Fabis and the A52 where there are views over the river to the Attenborough Nature Reserve and beyond. *Amenity value good*.

#### *Midshires Way*

8.5.61 This route is popular with equestrians, cyclists and pedestrians. In the south west of the study area this route extends from Kegworth along Long Lane, over the A453 via the Long Lane overbridge, and onto Ratcliffe Lane which is gated to limit vehicular access. It appears well used. *Amenity value good*.

### **Facilities / Trip Generators**

- 8.5.62 Within and adjacent to the study area there are numerous residential areas with associated facilities, of varying size, which are potential NMU trip generators. The primary areas are Clifton, Barton in Fabis, Gotham, Thrumpton, Ratcliffe on Soar, Kingston on Soar and Kegworth.
- 8.5.63 Existing potential NMU trip generators, other than residential areas, located within and adjacent to the study area are Nottingham Trent University, Ratcliffe Power Station, Redhill Marina and East Midlands Airport.
- 8.5.64 There are several stables located in Barton in Fabis including the Barton Equestrian Centre. This area is considered the most significant generator of equestrian trips through the study area, with horse riders from the stables accessing bridleways in the Gotham and East Leake areas via Thrumpton.
- 8.5.65 There are a number of farms adjacent to the A453 through the rural section including Burrows Farm, Glebe Farm, Winking Hill Farm, Long Lane Farm and Hall Farm Lockington. The farms may generate a low number of utilitarian trips within the study area.

### **Existing Local Vehicular Routes**

- 8.5.66 There are a number of roads either side of the A453 available for use by local vehicular traffic. On the northern side of the road, key routes are:
- Barton Lane, Thrumpton;
  - Manor Road at the southern end of Barton in Fabis;
  - New Road at the northern end of Barton in Fabis;
  - Fox Covert Lane, linking Burrows Farm and other properties and land uses, directly on to the A453 at an at grade junction on the southern edge of Clifton;
  - Hartness Road connecting into the Crusader roundabout;
  - Garrett Drive connecting directly on to the A453 south of the Clifton Green junction;
  - Village Road connecting directly on to the A453 at the Clifton Green junction;
  - Minor road running in front of Clifton Village Hall and directly on to the A453 north of the Clifton Green junction;
  - Fabis Drive connecting into the Farnborough Road junction.

8.5.67 On the southern side of the A453, key routes are:

- Long Lane, linking Long Lane Farm, Willow Farm and other properties to Kegworth (on the northern side Long Lane is gated to limit vehicular access (see paragraph 8.5.61 above);
- Kegworth Road connecting into the at-grade Power Station / Parkway junction and southwards into Soar Lane, Ratcliffe on Soar;
- West Leake Road connecting into the grade-separated West Leake junction and southwards to join the road between Kingston and Gotham;
- Barton Lane linking Nottingham Road with the A453 at an at grade junction opposite Barton in Fabis;
- Clifton Lane connecting into the Crusader roundabout;
- Green Lane connecting into the Clifton Green Junction;
- Glapton Lane connecting directly on to the A453 north of the Clifton Green junction;
- Sunninghill Drive connecting directly on to the A453 opposite the NTU central gate;
- Farnborough Road connecting into the Farnborough Road junction.

8.5.68 The need for local motorised users to travel on the A453 greatly reduces the amenity value of local journeys compared to those journeys which can be taken avoiding the trunk road. The only grade-separated junction is the West Leake junction. For residents of Thrumpton using this junction to either access the A453 or travel beneath it to the south, the *amenity of this route is good to fair*. For other local vehicular movements which are made either along the A453 or across it at grade, *amenity is fair to poor* depending on the junction arrangement and the time of day when travelling.

## **Community Severance**

### *NMUs*

8.5.69 It is generally accepted that the existing A453 can act as a barrier to east/west NMU movements, particularly in the rural section between M1 Junction 24 and the proposed Mill Hill roundabout. This is attributed to the limited formal and/or grade separated crossing provisions and the inherent safety concerns with crossing the live carriageway of a trunk road. There are more extensive provisions for NMUs in the urban section, from Crusader Island to the A52, including footways, cycleways and formal crossing facilities.

8.5.70 Within the study area, 9 PROWs terminate at the A453 and a further 5 routes are intersected by the existing carriageway as listed below (from west to east):

- Leicestershire Footpath L60 (intersected, crosses at grade);

- Leicestershire Bridleway L101 (terminates);
- Leicestershire Footpath L63 (intersected, grade separated);
- Leicestershire Bridleway L62 (terminates);
- Ratcliffe Footpath No. 6 (intersected, crosses at grade);
- Ratcliffe Footpath No. 1(intersected, crosses at grade);
- Ratcliffe Footpath No. 8 (terminates on adjacent minor road);
- Thrumpton Bridleway No. 4 (intersected, grade separated);
- Thrumpton Footpath No. 5 (terminates);
- Barton Bridleway No. 9 (terminates);
- Barton Footpath No. 5 (terminates after bridge);
- Nottingham City Bridleway No. 101 (terminates);
- Nottingham City Footpath No. 145 (terminates);
- Nottingham City Footpath No. 135 (terminates).

8.5.71 With regard to the criteria given in paragraph 8.1.13, it is considered that the existing severance for NMUs in the rural area is *severe*. The results of the NMU surveys demonstrate very low usage of crossing points and footways along the A453 corridor in the rural section. This may suggest that the A453 currently deters movements along and across the highway. Within the urban area, NMU facilities are provided which reduce community severance to *slight*.

#### *Local Vehicular Traffic*

8.5.72 As described in paragraph 8.5.68 above, the only grade separated junction along the scheme is the West Leake junction. Apart from at this junction, all other local motorised journeys made by residents to access services and facilities are made by either travelling along the A453 or having to cross it at grade. Existing severance is considered to be *moderate to severe*, in that some local motorised journeys are longer and less attractive than they might be and some journeys are likely to be reorganised or considerably hindered as a result of the severance effects of the A453.

## **8.6 Potential Impacts**

### **General Scheme Impacts**

8.6.1 Proposals to widen the A453 could potentially have an adverse effect on local NMU travel patterns, by worsening amenity and severance in the opening year. Table 1.2.1 in Section 1 Part 2 of this ES outlines the current traffic flows together with predicted flows in the urban and rural areas for the opening year (2012) and design year (2027), with and without the scheme. Traffic flows are anticipated to increase significantly in the 'Do-minimum' situation (without the scheme) and the 'Do-

something' situation (with the scheme). As a result of traffic growth, key concerns such as fear/safety, noise and visual intrusion are likely to represent a significant deterrent for use of the network either for recreational purposes or to provide access to local facilities and services.

- 8.6.2 A number of PROW will be affected by the proposed scheme. Proposals have been developed, as outlined in Section 8.7 below, to not only minimise impacts on the NMU network but to improve amenity and provide better connectivity than the existing network, thus reducing severance.
- 8.6.3 For local vehicular traffic, the existing fair or poor amenity and moderate to severe severance will be improved by creating safer routes.

### **Future Development**

- 8.6.4 Extensive consultations with all local authorities have highlighted a number of committed developments (i.e. those with planning consent) and possible future developments within and adjacent to the area, which have the potential to generate additional NMU trips. These are:
- East Midlands Parkway Station (under construction);
  - Nottingham Express Transit Extension (NET2) Park & Ride Site;
  - East Midlands Airport Extension;
  - Lark Hill Retirement Village.

## **8.7 Design and Mitigation Measures**

### **General**

- 8.7.1 In summary a continuous route for NMUs will be provided between Clifton and Long Lane linking the nearby residential areas of Clifton and Long Eaton to key destinations such as the Parkway Station, East Midlands Airport, the Power Station and the proposed NET Line 2 Park and Ride. The scheme also incorporates safe and convenient grade separated crossing points along the rural section where PROW cross the A453 as well providing additional controlled crossing points and additional pedestrian and cycle facilities in the urban section. These are shown in Figure 2.8.1 Rights of Way in the ES Volume 2.

### **Specific Details**

#### *M1 Junction 24 to Parkway*

- 8.7.2 Existing shared use footway / cycle track at-grade crossing of the A453 at M1 Junction 24 will be replaced by a grade-separated crossing. Ramps will be provided to the existing Cattle Creep underbridge and existing accommodation tracks dedicated as a cycle track. The underbridge will be lit. This will provide a

- segregated link between the existing shared use footway / cycle track on the A6 to the existing provision at M1 Junction 24.
- 8.7.3 To provide a safe segregated crossing of the A453, Leicestershire Footpath L60 will be rerouted to Long Lane via a new footpath by Long Lane Farm and connected back to Midshires Way (north-west of Long Lane) by the provision of a new footpath. The existing section of Footpath L60 which crosses the A453 will be extinguished. The new bridleway connection along with the existing local lane network (Midshires Way) will provide linkages to destinations north-west of the scheme (e.g. Long Eaton) as well as tying into M1 Widening Contract 2 NMU proposals to enhance NMU links at Junction 24A and enhance NMU links to the Castle Donington area.
- 8.7.4 A new bridleway will be provided on the south side of A453 from Long Lane to link to Leicestershire Bridleway L62 through the floodspan. This route involves equestrians riding over the new canal bridge structure. Equestrian-height parapets will be provided on the canal structure, whilst between the bridleway and carriageway there will be a standard barrier. This will replace the existing incomplete PROW route to/from Leicestershire Bridleway L101 and Leicestershire Bridleway L62.
- 8.7.5 Leicestershire Bridleway L101 will be extinguished and a cycletrack will be provided on its alignment which will be resurfaced (gravel / tar spray) and realigned where it ties into the A453.
- 8.7.6 A surfaced shared use footway / cycle track will be provided from the cycletrack to Parkway across the existing canal, flood span and river structures adjacent to the carriageway, segregated from traffic by safety fencing. Due to the narrow available width (1.5m) on this proposed shared use footway / cycleway, equestrians will not be able to use this section. It is considered that the narrow width does not allow any cyclists or pedestrians to manoeuvre around a rider and horse safely and there is the possibility of horses becoming frightened by any oncoming NMUs. An alternative route for equestrians is proposed and, as part of the detailed design stage, measures will be incorporated to ensure equestrians are signed to the alternative route. Existing parapet heights on the canal bridge are sufficient for cyclists. Cycle height parapets (1.4m) will be provided on the floodspan and river structures.
- 8.7.7 The shared use footway / cycleway will then connect to the proposed Parkway Link Road (to be provided separately by Network Rail as part of the East Midlands Parkway development) via stopping up Ratcliffe FP 6 and providing a cycletrack on its alignment which will be resurfaced (gravel/tar spray). The Parkway Link Road includes a 3m shared use footway / cycleway between the Parkway station and the A453.
- 8.7.8 Ratcliffe FP6 – given the close proximity of the existing grade separated crossing at Soar Lane (and hence providing connections to Ratcliffe FP7, Leicestershire

Bridleway L62 and also to the Parkway) and also close proximity to the proposed grade separated crossing at the Parkway Junction (and hence providing connections to the proposed NMU routes giving links to Long Lane, Clifton and the Parkway) it is proposed to extinguish the section of FP6 where it crosses the A453. Surveys indicated very low usage of this route and indeed site observations would suggest that it would indeed be very difficult to use. The proposed alternatives would provide a significant improvement for pedestrians in terms of safety and connectivity to other routes.

- 8.7.9 Via Bridleway L62 (and Soar Lane) equestrians would have access to the Parkway Station. Specific provision for equestrians on the Parkway Link Road is not proposed by Network Rail and hence any equestrians in this area would need to ride on the Parkway Link Road.
- 8.7.10 A footway is proposed within the new Parkway underpass to provide a safe link for pedestrians between the Power Station (via Ash Road), Kegworth Road and Parkway. Equestrians and cyclists would need to ride on the road through this underpass.

#### *Parkway to Power Station / West Leake Lane*

- 8.7.11 A surfaced (gravel / tar spray) shared use footway / cycle track will be provided from the Parkway Link Road to the Power Station / West Leake Junction on the north side of the A453. The shared use footway / cycle track will in part be adjacent to the northbound merge slip road and then follow the bottom of the embankment. A short section of Ratcliffe Footpath No.1 will be extinguished where it crosses the A453.
- 8.7.12 North of the West Leake Junction, Ratcliffe Footpath No. 8 will be extinguished and re-routed from Ratcliffe Footpath No. 1 along Barton Lane and into Thrumpton. Space through the structure is limited to provide any further facilities.

#### *Power Station / West Leake Lane to Barton in Fabis*

- 8.7.13 Equestrians, cyclists and pedestrians will be able to use the existing and proposed local lane network. Vehicular use of these lanes is forecast to be low (up to 500 vehicles / day) and hence suitable for use by NMUs without any specific provision.
- 8.7.14 Equestrian height parapets will be provided at the Thrumpton accommodation bridge which will mean equestrians will no longer have to dismount when using the bridge. Existing sections of Thrumpton Bridleway No. 4 and Thrumpton Footpath No. 5 will be extinguished and realigned to tie into the lengthened Thrumpton accommodation bridge. A new section of bridleway will follow the highway boundary to link Thrumpton Bridleway No. 4 / Thrumpton Footpath No. 5 with Barton Bridleway No.9.
- 8.7.15 A further section of bridleway will be provided between Barton Bridleway No.9, Barton Footpath No.5 and the proposed bridleway underpass under the A453 at

Barton Lane to provide a grade separated connection for NMUs to Barton. Lighting will be provided in the underpass. This will provide a safe crossing point for NMUs to / from the NMU route proposed to the north and south of the scheme as well as providing a safe connection to / from Barton (in particular for pedestrians accessing the bus stop on Clifton Lane) and will create a safe circuitous leisure route for riders and walkers.

- 8.7.16 A short section of Barton Footpath 5 and Barton Bridleway 9 will be extinguished where they cross the A453.

#### *Barton in Fabis to Fox Covert Lane*

- 8.7.17 NMUs will use the lightly trafficked former A453. At the Mill Hill roundabout NMUs will have direct safe access to the lightly trafficked Fox Covert Lane and onto Nottingham City Bridleway 101.
- 8.7.18 At the Mill Hill roundabout NMUs will have direct access to the NET 2 Park and Ride site and Clifton Lane via a link to be provided by the NET developers. This will also provide a link to Barton Footpath No.4 and the Nottingham Cycle Network which both end at Clifton Lane.

#### *Fox Covert Lane to Crusader*

- 8.7.19 From Fox Covert Lane equestrians will be able to access existing bridleways Nottingham City 101 and Nottingham City 103. A short section of Nottingham City Bridleway 101 will be extinguished where it crosses the A453.
- 8.7.20 From Fox Covert Lane a 3m wide shared use footpath / cycle track will be provided adjacent to the carriageway to the Crusader Junction.

#### *Crusader to Green Lane*

- 8.7.21 At the Crusader junction, controlled pedestrian / cycle crossings will be provided on all the arms of this junction. The crossing on the A453 south arm will be in approximately the same position as the existing crossing location. Shared use footway / cycleways will be provided at this junction to link to these crossing points. A new shared use footway / cycle track will be provided between Crusader and Village Road on the north-west side.
- 8.7.22 The existing controlled pedestrian point on the east side of Crusader (by the Man of Trent) will be retained in approximately the same location to provide a safe crossing point for pedestrians to / from the bus stops.
- 8.7.23 A new shared use footway / cycle track will be provided between Crusader and Village Road on the north-west side. The existing 3m wide shared use footway / cycleway from Village Road to beyond the Farnborough Road Junction will be retained as an integral part of the scheme.

### *Green Lane to Farnborough Road*

- 8.7.24 New controlled pedestrian / cycle crossings will be provided on all arms of the Green Lane/Village Road junction as well as extension of the existing shared use footway / cycle track, where appropriate, to link to these crossings.
- 8.7.25 The existing pedestrian controlled crossing at College Drive (and associated bus stops) is to be relocated within the proposed signal junction at the NTU north entrance.
- 8.7.26 Opposite the NTU north entrance, footways are proposed to link in to the estate and a section of footway to accommodate pedestrian access to the bus stop and the crossing point will be provided.

### *Farnborough Road*

- 8.7.27 Controlled pedestrian / cycle crossings will be provided on all arms of this junction (with crossing points on Fabis Drive and Farnborough Road being new) as well as an extension of existing shared use footway/cycle track where appropriate to link to these crossings.

## **8.8 Significance of Effects**

### **Changes in Amenity – NMUs**

- 8.8.1 Scheme proposals (i.e. the 'Do-something' scenario) are assessed against the existing (Do-minimum) situation in terms of changes in amenity in the opening year (2012). This takes in to account changes in journey length. Changes for each PROW directly affected by the proposed scheme in the rural section are:

### *Footway / Cycle Track at M1 J24*

- 8.8.2 Do-minimum: At-grade crossing of the A453 at M1 junction 24 is extremely busy and unsafe. Amenity value poor.

Do-something: A new grade-separated crossing will be provided via ramps to the existing Cattle Creep underbridge, to follow the accommodation track on to the A6. This will be longer but much safer. *Amenity value good to fair.*

### *Leicestershire Footpath L60*

- 8.8.3 Do-minimum: Amenity value poor as existing.

Do-something: Re-routed to Long Lane and taken over the A453. Longer route but much safer and likely to encourage much more use. *Amenity value good.*

### *Leicestershire Bridleway L101*

8.8.4 Do-minimum: Amenity value fair to poor as existing.

Do-something: Equestrians will be re-routed over Long Lane overbridge and along a new bridleway on the south side. Much longer but creates a continuous link to Leicestershire Bridleway L62 beneath the flood spans and a shorter section alongside the A453. Bridleway parapets will be provided over the new Canal Bridge. *Amenity value good.*

### *Leicestershire Footpath L63*

8.8.5 Do-minimum: Amenity value good as existing.

Do-something: No change. *Amenity value good.*

### *Leicestershire Bridleway L62*

8.8.6 Do-minimum: Amenity value fair as existing.

Do-something: Will link to the re-routed Bridleway L101 on the south side to existing and new routes on the northern side of the A453. *Amenity value good.*

### *Ratcliffe Footpath No. 6*

8.8.7 Do-minimum: Amenity value poor as existing.

Do-something: Section crossing the A453 will be extinguished. Users will follow Soar Lane or use the Parkway grade separated junction. Longer but much safer. *Amenity value good.*

### *Ratcliffe Footpath No. 5*

8.8.8 Do-minimum: Amenity value fair as existing.

Do-something: As existing, although there would be better connection to NMU routes on the northern side of the A453 via the grade separated Parkway junction. *Amenity value good.*

### *Ratcliffe Footpath No. 7*

8.8.9 Do-minimum: Amenity value good as existing.

Do-something: As existing. *Amenity value good.*

### *Ratcliffe Footpath No. 1*

8.8.10 Do-minimum: Amenity value poor as existing.

Do-something: Section across A453 to be extinguished and short section redesignated and resurfaced as shared use footway / cycle track. Avoids the A453 increasing *amenity value to good to fair*.

#### *Ratcliffe Footpath No. 8*

8.8.11 Do-minimum: Amenity value fair to poor as existing.

Do-something: Realigned to follow the realigned Barton Lane, and better connectivity to avoid crossing the A453. *Amenity value good to fair*.

#### *Thrumpton Bridleway No. 4*

8.8.12 Do-minimum: Amenity value good to fair as existing.

Do-something: As existing, connecting into existing NMU routes and local lanes on both sides of the A453 via the Thrumpton overbridge. Equestrian height parapets mean horse riders will no longer have to dismount. *Amenity value good*.

#### *Thrumpton Footpath No. 5*

8.8.13 Do-minimum: Amenity value good as existing.

Do-something: As existing. *Amenity value good*.

#### *Thrumpton Footpath No. 6*

8.8.14 Do-minimum: Amenity value good as existing.

Do-something: As existing. *Amenity value good*.

#### *Barton Bridleway No. 9*

8.8.15 Do-minimum: Amenity value poor as existing.

Do-something: New section of Bridleway will follow an accommodation track to run parallel with the A453 and link the bridleway to the NMU/Accommodation underpass at Barton Lane. Longer route but much safer, avoiding the A453. *Amenity value good*.

#### *Barton Footpath No. 5*

8.8.16 Do-minimum: Amenity value poor as existing.

Do-something: New section of Bridleway will follow an accommodation track to run parallel with the A453 and link the footpath to the NMU/Accommodation underpass at Barton Lane. Longer route but much safer, avoiding the A453. *Amenity value good*.

- 8.8.17 Changes in amenity for each PROW directly affected by the proposed scheme in the urban section are:

*Nottingham City (NC) Bridleway No.s 101 & 103*

- 8.8.18 Do-minimum: Amenity value poor as existing.

Do-something: The bridleways will follow the realigned Fox Covert Lane to join the safer and lightly trafficked former A453 and thus avoid the dual carriageway and the Mill Hill roundabout. *Amenity value good.*

*Nottingham City Footpath No. 102*

- 8.8.19 Do-minimum: Amenity value fair to poor as existing.

Do-something: As existing. *Amenity value fair to poor.*

*NC Footpath No. 145*

- 8.8.20 Do-minimum: Amenity value fair to poor as existing.

Do-something: As existing. *Amenity value fair to poor.*

*NC Footpath No. 225*

- 8.8.21 Do-minimum: Amenity value fair as existing.

Do-something: As existing. *Amenity value fair.*

**Changes in Amenity – Local Vehicular Routes**

- 8.8.22 There would be no change to the amenity of existing local vehicular routes in the opening year of 2012 in the Do-minimum (without the scheme) scenario. As discussed in paragraph 8.5.68 above, for residents of Thrumpton using the grade separated West Leake junction to either access the A453 or travel beneath it to the south, the amenity of this route is good to fair. For other local vehicular movements which are made either along the A453 or across it at grade, amenity is fair to poor depending on the junction arrangement and the time of day when travelling.

- 8.8.23 The scheme proposals include a new grade-separated junction at Parkway Station. The existing A453 between Thrumpton and the new Mill Hill roundabout will become a much less trafficked and thus safer road. These facilities will enable local vehicular traffic to avoid the A453 for many journeys, and to access the trunk road in a far safer manner than currently, *improving amenity for most journeys to good to fair.*

- 8.8.24 Some other journeys undertaken by local vehicular traffic will be longer, in particular where existing accesses from private properties directly on to the A453 in all

directions will be limited to left-in / left-out movements. An example is at Cedar Isle, where access would be via M1 J24 and the new grade-separated Parkway Station junction. Journeys will be longer but much safer, with an improvement in amenity.

- 8.8.25 For a number of farms which currently access directly on to the A453 for all movements, accommodation tracks will be provided parallel with the A453 and joining the trunk road at M1 J24 (Dowell's Barn), at West Leake junction (Hillside Cottage and Glebe Farm) or at the new Mill Hill roundabout (Glebe Farm and Top Farm Cottage via Barton Lane underpass and the de-trunked section of the existing A453). Journeys will be longer but much safer, and depending on the time of travelling could be quicker than at present. It is considered that the amenity of these journeys will therefore be improved.
- 8.8.26 As congestion on the A453 is reduced there would be a reduction in the need for rat-running which is a current problem. The local road south of the A453 between Kegworth and Clifton via Kingston on Soar and Gotham is currently used as a rat run when traffic is heavy on the A453 or when there has been an accident. This will greatly reduce as a result of the proposed scheme, to the benefit of the local road network and the settlements.

#### **Impacts on Severance – NMUs**

- 8.8.27 As discussed above, with regard to the criteria given in paragraph 8.1.13 it is considered that the existing severance for NMUs in the rural area is *severe*. The results of the NMU surveys demonstrate very low usage of crossing points and footways along the A453 corridor in the rural section. This may suggest that the A453 currently deters movements along and across the highway. Within the urban area, NMU facilities are provided which reduce existing community severance to *slight*.
- 8.8.28 Within the rural area, as well as providing safe crossing points of the A453 to link PROW and the local road network either side of the trunk road, a continuous route for NMUs will be provided between Clifton and Long Lane. In accordance with the criteria given in paragraph 8.1.13, severance of NMUs in the rural area will be reduced to *slight*. All people wishing to make pedestrian movements or journeys by cycle or horse will be able to do so, but there may be some slight hindrance principally in the additional length of journey. In accordance with Table 1 this would equate to *Moderate Positive significance*.
- 8.8.29 Within the urban area, new controlled pedestrian / cycle crossings, located at safe crossing points to/from bus stops, will be provided, together with such facilities as dropped kerbs and tactile paving. Signalised crossing points will be located close to the University entrances. In accordance with the criteria given in paragraph 8.1.13, severance of NMUs in the urban area will remain as *slight*, since the widened A453 will create hindrance to some pedestrian movements.

### **Impacts on Severance – Local Vehicular Routes**

- 8.8.30 Most local motorised journeys made by residents to access services and facilities involve either travelling along the A453 or having to cross it at grade. Existing severance is considered to be *moderate to severe*, in that some local motorised journeys are longer and less attractive than they might be and some journeys are likely to be reorganised or considerably hindered as a result of the severance effects of the A453. In the Do-minimum situation without the proposed scheme, as the numbers of vehicles using the road increases so the severance effects would worsen.
- 8.8.31 The new grade separated junction at Parkway Station and use of the existing A453 between Thrumpton and Mill Hill roundabout as a local link road will reduce the severance effects of the existing trunk road. The widened A453 will continue to be a physical barrier to those motorised users who wish to travel from one side of the road to the other, for example residents of Thrumpton wishing to access facilities in Kegworth or residents of Barton in Fabis wishing to use facilities in Clifton, but safe crossing facilities will reduce the severance effects.
- 8.8.32 Similarly, by limiting turning movements into private properties to left-in / left-out only, travel patterns, length and duration will increase for some motorised users but with the distinct advantage of increase in safety.
- 8.8.33 New severance to local vehicular movements will consequently reduce to *slight* in that all people wishing to make local vehicular movements will be able to do so, in a much safer manner than at present, but there would be some hindrance principally due to the increased distance involved. In accordance with Table 1 this would equate to *Slight to Moderate Positive significance*.

### **Physical Fitness**

- 8.8.34 Paragraph 8.1.7 outlines the criteria adopted from TAG Unit 3.3.12 for Physical Fitness for assessing potential changes in physical activity, related to health benefits. In the existing and Do-minimum situation (without the scheme) walking and cycling trips are likely to be seriously hindered by the presence of the A453, particularly within the urban section. The results of the NMU surveys demonstrate very low usage of crossing points and footways along the A453 corridor in the rural section. This may suggest that the A453 currently deters movements along and across the highway.
- 8.8.35 Given the extensive network of PROW and local roads within the study area, it is considered that the proposed improvements in the Do-something scenario would encourage more people to walk and cycle. Whilst it is difficult to estimate the number of people who may achieve the 30-minute per person per day physical exercise threshold, as mentioned in paragraph 8.1.7, the potential is for the numbers to increase with at least a *slightly beneficial significance*.

## Legislation

8.8.36 With regard to the key relevant legislation as outlined in Section 8.2, it is considered that the proposed scheme would be in accordance with the Government's objectives for delivering sustainable development as set out in PPS 1; would be in accordance with the Government's aim of creating networks of accessible, high quality open spaces and sport and recreation facilities as set out in PPG17; would be in accordance with the Government's aim for tourism of providing a variety of linkages including footpaths, cycleways and equestrian provision which encourage tourists to use the countryside as set out in PPG21; and would be in accordance with the provisions of the CROW Act in that it would enhance the PROW network and make access to it easily available to a wide variety of users.

## 8.9 Summary

8.9.1 There is an extensive network of PROW and local roads used by NMUs within the study area. However, it is generally accepted that the existing A453 can act as a barrier to east/west NMU movements, particularly in the rural section between M1 Junction 24 and the proposed Mill Hill roundabout. This is due to the limited formal and/or grade separated crossing provisions and the inherent safety concerns with crossing the live carriageway of a trunk road. There are more extensive provisions for NMUs in the urban section, including footways, cycleways and formal crossing facilities.

8.9.2 There are a number of roads either side of the A453 available for use by local vehicular traffic. Only the West Leake junction allows grade-separated movements avoiding the A453, but all other local vehicular movements are made either along the A453 or across it at grade, reducing current amenity to fair to poor depending on the junction arrangement and the time of day when travelling.

8.9.3 Proposals have been developed which will improve amenity and provide better connectivity than the existing network, thus reducing severance. In summary a continuous route for NMUs will be provided between Clifton and Long Lane, utilising sections of de-trunked road and linking the nearby residential areas of Clifton and Long Eaton to key destinations such as the proposed Parkway Station, East Midlands Airport, the Power Station and the proposed NET Line 2 Park and Ride. The scheme also incorporates safe and convenient grade separated crossing points along the rural section where PROW cross the A453 as well providing additional controlled crossing points and additional pedestrian and cycle facilities in the urban section.

8.9.4 Some journeys by local vehicular traffic will be longer but much safer as a result of the proposed scheme, and depending on the time of travelling could be quicker than at present. As congestion on the A453 is reduced there would be a reduction in the need for rat-running which is a current problem in some surrounding settlements.

8.9.5 Table 2.8.4 below summarises the significance of effects. Overall effects on pedestrians, cyclists, equestrians and the community are assessed as slight to moderate beneficial.

**Table 2.8.4 : Summary of Significance of Effects**

		2012 Do-Minimum (Existing & Without Scheme)	2012 Do-Something (With Scheme)	
			Change	Significance (TAG Criteria)
Amenity	NMUs Rural	Predominantly Fair or Poor	Predominantly Good	Not Appraised
	NMUs Urban	Predominantly Fair or Poor	Predominantly Fair	
	Local Vehicle Traffic	Predominantly Fair	Predominantly Good to Fair	
Severance	NMUs Rural	Severe	Slight	Moderate Positive
	NMUs Urban	Slight	Slight	None (As existing)
	Local Vehicle Traffic	Moderate – Severe	Slight	Slight to Moderate Positive
Physical Fitness		Hindered by A453	More people encouraged to walk and cycle	Slight Beneficial

**Page left intentionally blank**