

**A453 WIDENING**  
**M1 JUNCTION 24 TO A52 NOTTINGHAM**  
**PUBLIC EXHIBITION 16 – 18 SEPTEMBER 2004**  
**PUBLIC EXHIBITION REPORT**

**A453 Widening M1 Junction 24 to A52 Nottingham  
Public Exhibition Report**

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## A453 WIDENING M1 JUNCTION 24 TO A52 NOTTINGHAM

### PUBLIC EXHIBITION REPORT

## Executive Summary

### Introduction

The A453 east of the M1 is a major route between Nottingham, the M1, and Nottingham East Midlands Airport. The existing single carriageway road has become increasingly congested, carrying up to 32,000 vehicles per day, has a poor safety record, and poses maintenance difficulties.

The proposed improvement scheme, costing approximately £90 million, is to widen the A453 to dual carriageway between Junction 24 of the M1 and Clifton, and to a four-lane single carriageway through Clifton from the Crusader Roundabout to Farnborough Road junction, at the start of the A52 Nottingham Ring Road.

### Public Exhibitions

Public Exhibitions were held on 16<sup>th</sup>, 17<sup>th</sup>, and 18<sup>th</sup> September 2004 at Kegworth and Clifton. The purpose of the exhibitions was to inform the general public and other interested parties about the current proposals, and to bring them up to date following the Public Consultation for the Multi Modal Study held in February 2002.

A leaflet containing information on the proposals was prepared and approximately 12,000 copies distributed in advance to local residents and land owners, local authorities, Government agencies, MPs and MEPs, environmental bodies, the emergency services, other stakeholders and bodies with public responsibilities, action/user groups and the press. Details were also published on the Highways Agency website.

The exhibitions displayed indicative preliminary designs, and were attended by staff from the Highways Agency and consultants Pell Frischmann who were there to explain the proposals, answer questions from the public and accept written comments.

In addition to comments received at the exhibitions, responses from the public and others were received subsequently by post and email.

After the exhibitions, copies of the exhibition panels including illustrative drawings and a summary of the preliminary assessments of environmental effects were made available for public viewing at local authority and Highways Agency offices and (in summary form) on the Highways Agency website.

### Summary of responses to the exhibitions

A total of 649 visitors attended the exhibitions, with 182 comments received. A further 38 written comments were received following the exhibitions. Most respondents appeared to understand the proposals. A few expected more detail and had not appreciated that the scheme was still at an early stage.

The responses to the exhibition at Kegworth generally supported the proposals. The main concern expressed was that the scheme was not to be built sooner. A further main concern was about the effects that a new junction at Barton in Fabis would have on the village.

At the Clifton exhibition the overall view was different from that at Kegworth. Although the majority supported the proposals between the M1 and Clifton, there was a spread of views, including support for a bypass of Clifton, or the previously published scheme in which the A453 through Clifton was to be a dual carriageway in cutting between retaining walls.

The range of issues from the written responses at both exhibitions is shown in Figure 1 below.

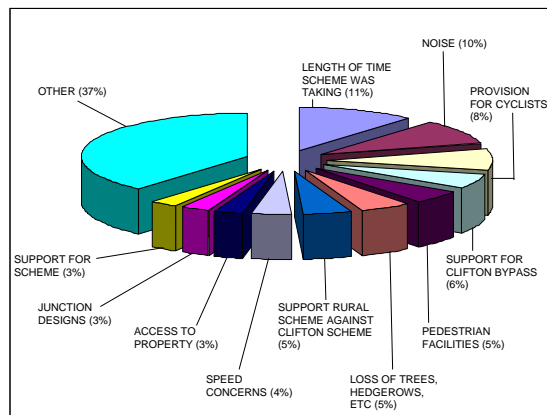


Figure 1 (From a total of 220 written comments)

The exhibitions and subsequent correspondence identified concerns for future attention including environmental issues in Clifton, particularly noise, provisions for cyclists and speed of traffic.

The responses received from local authorities and other groups generally supported the proposals whilst suggesting further consideration of a number of issues.

There were many requests to be kept informed as the scheme progresses.

### Recommendations of the Public Exhibition Report

- Due consideration should be given to the concerns expressed during and following the exhibitions as the scheme progresses.
- Care should be taken to keep the public and stakeholders informed during the preparation of the scheme.

### Further information

Should you require additional information please use the following contacts:

Highways Agency Information Line: 08457 50 40 30

HIGHWAYS AGENCY

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# **A453 Widening M1 Junction 24 to A52 Nottingham**

## **Public Exhibition Report**

### **1.0 INTRODUCTION**

#### Background

- 1.1 The A453 east of the M1 is a major route between Nottingham, the M1 and Nottingham East Midlands Airport. The existing single-carriageway road has become increasingly congested, carrying up to 32,000 vehicles a day, has a poor safety record and poses maintenance difficulties.
- 1.2 In December 1999 the A453 (A52-M1 Junction 24) Multi-Modal Study (MMS) was commissioned to develop a long term strategy for the total transport needs of the A453 corridor until the year 2021, taking into account buses, rail, trams, walking and cycling.
- 1.3 The Final Report of the A453 MMS, published in August 2002, included proposals for the improvement of the A453, between the M1 and the A52, as part of the recommended transport strategy. The MMS recommendation of an on-line improvement of the A453 was endorsed by the Regional Planning Body and now forms part of the Regional Transport Strategy.
- 1.4 The proposed improvement scheme, costing approximately £90 million, is to widen the A453 to dual carriageway between the M1 at Junction 24 and the Crusader Roundabout on the approach to Clifton, and to four-lane single carriageway through Clifton from the Crusader Roundabout to Farnborough Road, from which point the existing dual carriageway section heads towards the A52 Nottingham Ring Road.
- 1.5 The inclusion of the scheme in the Government's Targeted Programme of Improvements on 18 May 2004 follows the Secretary of State's request to the Highways Agency in December 2002 to draw up improvement proposals based on the recommendations of the A453 MMS.
- 1.6 The principal aims of the scheme are to reduce congestion, make journey times more reliable and improve safety for all users on the A453.

## **A453 Widening M1 Junction 24 to A52 Nottingham**

### **Public Exhibition Report**

1.7 Public Exhibitions were held from 16 September to 18 September 2004 at Kegworth Community Centre and Clifton Leisure Centre, as follows:

Kegworth Thursday 16 September 2004 (2:00pm - 8:00pm)

Clifton Friday 17 September 2004 (2:00pm - 8:00pm)

Saturday 18 September 2004 (10:00am – 4:00pm)

1.8 Venues

1.8.1 The venues for the exhibition were selected in the light of those used during the A453 MMS consultation process, with Kegworth Community Centre and Clifton Leisure Centre being considered the most appropriate.

1.8.2 Both venues were visited by Highways Agency and Pell Frischmann staff on 23 July 2004 and assessed for their suitability.

#### Purpose of this Report

1.9 This report describes the exhibition arrangements and records the views and comments of exhibition attendees, both written and verbal, summarises the findings and makes recommendations for further actions to be implemented.

# **A453 Widening M1 Junction 24 to A52 Nottingham**

## **Public Exhibition Report**

### **2.0 PRELIMINARY PROPOSALS**

2.1 The proposals shown at the Public Exhibition consisted of a scheme to upgrade the A453 between the M1 at Junction 24 and the A52 at Nottingham as follows:

- An on-line upgrade from single carriageway 2 lane all-purpose road to dual 2 lane carriageway standard between the M1 Junction 24 and the Crusader Roundabout at Clifton.
- An on-line upgrade and widening from single carriageway 2 lane all-purpose road to single carriageway 4 lane standard between the Crusader Roundabout and Farnborough Road.

2.2 The proposals shown at the Public Exhibition also included closure of the existing A453 junctions at:

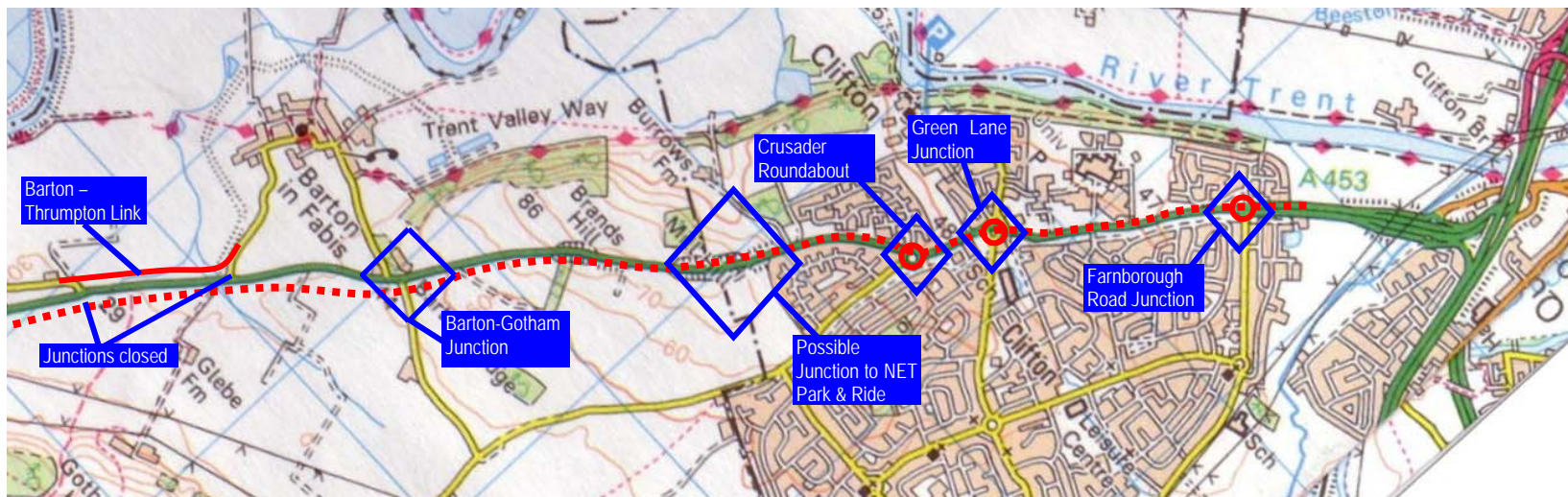
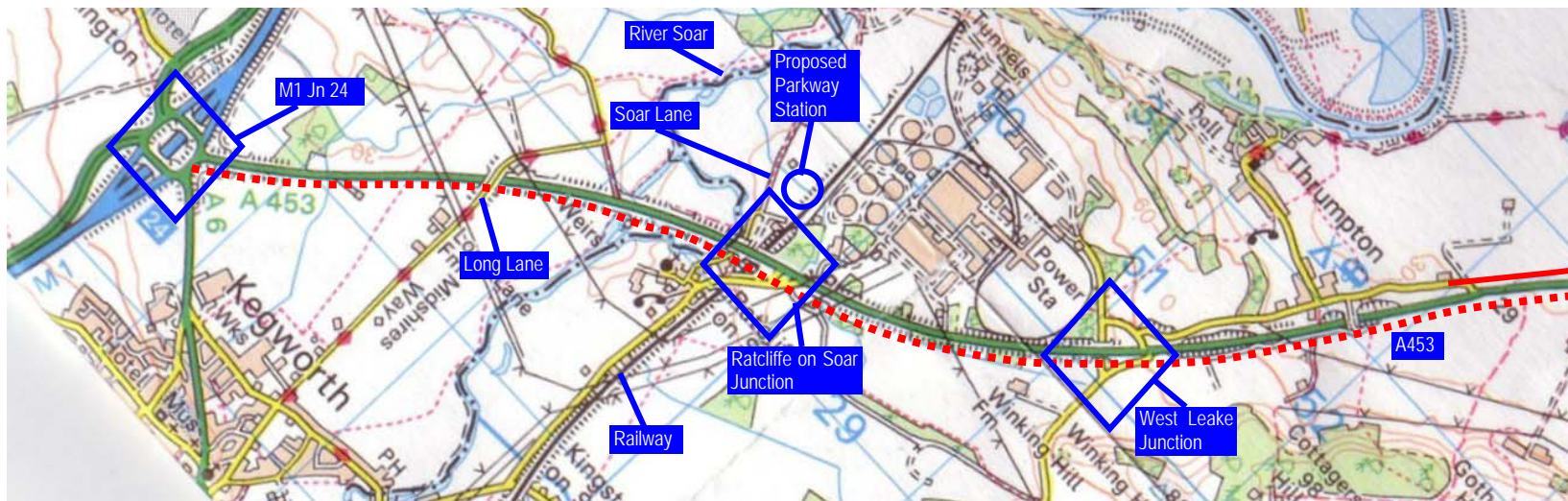
- Thrumpton (North - Barton Lane)
- Barton in Fabis (South – Manor Road)

To replace these a new access road to cater for local traffic is to be provided alongside the A453 between the two junctions.

2.3 A plan outlining the scheme proposals is shown on the following page. A similar plan is included in the Public Exhibition Leaflet, a copy of which is included in Appendix A of this report.

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## Public Exhibition Report



### **3.0 PREPARATION**

#### **3.1 Publicity**

3.1.1 Leaflets were produced describing the proposals and providing details of the forthcoming exhibitions. A copy of the Public Exhibition Leaflet is included in Appendix A of this report.

3.1.2 Letters, accompanied by a copy of the above leaflet, were sent to interested bodies, organisations and individuals informing them of the exhibitions and inviting them to attend. Appendix B of this report lists the bodies and organisations contacted, which included the emergency services, local authorities, Government agencies, environmental bodies, other stakeholders and bodies with public responsibilities and action/user groups, together with MPs and Members of the European Parliament.

3.1.3 Details of the exhibitions were released to the press on 8 September 2004 and a copy of the Press Notice is included at Appendix D.

3.1.4 Between 8 September 2004 and 15 September 2004, approximately 12000 exhibition leaflets were distributed by letterbox delivery to properties close to the route corridor, including properties within the villages of Kegworth, Kingston on Soar, Ratcliffe on Soar, Gotham, Barton in Fabis and Thrumpton, together with properties within the Clifton area. A plan showing the areas covered by the letterbox delivery is provided in Appendix E.

3.1.5 The information contained in the exhibition leaflet was also provided on the Highways Agency website in advance of and throughout the exhibition period. Information from the display panels was placed on the website after the close of the exhibition. A copy of the website pages is provided in Appendix F.

3.1.6 Further publicity about the exhibitions was generated by means of advertisements in the Nottingham Topper (on 8 September 2004) and the Nottingham Evening Post and Nottingham Recorder (both on 9 September 2004). A copy of the advertisement

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placed in the Nottingham Evening Post is in Appendix G. The advertisements in the Nottingham Recorder and Nottingham Topper were similar.

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## **Public Exhibition Report**

### **4.0 EXHIBITION**

4.1 A Pre-Exhibition Presentation for invited stakeholders was held at Kegworth Community Centre on the morning of Thursday 16 September 2004. Details of the attendees are in Appendix H.

4.2 The local press was invited to attend the formal opening of the exhibition at the Kegworth Community Centre on the afternoon of 16 September 2004. This was attended by representatives from the Nottingham Evening Post who interviewed the Highways Agency team leader together with a number of members of the public. An article subsequently appeared in the following day's paper and copies of this, along with an article from the Nottingham Topper newspaper, are included in Appendix I.

4.3 The Kegworth and Clifton exhibitions comprised display stands featuring sixteen large panels that:

- Explained the purpose of the exhibition
- Described the background to the scheme
- Showed drawings and text describing the existing and proposed route
- Explained the environmental impact of the scheme and possible mitigation measures
- Outlined some of the main economic, safety and traffic aspects of the scheme
- Highlighted the main scheme benefits
- Invited comments from the public

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Public Exhibition Report**

**Public Exhibition Display at Kegworth Community Centre**



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### **Public Exhibition Report**

- 4.4 Photographs of the individual display panels are contained in Appendix J. Printed versions of the display panels are contained in Appendix K.
- 4.5 Additional background information was also made available to the public for viewing at the exhibitions, if necessary, to explain various points. This information included:
- further detailed outline plans showing the alignment of the indicative proposals;
  - copies of the Highways Agency's publicity leaflets about the M1 Improvement Scheme; and
  - DfT/Highways Agency information leaflets dealing with public inquiries, compulsory purchase and land compensation.
- 4.6 Copies of the exhibition leaflet were available during the exhibitions and a book for comments was provided, together with a posting box for requests for further information.
- 4.7 At the Clifton exhibition the display panel showing a scale plan of the scheme proposals through Clifton appeared to be the most popular. An additional copy of the plan was put on display for discussion purposes.
- 4.8 Suitably qualified and experienced personnel from the Highways Agency and Pell Frischmann Consultants attended the exhibitions, explained the proposals to the public, noted their comments and answered their questions. Where a question could not be immediately answered, the details were noted and a written response sent by the Highways Agency after the exhibitions.
- 4.9 A number of people asked questions or raised concerns about detailed aspects of the scheme that could not be ascertained from the scale plan or the other exhibition material. Many of these people had not appreciated that the scheme was still at an early stage and that such details would be determined later.
- 4.10 The exhibition leaflet did not appear to have caused any significant difficulties for the public to understand.

## A453 Widening M1 Junction 24 to A52 Nottingham Public Exhibition Report

### 4.11 Attendance at Exhibitions

#### 4.11.1 Attendances at the exhibitions were as follows:

- Pre-Exhibition Presentation:

Kegworth -	Thursday 16 September 2004	23
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- Public Exhibitions:

Kegworth -	Thursday 16 September 2004	131
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Clifton -	Friday 17 September 2004	224
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	Saturday 18 September 2004	271
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Total over three days		649
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#### 4.11.2 The exhibition opening times were tailored to enable viewing by the public during and outside normal working hours:

Thursday and Friday	2:00pm to 8:00pm
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Saturday	10:00am to 4:00pm.
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#### 4.11.3 Excluding the invited guests at the Pre-Exhibition Presentation 626 members of the public attended the exhibitions, representing about 5.2% of the number of leaflets distributed (12000). The level of attendance was generally in line with expectations.

#### 4.12 The weather, although unsettled on one day, did not appear to be significantly detrimental to the attendance figures.

#### 4.13 Following the exhibition copies of the exhibition panels, in booklet format, including illustrative drawings and a summary of the preliminary assessments of environmental

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### **Public Exhibition Report**

effects, were made available for public inspection at the offices of Nottingham City Council, Nottinghamshire County Council, Rushcliffe Borough Council, North West Leicestershire District Council, Kegworth Parish Council and the Highways Agency. These documents were available for a minimum of six weeks after the exhibition period. Details of the display panels were also available (in summary form) on the Highways Agency website.

- 4.14 There were 884 visits to the A453 Widening section of the Highways Agency website during September 2004, although it is not known how many of these were repeat visits. The website provided a convenient alternative source of information for people who were either unable to attend the exhibitions, or were not in receipt of the exhibition leaflet.

## **5.0 COMMENTS**

### **5.1 Written Comments**

5.1.1 A book was provided at the exhibition for comments to be made, and pre-printed sheets, together with a posting box, were available for visitors to request further information.

5.1.2 At Kegworth, 25 people registered comments in the comments book, representing 19.1% of the visitors. At Clifton, 29 people registered comments in the comments book on the Friday and 40 on the Saturday, a total of 69, and representing 13.9% of the visitors at Clifton.

5.1.3 Over the whole 3 days of the exhibitions 14.5% of the visitors made comments in the book provided.

5.1.4 A further 16 comments were also deposited in the requests box at Clifton.

5.1.5 In total, 182 written comments were received at the exhibitions.

5.1.6 A summary of the main issues of concern expressed in the comments is contained in the table and pie chart below.

<b>Issue</b>	<b>Number of Comments</b>
Length of time the scheme was taking	25
Noise	18
Support for Clifton Bypass	13
Pedestrian facilities	11
Provision for cyclists	11
Environment – loss of trees, hedgerows etc	9
Speed Concerns	9
Support for dual carriageway through Clifton	8
Access to property	6
Junction designs	6
Additional Lane from Farnborough Road to Clifton Bridge	5

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### Public Exhibition Report

<b>Issue</b>	<b>Number of Comments</b>
Air Quality	5
HGVs	5
Visual Screening	5
Effect on Clifton Bridge	4
Parkway Station	4
Public transport issues	4
Effect on own property	3
Flood plain protection	3
Property Concerns (HA Properties)	3
Rat running traffic	3
Condition of local roads	2
Disruption during construction	2
Link should be provided to junction 24A	2
Support for pedestrian bridges	2
Road planning coordination/strategy issues	2
Vibration	2
Access to NEMA	1
Bridleway provisions	1
Development next to road	1
Land take	1
Lighting provisions	1
Low Noise surfacing	1
Park & Ride scheme	1
Road should be motorway	1
Safety concerns	1
Support for Kegworth Bypass	1
<b>TOTAL</b>	<b>182</b>

Note: The total number of comments includes some respondents that made more than one comment.

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## Public Exhibition Report

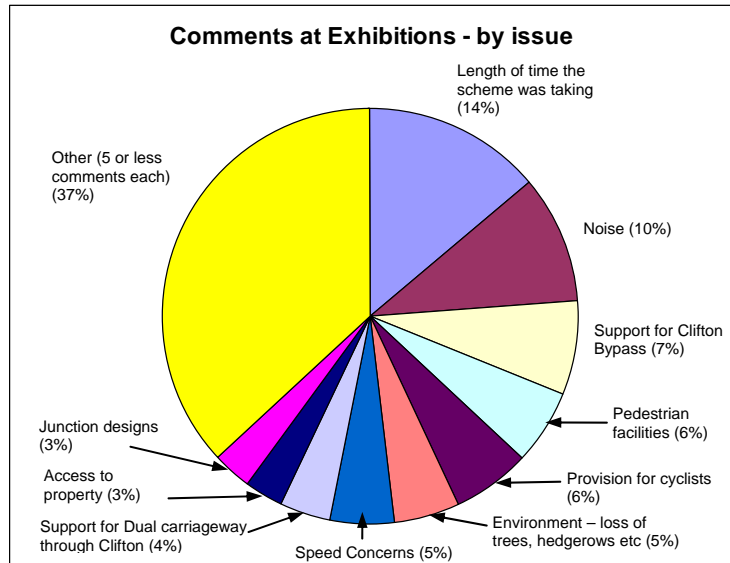
### Categories and totals for written comments made at the exhibitions

**Chart 1: Issues**

Issues	Total	Percentage
Length of time the scheme was taking	25	14%
Noise	18	10%
Support for Clifton Bypass	13	7%
Pedestrian facilities	11	6%
Provision for cyclists	11	6%
Environment – loss of trees, hedgerows etc	9	5%
Speed Concerns	9	5%
Support for Dual carriageway through Clifton	8	4%
Access to property	6	3%
Junction designs	6	3%
Other (5 or less comments each)	66	37%

- Additional lane from Farnborough Road to Clifton Bridge
- Air Quality
- HGVs
- Visual Screening
- Effect on Clifton Bridge
- Parkway Station
- Public transport issues
- Effect on own property
- Flood plain protection
- Property Concerns (HA Properties)
- Rat running traffic
- Condition of local roads
- Disruption during construction
- Link should be provided to junction 24A
- Support for pedestrian bridges
- Road planning coordination/strategy issues
- Vibration
- Access to NEMA
- Bridleway provisions
- Development next to road
- Land take
- Lighting provisions
- Low Noise surfacing
- Park & Ride scheme
- Road should be motorway
- Safety concerns
- Support for Kegworth Bypass

**TOTAL 182**



5.1.7 Forty-four (7.0%) people, 8 (6.1%) at Kegworth and 36 (7.3%) at Clifton, deposited requests for further information, on the pre-printed forms, that could not be addressed at the exhibitions. Formal responses to these requests and comments were sent to the respondents by the Highways Agency after the exhibitions.

5.1.8 Thirteen of the entries in the comments book were requests for further information.

5.1.9 In total, 57 written requests for further information were received at the exhibitions.

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## Public Exhibition Report

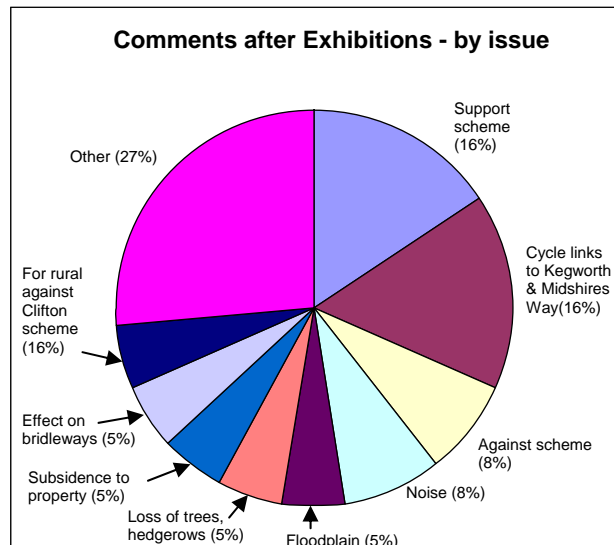
5.1.10 Following the exhibitions, 21 letters, e-mails or visitor forms were received from organisations or the public containing comments on the proposals. These included several comments and suggestions relating to cycleway provision from Sustrans, Nottingham City Council, CTC Right to Ride and Pedals, a comment from the British Horse Society regarding equestrian provision, a comment from National Express regarding journey times for express coaches, a letter from Wynns transport concerning the potential for canal-borne freight and a letter from Rushcliffe Nature Conservation Strategy Implementation Group regarding environmental matters. There were also a number of general enquiries from the public. All of these comments and enquiries were responded to by the Highways Agency. A summary of these comments is represented in the pie chart shown below (some respondents made more than one comment):

### Categories and totals for written comments made after the exhibitions

**Chart 2: Issues**

	Total	Percentage
Support for scheme	6	16%
Create cycle link to Kegworth and Midshires Way	6	16%
Against scheme	3	8%
Noise	3	8%
Flood plain	2	5%
Loss of trees/hedgerows	2	5%
Subsidence threat to property	2	5%
Effect on Bridleways	2	5%
Support for rural scheme, against Clifton scheme	2	5%
Other (1 response for each)	10	27%
● Would like extra lane through Clifton		
● Want better public transport		
● Want A453 30mph limit through Clifton		
● Want link to River Trent for Freight terminal		
● Scheme does not have enough capacity		
● Effect on property value		
● Emergency access to Silverdale		
● Environment general		
● Road safety on A453 in Clifton		
● Grade separation will cause rat run on Barton Lane		
<b>TOTAL</b>	<b>38</b>	

- 5 questions were also raised relating to:
- Abnormal load access to Power station?
  - When will scheme be built?
  - Effect on traffic on Clifton Bridge?
  - Does HA have a sustainable drainage policy?
  - Impact of traffic on M1 J24?



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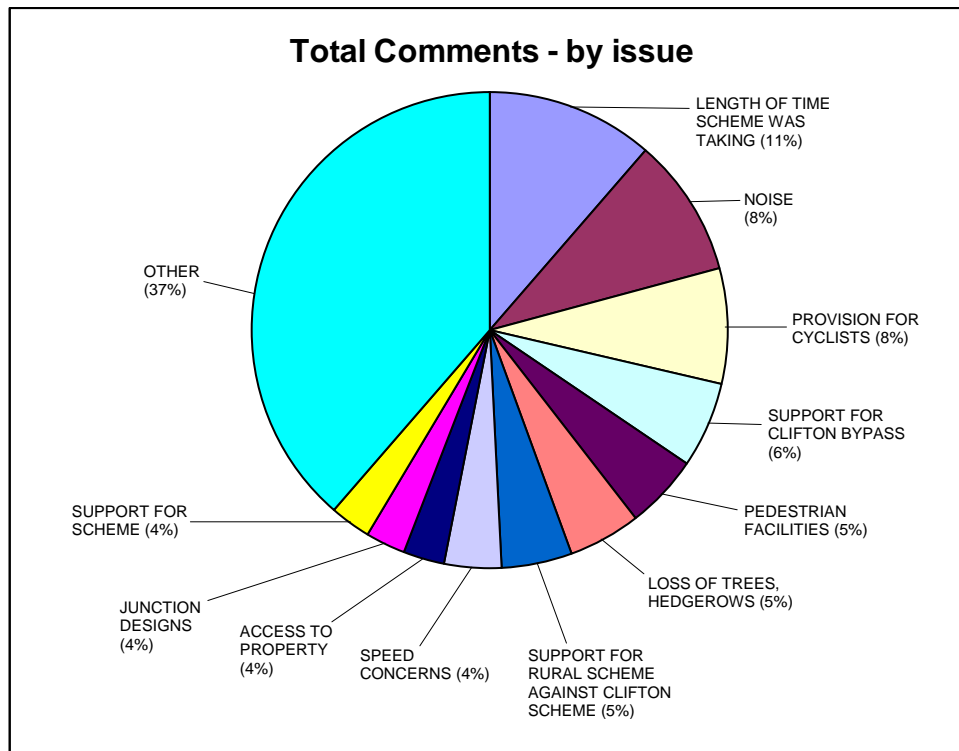
## Public Exhibition Report

5.1.11 A summary of all written comments received both at and after the exhibitions is represented in the pie chart shown below (some respondents made more than one comment):

### Categories and totals for all written comments made at and after the exhibitions

**Chart 3: Issues**

	Total	Percentage
Length of time the scheme was taking	25	11
Noise	21	10
Provision for cyclists	17	8
Support for Clifton Bypass	13	6
Pedestrian facilities	11	5
Loss of trees/hedgerows	11	5
Support for rural scheme, against Clifton scheme	10	5
Speed Concerns	9	4
Access to property	6	3
Junction designs	6	3
Support for scheme	6	3
Other (5 or less comments each)	85	37
<b>TOTAL</b>	<b>220</b>	



5.1.12 A summary of the Public Exhibition correspondence is included in Appendix L.

# A453 Widening M1 Junction 24 to A52 Nottingham

## Public Exhibition Report

### 5.2 Verbal Comments

#### Pre-Exhibition Presentation

5.2.1 At the end of the Pre-Exhibition Presentation the Highways Agency conducted a question and answer session with the invited stakeholders. The following issues were discussed:

- delivery of Multi-Modal Study integrated package
- pedestrian crossings
- speed limits, cameras
- effects on A453 east of Farnborough Road
- speed related noise/safety issues
- low noise surfacing
- scheme programme
- existing traffic congestion in Clifton
- NET Park and Ride scheme
- Parkway development
- facilities for non-motorised users
- ECI Contract design changes
- NTU accesses
- disruption to traffic during construction, effects on local network
- deposit document availability
- mitigation of environmental impacts
- rural junction spacing
- impacts on River Soar and interested parties

A copy of the Question and Answer Record is included in Appendix H.

#### Public Exhibitions

5.2.2 During the three days of the public exhibitions Highways Agency and Pell Frischmann staff spoke with many visitors, taking brief notes of any comments, concerns or observations received.

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### **Public Exhibition Report**

- 5.2.3 At Kegworth the public view was generally supportive of the proposals, with concerns mostly being limited to specific issues, such as environmental mitigation measures, the potential effect on Junction 24 of the M1, the proposed Kegworth Bypass and access to their own land.
- 5.2.4 A significant number of visitors expressed the view that the works needed to be undertaken as soon as possible as the current situation was poor.
- 5.2.5 Several visitors also suggested a link to Junction 24A of the M1, and therefore the A50, should be provided as this would help to relieve Junction 24.
- 5.2.6 There were also some comments on the effect of the proposals on the River Soar floodplain, although when the procedures for mitigation and replacement of flood storage were explained concerns were generally eased.
- 5.2.7 An area of concern for residents of Barton in Fabis was the layout of the proposed all-movements grade separated junction, as it was thought that it would attract traffic to the village, and, together with the effect of the indicated retaining walls, would also lead to the loss of the current attractive tree lined 'archway entry' to the village from the A453.
- 5.2.8 At Clifton the overall view was somewhat different with a high degree of scepticism about the scheme in general, and the delivery of the remainder of the MMS strategy, and whilst most people appeared to be in favour of the rural dual carriageway scheme an element were against the proposals through Clifton. In this respect a number visitors either wanted a full bypass for Clifton or the previously proposed scheme for the A453 in retained cutting through Clifton.
- 5.2.9 A significant number of local people had concerns over environmental issues at Clifton, particularly with regard to noise and air quality, together with the effect the improved road will have on their property value. In respect of property values, the principles of compensation and purchase under blight were explained to a number of people, who were also provided with leaflets as appropriate.

## **A453 Widening M1 Junction 24 to A52 Nottingham**

### **Public Exhibition Report**

- 5.2.10 Several visitors wanted the speed limit through Clifton to be reviewed and reduced to 30 mph, together with the introduction of speed cameras. Other comments made involving safety included the need for well designed pedestrian crossing facilities with a number of visitors suggesting footbridges, whilst a similar number said they did not want footbridges owing to the vandalism potential.
- 5.2.11 A particular concern to some residents was the effect of the scheme on Clifton Green and a number of local residents wanted appropriate forms of mitigation to screen the Green from the A453.
- 5.2.12 Other concerns noted during discussions included the effect on Clifton Bridge and whether it would require work as a result of the A453 Widening scheme, potential disruption during construction, detailed environmental measures and concerns about the maintenance of Highways Agency owned properties on Meden Close.
- 5.2.13 Many of the concerns and issues raised by visitors could not be fully addressed given the early stage of scheme development. For example, environmental effects and mitigation principles were discussed in the leaflet and on the exhibition panels, although, owing to the early stage of the scheme, this was only given in general terms, such as the provision of noise fencing and/or the use of low-noise surfacing where appropriate. Other issues raised by visitors concerned detailed aspects of the proposals that could not have been provided in the leaflet or at the exhibitions given the early stage of the scheme's development.
- 5.2.14 Similarly, concerns about traffic flows on the local road network could not be fully addressed given the early stage of the scheme's development. The exhibition panels included a map showing existing and predicted traffic flows on the A453, but no information was provided indicating traffic flows on the local road network

# **A453 Widening M1 Junction 24 to A52 Nottingham**

## **Public Exhibition Report**

### **6.0 CONCLUSIONS AND RECOMMENDATIONS**

6.1 The exhibition gave the public the opportunity to gain information about the scheme and to comment on the proposals. The level of public attendance at the exhibitions suggests that the exhibition was generally successful.

6.2 The exhibition presented the proposals as a single, indicative, route with a conceptual design. The public suggested few alternative routes, other than some Clifton residents requesting a bypass.

6.3 The overall response to the proposals at Kegworth and Clifton was generally supportive, especially in Kegworth. In Clifton there were more objectors, but both Highways Agency and Pell Frischmann staff in attendance considered that, overall, the proposals were accepted as essential by the majority.

6.4 Three issues dominated the comments from the public:

- A general concern over the time the proposals have taken and will take in the future to implement;
- concern over noise from the improved road; and,
- from Clifton, a continuing desire for a full bypass solution.

6.5 Other issues which generated a significant number of comments included:

- cycle and pedestrian provision;
- the effect on the environment;
- speed concerns;
- the proposed standard of the A453 through Clifton;
- access to property; and,
- the design of junctions.

## **A453 Widening M1 Junction 24 to A52 Nottingham**

### **Public Exhibition Report**

6.6 Particular concern was raised by a number of Barton in Fabis residents over the layout of the proposed junction at Barton Lodge, the possibility of attracting extra traffic in the village, and its effect on the local environment.

6.7 The following recommendations are made as a result of the public exhibition:

- All visitors who wanted to be kept informed of the proposals should be included in the Communication Plan.
- The A453 section of the Highways Agency website should be regularly updated to provide up to date information relating to the scheme.
- Review the proposed junction arrangement at Barton Lodge in the light of comments made by local residents.
- Review the provisions for pedestrians, equestrians and cyclists as the scheme progresses to ensure their needs are met as fully as practicable.
- Continue liaison with all interested stakeholders as the scheme progresses.

**A453 Widening M1 Junction 24 to A52 Nottingham  
Public Exhibition Report**

**APPENDIX A**

**Public Exhibition Leaflet**

**APPENDIX B**

**List of MPs, MEPs, Organisations and Bodies Informed about the Public Exhibition**

**APPENDIX C**

**Not Used**

**APPENDIX D**

**Press Notice**

**APPENDIX E**

**Plan Showing Area of Leaflet Distribution**

**APPENDIX F**

**Printout of Highways Agency Website (Following Exhibition)**

**APPENDIX G**

**Advert from Nottingham Evening Post**

**APPENDIX H**

**External Attendees at Pre-Exhibition Presentation  
List of Highways Agency and Pell Frischmann Staff Attending Public Exhibition  
Pre-Exhibition Presentation Question & Answer Record**

**APPENDIX I**

**Press Articles**

**APPENDIX J**

**Public Exhibition Display Panel Photographs**

**APPENDIX K**

**Public Exhibition Display Panels**

**APPENDIX L**

**Summary of Public Exhibition Correspondence**