

Ref Number	Comments			HA Response
	Request For Information	Concerns	General	
1	Requested to be kept informed of further developments.			Added to the list to be kept informed
2	Requested to be kept informed of further developments.			Added to the database of people to be kept informed
3	Request for information regarding concerns	Environmental concerns; effects on flood plains.		Standard letter (request for further information) then follow up response We have engaged in discussions with the Environment Agency on this issue and will be liaising with them throughout the design and development of the scheme. All proposed works within the flood plain will be subject to evaluation for flooding and drainage impact, and replacement flood storage will be provided if appropriate. As no design work has yet been undertaken on the proposed structures, it is not possible at the present time to confirm construction details. However, from the information currently available, I can state that piled foundations are likely in this instance. In respect of your final point, your comment is noted, although at present there are no plans for a direct link over the M1 to serve the proposed Parkway Station.
4	Requested to be kept informed of further developments, particularly cycle tracks.			Added to the database of people to be kept informed
5	Requested to be kept informed of further developments, especially environmental statement and public inquiry proceedings.			The A453 widening scheme is currently at a preliminary stage and any Public Inquiry is not likely to be held until 2007. The current outline scheme programme is: Public Exhibition 2004 ECI Contractor appointed 2005 Scheme Development 2005/6 Draft Order Publication 2006/7 Environmental Statement 2006/7 Public Inquiry (if required) 2007 Start Works 2008/9 Completion 2011 Details of works to the A453 between junctions 23a and 24 are being progressed as part of the M1 widening improvement and a copy of your request has been forwarded to the appropriate contact in the Highways Agency. The A453 westwards beyond junction 23a past Nottingham East Midlands Airport and Donington Park is the responsibility of Leicestershire County Council and you should contact the Director of highways and Transportation at County Hall, Glenfield, Leicester LE3 8RJ for details of any proposals.
6	Requested to be kept informed of further developments.			Added to the database of people to be kept informed
7	Requested to be kept informed of further developments.			Added to the database of people to be kept informed
8	Request for information on Kegworth bypass			Request passed onto Kegworth Bypass team
9	Request for diagrammatical information			Added to the database of people to be kept informed
10			General question; consideration for access/egress for abnormal loads to the power station	Same person as reference 50
11	N/A	N/A	N/A	N/A - General comment about preference for western bypass around Clifton
12	Requested to be kept informed of further developments.			Added to the database of people to be kept informed
13	Requested to be kept informed of further developments.			Added to the database of people to be kept informed
14			General question; when.	You have asked when the scheme will proceed. You will appreciate that the proposals are only at a preliminary stage, but the current scheme programme is: Public Exhibition 2004 ECI Contractor appointed 2005 Scheme Development 2005/6 Draft Order Publication 2006/7 Environmental Statement 2006/7 Public Inquiry (if required) 2007 Start Works 2008/9 Completion 2011

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15	Requested to be kept informed of further developments	Environmental concern; loss of ancient hedgerows		Added to the database of people to be kept informed
16			Against the proposals and general question; level of traffic joining A52 eastbound from A453 and vice versa	<p>Standard letter (request for further information) then follow up response</p> <p>The traffic model used for the A453 Multi-Modal Study (MMS) has been used to provide an answer to the first part of your query. During the morning peak period approximately 9% of traffic from the south on the A453 turns east onto the A52, while in the evening peak this figure is approximately 24%. For the westbound traffic from the A52 to the A453 to the south the figures are 31% and 13% for the morning and evening peak periods respectively.</p> <p>The options of either an eastern or western bypass for Clifton were debated at length at the 1995 Public Inquiry and during the A453 MMS. These were rejected on both occasions on environmental grounds. A further option for a new route south of Ruddington was raised during the A453 MMS and this option was also rejected on environmental grounds. It is not proposed that any further consideration will be given to these options. The road scheme now being taken forward by the Highways Agency was recommended by the MMS and approved by the Regional Planning Body in 2003. It forms part of a package of transport measures, including the proposed NET extension to Clifton and Parkway Station, to meet the future transport needs of the area.</p>
17	Requested to be kept informed of further developments. Would like information on compensation.			Your property is unlikely to be physically affected by the proposals. However although we have no obligation to buy there are regulations to help house owners who have difficulties resulting from road proposals. These regulations allow the Highways Agency to consider purchase under the discretionary powers contained in Section 246 (2) (A) of the 1980 Highways Act. In this respect you would have to demonstrate that you could not sell your house except at a considerably reduced price because of the proposed A453 widening scheme.
18		Environmental concerns; subsidence in Rivergreen; sinking of earth adjacent to residents property, would like to discuss with someone		You have asked for someone to visit you and discuss subsidence problems at Rivergreen. I have passed your request on to my colleagues in our area team and asked them to contact you soon as possible.
19	N/A	N/A	N/A	General comment not requiring a response
20	N/A	N/A	N/A	General comment not requiring a response
21	N/A	N/A	N/A	General comment not requiring a response
22	Requested to be kept informed of further developments, particularly interested in the Thrumpton area			Added to the database of people to be kept informed
23			In favour for rural section, but against urban section	<p>The options of either an eastern or western bypass for Clifton were debated at length at the 1995 Public Inquiry and during the A453 Multi Modal Study. These were rejected on both occasions over environmental grounds. A further option for a new route south of Ruddington was raised during the A453MMS and this option was also rejected on environmental grounds. It is not proposed that any further consideration will be given to these options.</p> <p>The scheme now being taken forward by the Highway Agency was recommended by the A453MMS and approved by the Regional Planning Board in 2003. It forms part of a package of transport measures, including the NET extension to Clifton and the parkway station, to meet the future transport needs of the area and aims sufficient for the forecast traffic flows in the corridor in these circumstances.</p>
24			General comment; would like an additional traffic lane in Clifton (not sure if means with or without widening). Also concerned about pedestrian crossings	Added to the database of people to be kept informed
25	Requested to be kept informed of further developments.			Added to the database of people to be kept informed
26			General question; impact on Clifton bridge and a need for fourth Trent crossing	<p>Standard letter (request for information) then follow up response</p> <p>Consideration has been given to the potential impact of any scheme to improve the A453 on the Clifton Bridge complex and the radial and orbital routes to the city of Nottingham. This junction complex and routes closer to the city already experience significant congestion at peak times and the Highways Agency are keen to improve accessibility and safety in the A453 corridor in a way which does not exacerbate the situation</p> <p>The road improvement scheme being taken forward by the Highways Agency was recommended by the A453 Corridor Multi-Modal Study (MMS), whose findings were endorsed in principle by the Secretary of State for transport in December 2002. This study recommended an integrated transport strategy for the corridor comprising the following five main elements:</p> <ul style="list-style-type: none"> • Public transport investment – heavy rail, light rapid transit (NET), and bus; • Demand Management – mode change policies including public transport fares, workplace parking levy, public parking charges; • Highway improvements to deal with residual demand, traffic management, safety and accessibility; • Complementary packages – freight, pedestrian and cycle networks and local travel behaviour; • Strategic and national measures, for example, initiatives to influence travel behaviour.

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				<p>Any impact of the widening scheme should therefore be viewed in the context of a strategy which includes a combination of substantial investment in public transport in the south western sector of Greater Nottingham and traffic demand management measures applied on a city wide basis. This should result in a general reduction in traffic seeking to use the Clifton Bridge complex.</p> <p>The overall balance between the various parts of the strategy and the A453 improvement scheme has been made so that the resulting levels of traffic should not overwhelm the capacity of Clifton Bridge as they would be likely to do if a higher standard of improvement, say to a dual carriageway with flyover junction, were to be adopted.</p>
27	Requested to be kept informed of further developments.		Against scheme	Added to the database of people to be kept informed
28	Requested to be kept informed of further developments.			Added to the database of people to be kept informed
29	Requested to be kept informed of further developments.			Added to the database of people to be kept informed
30		Environmental concern; noise		Added to the database of people to be kept informed
31			General comment; would like to see public transport improvements	The road scheme now being taken forward by the Highway Agency was recommended by the A453 Multy-Model Study commissioned by the Government Office for the East Midlands. It was approved by the Regional Planning Body in 2003 and forms part of a package of transport measures, including the proposed NET extension to Clifton and Parkway Station, to meet the future transport needs of the area. Other delivery agencies such as Nottingham City Council, Nottinghamshire County Council and the Midland Mainline are responsible for taking forward the other transport options, and you may wish to make your views known to them if you have not already done so.
32	Requested to be kept informed of further developments	concerns of the status of her rented property adjacent to A453		<p>The scheme is currently at a preliminary stage and any Public Inquiry is not likely to be held until 2007. The current outline scheme programme is:</p> <p>Public Exhibition 2004 ECI Contractor appointed 2005 Scheme Development 2005/6 Draft Order Publication 2006/7 Environmental Statement 2006/7 Public Inquiry (if required) 2007 Start Works 2008/9 Completion 2011</p> <p>In respect of your particular property, it is likely that during the scheme development process we will be in a better position to clarify the future circumstances of any properties currently owned by the Highways Agency, including yours, and their disposal.</p>
33	Requested to be kept informed of further developments, particularly interested in the Farnborough Road junction area			Added to the database of people to be kept informed
34			General question; Sustainable drainage; does HA have policy	<p>Standard letter (request for further information) then follow up response</p> <p>An advice note covering sustainable drainage systems was published in August 2001. It is entitled "Vegetative Treatment Systems for Highway Runoff" and is to be found as DMRB Volume 4 Section 2 Part 1 (HA 103/01). You may access this online at http://www.official-documents.co.uk/document/deps/ha/dmrb/index.htm. This advice was developed in consultation with the Environment Agency and in addition to balancing ponds and treatment lagoons it deals with infiltration basins and swales for over the edge drainage. Where practicable, new drainage systems on road schemes will generally follow this advice, and the Environment Agency is consulted in scheme development as a matter of course. The A46 Newark to Lincoln Improvement, opened last year, is an example of a scheme where the drainage system largely follows the principles of the above advice.</p>
35		Is concerned about A52 from Nottingham Night RB to Silverdale slip road. How will emergency vehicles get in and out of Silverdale.	In favour of scheme	<p>Standard letter (request for information) then follow up response</p> <p>Consideration has been given to the potential impact of any scheme to improve the A453 on the Clifton Bridge complex and the radial and orbital routes to the city of Nottingham. This junction complex and routes closer to the city already experience significant congestion at peak times and the Highways Agency are keen to improve accessibility and safety in the A453 corridor in a way which does not exacerbate the situation</p> <p>The road improvement scheme being taken forward by the Highways Agency was recommended by the A453 Corridor Multi-Modal Study (MMS), whose findings were endorsed in principle by the Secretary of State for transport in December 2002. This study recommended an integrated transport strategy for the corridor comprising the following five main elements:</p> <ul style="list-style-type: none"> • Public transport investment – heavy rail, light rapid transit (NET), and bus; • Demand Management – mode change policies including public transport fares, workplace parking levy, public parking charges; • Highway improvements to deal with residual demand, traffic management, safety and accessibility; • Complementary packages – freight, pedestrian and cycle networks and local travel behaviour; • Strategic and national measures, for example, initiatives to influence travel behaviour.

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				<p>Any impact of the widening scheme should therefore be viewed in the context of a strategy which includes a combination of substantial investment in public transport in the south western sector of Greater Nottingham and traffic demand management measures applied on a city wide basis. This should result in a general reduction in traffic seeking to use the Clifton Bridge complex.</p> <p>The overall balance between the various parts of the strategy and the A453 improvement scheme aims to keep traffic levels on the Clifton Bridge complex to manageable levels. The capacity, operation and scope for improvement of the Silverdale roundabout and the mini roundabout junction to the north of Clifton Bridge is currently being studied by the Highways Agency independently of the A453 widening scheme. While we note your comment regarding access to and egress from the Silverdale estate, the Highways Agency is not intending to increase the number of accesses.</p>
36	Requested to be kept informed of further developments.			Added to the database of people to be kept informed
37		Environmental concern; effect on river soar navigation (canal)		<p>Standard letter 2 (request for information) then follow up response</p> <p>Regarding the effect of the A453 widening on the River Soar navigation near Ratcliffe on Soar, the scheme is currently at the stage of outline design, and the river crossing will be designed in detail following the appointment of a contractor next year. However, it is intended that the widened A453 will be bridged over the river in a similar way to the existing situation as far as river users are concerned. Issues of safeguarding water quality, width and headroom during construction will be the subject of detailed discussions with British Waterways during the scheme development stage in order to minimise disruption and meet the standards required by the Authority.</p>
38		Environmental concerns; effect on health, level of noise, etc	Against scheme	<p>The scheme is currently at a preliminary stage and consequently only a limited environmental appraisal has been undertaken. This indicates that some properties will be likely to suffer a moderate increase in traffic noise and there would be likely to be a slight adverse effect on air quality at properties close to the junctions. A full Environmental Assessment giving a more detailed forecast of these effects will be produced as part of the next phase of preparation of the scheme.</p> <p>The options of either an eastern or western bypass for Clifton were debated at length at the 1995 Public Inquiry and during the A453 Multi Modal Study. These were rejected on both occasions on environmental grounds. A further option for a new route south of Ruddington was raised during the A453MMS and this option was also rejected on environmental grounds. The scheme now being promoted was recommended by the A453MMS and approved by the Regional Planning Board in 2003. It forms part of a package of transport measures, including the NET extension to Clifton and the Parkway Station, to meet the future transport needs of the area.</p>
39			Request noise barrier NW side of A453 near Farnborough Rd junction, right turn facility on signal phases into Fabis Drive from Nottingham	General comments, scheme feature request
40	Requested to be kept informed of further developments, particularly regarding land take from Clifton Grove			You will appreciate that the current preliminary proposals originate from the recommendations of the A453 Multi-Modal Study and that as yet no detailed design work has been done on a widening scheme. The Highway agency will in due course appoint a contractor to design the scheme in detail and hold a further public exhibition. At this stage you will have an opportunity to look at the detailed design and comment further on specific matters such as those you have mentioned.
41	Requested to be kept informed of further developments, particularly regarding purchase under blight.			Your property is unlikely to be physically affected by the proposals. However although we have no obligation to buy there are regulations to help house owners who have difficulties resulting from road proposals. These regulations allow the Highways Agency to consider purchase under the discretionary powers contained in Section 246 (2) (A) of the 1980 Highways Act. In this respect you would have to demonstrate that you could not sell your house except at a considerably reduced price because of the proposed A453 widening scheme.
42			General concern; Barton Lodge grade separated junction. Feels this will encourage 'rat running' along Barton Lane	Added to the database of people to be kept informed
43	Requested to be kept informed of further developments.			<p>The proposals shown at the exhibition, although preliminary, show the A453 being widened on its northern side where it passes Arbutus Close. The scheme will be further developed following the appointment of a contractor, probably early next year, and further details will be available at that stage.</p> <p>If, once the scheme is completed, residents living alongside the sections of road to be widened believe the value of your property has been reduced as a result of the physical effects of the new road, they will be able to submit a claim for compensation under Part 1 of the Land Compensation Act 1973. There is a six year claim period which starts one year after the new road is opened to traffic. An announcement will be made in the local press nearer the time informing people about the claims process, but in the meantime we enclose a leaflet which details the procedure.</p>
44			General question; effect on A46 and Grantham canal. Information passed on to the A46 team.	I am writing to acknowledge receipt of your request at the Clifton exhibition on 18th September for information on the effect of the A46 Widmerpool to Newark dualling on the Grantham Canal. Your request has been forwarded to the team responsible for that project for them to reply direct to you.
45	Requested to be kept informed of further developments.			Added to the database of people to be kept informed
46	Requested to be kept informed of further developments; compensation/blight etc.			Your property is unlikely to be physically affected by the proposals. Where, however, there no obligation to buy, there are regulations to help house owners who have difficulties resulting from road proposals. These regulations allow the Highways Agency to consider purchase under the discretionary powers contained in Section 246 (2) (A) of the 1980 Highways Act. In this respect you would have to demonstrate that you could not sell your house except at a considerably reduced price because of the proposed A453 widening scheme.

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47	Requested to be kept informed of further developments; including disruptions/maintenance			Added to the database of people to be kept informed
48	Requested to be kept informed of further developments.		In favour of scheme	Added to the database of people to be kept informed
49	Requested to be kept informed of further developments, particularly compensation.			Residents living alongside the sections of road to be widened will be able to submit a claim for compensation under Part 1 of the Land Compensation Act 1973 for any reduction in the value of their property resulting from the physical effects of the new road. There is a six year claim period which starts one year after the new road is opened to traffic. An announcement will be made in the local press nearer the time informing people about the claims process, in the meantime we enclose a leaflet which details the procedure. The question of what speed limit should be applied on the A453 has been carefully considered. The A453 Multi Modal Study recommended that the section through Clifton should be 30mph, primarily due to the safety of pedestrians. However, 30mph limits on 4 lane roads are difficult to enforce and the decision was made to retain the existing 40mph limit on this section. There will be an opportunity for you to voice any objections or concerns over this or any other aspect of the proposals when they have been developed in more detail and draft orders are published, around 2006.
50			General question; power station access (same as No 10)	We note your concerns over the access/egress from the power station for abnormal loads. You will appreciate that the Highway Agency's proposals are still at a preliminary stage and that the plans and layouts we have produced are indicative only. We will ensure that your concerns are considered in the detailed design of the scheme, and we no doubt be liaising with the Power Station at that stage.
51			Fully support rural section, but prefers 96's urban section (sunken mainline)	The previous online dualling proposal through Clifton (Red Route) was put 'on hold' in 1996, pending a review of the Governments roads programme. Subsequent to this, between 2000 and 2002, a Multi Modal Study was undertaken to review all of the transport needs on the A453 corridor between the M1 and Nottingham. The A453MMS recommended an at grade widening through Clifton as being the most appropriate improvement. Initial environmental assessment work indicates that some properties are likely to suffer an increase in traffic noise and potentially a slight reduction in air quality. However, detailed environmental assessment has yet to be undertaken and this will identify appropriate measures to mitigate any identified adverse impacts. The section through Clifton has been identified as a single 4 lane carriageway (2 lanes in each direction) as the MMS looked at all transport provisions and measures, including the NET extension to Clifton and East Midlands Parkway rail station, and provided highway measures to cater for the residual demand for car travel following the introduction of all other measures. Your comments regarding pedestrian crossing times are noted and the final design of any pedestrian crossing facilities will aim to reduce waiting time as far as is practical. Furthermore as you
52			General question; are there any traffic calming provisions for kegworth	The provision for traffic calming within Kegworth should be taken up with the local highway authority, who are responsible for the local road network. This will also apply to specific measures to discourage traffic from cutting through Kegworth and other local villages. Such measures do not form part of the Highway Agency's trunk road proposals, although it is intended that a widened and less congested A453 will attract traffic off less suitable local roads. The diversion of traffic as a result of accidents on the A453 following completion of the widening works will be a matter for the emergency services and the route manager at the time, depending on the severity of the incident. However, the provision of a second carriageway increases the scope for keeping the A453 open to traffic in the event of an accident.
53		Environmental concerns; loss of trees	General comment; like to see speed limit reduced to 30 mph through clifton.	The question of what speed limit should be applied on the A453 has been carefully considered. The A453 Multi Modal Study recommended that the section through Clifton should be 30mph, primarily due to the safety of pedestrians. However, 30mph limits on 4 lane roads are difficult to enforce and the decision was made to retain the existing 40mph limit on this section. Your comment regarding loss of land and trees has been noted and will be considered during the next scheme development stage. At present all pedestrian crossings proposed are at grade and signalised, although options for footbridges could be considered. The options of either an eastern or western bypass for Clifton were debated at length at the 1995 Public Inquiry and during the A453 Multi Modal Study. These were rejected on both occasions over environmental grounds. A further option for a new route south of Ruddington was raised during the A453MMS and this option was also rejected on environmental grounds. It is not proposed that any further consideration will be given to these options. The road scheme now being taken forward by the Highway Agency was recommended by the A453MMS and approved by the Regional Planning Board in 2003. It forms part of a package of tr
54	Requested to be kept informed of further developments.			same person as 43
55		Environmental concern; noise. General concerns; effect of work on his house footings, compensation and safety of pedestrians		The issue of pedestrian safety features such as barriers will be determined during the scheme development process over the next couple of years. The preliminary environmental work carried out to date indicates that some properties are likely to suffer an increase in traffic noise. A full environmental Impact Assessment will be prepared to accompany the publication of the firm proposals for the scheme and this will identify appropriate measures, including noise insulation, to mitigate any adverse impacts identified. It appears unlikely that any works will affect your foundations. However, if at the time of construction you have any reason do believe that there is or may be such an effect, you should contact the Highway Agency for advice. Residents living alongside the sections of road to be widened will be able to submit a claim for compensation under Part 1 of the Land Compensation Act 1973 for any reduction in the value of their property resulting from the physical effects of the new road. There is a six year claim period, which starts one year after the new road is opened to traffic. An announcement will be made in the local press nearer the time informing people about the claims process, but in the meantime we enclose a leaflet which details the procedure.

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56		Environmental concerns; questions governments commitment to the environment	<p>Against scheme and would like to know more about the NET Park and Ride</p> <p>Standard letter (request for information) then follow up response</p> <p>The scheme now being taken forward by the Highways Agency was recommended by the A453 Multi-Modal Study and approved by the Regional Planning Body in 2003. It forms part of a package of transport measures along the A453 corridor, including the proposed Nottingham Express Transit (NET) extension to Clifton, Parkway Station at Ratcliffe on Soar and Park & Ride sites at these two locations, to meet the future transport needs of the area.</p> <p>Any impact of the widening scheme should therefore be viewed in the context of a strategy which includes a combination of substantial investment in public transport in the south western sector of Greater Nottingham and traffic demand management measures applied on a city wide basis.</p> <p>Your concerns over the environment are noted. The preliminary environmental work carried out to date indicates that some properties are likely to experience a slight increase in traffic noise. A full Environmental Impact Assessment will be prepared to accompany the draft orders for the scheme and this will identify appropriate measures, for example noise insulation and visual screening, to try to mitigate any adverse impacts identified.</p>
57			In favour of scheme Your details have been entered onto our database and we will contact you again at a later stage.
58			General comment; interested in linking the Trent valley way path/cycle rout with the midshires way We have noted your veiws and your request for the inclusion of an extension of the Trent Vally Way. These will be carefully considered as the design of the scheme progresses, along with other comments on potential cycling/pedestrian facilities along the A453 corridor that we have received in response to the recent A453 public exhibition. The ability to provide a realistic cycle link along the A453 and to connect with other cycle routes is an important objective for the scheme and will be considered as part of the design process.
59		Environmental concerns; noise and air pollution. General concern; access/egress to her property.	Against scheme In yor letter of 9 September you requested a site visit by a Highway Agency representative to clarify our proposals. I know you were able to discuss some of your concerns in more detail with the project leader, Shifeek Hussain, at the exhibition, but if there are further concerns and issues you wish to raise on site, Shifeek will be pleased to arrange at a mutually convenient time to discuss these. Please let me know if you would like him to do so.
60			General comment; wants a link road between A453 and river Trent for freight purposes As you are probably aware, the opportunities for transport of freight by water, connecting the River Trent with the national trunk road network, have been examined periodically by the transport authorities for many years, in particular the suggestionof in inland port at Colwick. This is the most upstream location that could realistically be considered for a freight terminal for anything other than small boats because of physical obstacles on the length through Nottingham. These have led to the general view that such a development is unlikely to be viable because of the type of freight movements generated or taking place in the Nottingham area, as water transport involves additional transfer movements, which favour containerisation or bulk handling of materials. <p>The proposal for widening the A453 were considered as part of a Multi-Model Study undertaken by the Government Office for the East Midlands. The study focused on the A453 Corridor between the M1and the A52 on the south side of Nottingham but was extended to consider wider transport implications for Greater Nottingham. As part of the study the type of freight movements taking place and the demand for future were assessed, and it was clear that the characteristics were of a highly mobile and disaggregated operation, unsuited in general terms to tra</p> <p>The A453 preliminary are a recommendation of the Multi-Modal Study which the Highway Agency has been asked to take forward. While, therefore, we have noted your views, i must say that th</p>
61			General question; potential impact of A453 widening on M1 J24 I enclose a copy of Working Paper 32 produced during the A453 Corridor Multi-Modal Study (MMS) which outlines an analysis of the impact of the whole recommended transport strategy, including A453 widening, on Junction 24. This Paper includes in Chapter 3 an analysis of the 'Do Minimum' or No Strategy situation for the morning and evening peak periods of 2021, and goes on to identify and evaluate potential junction improvements for the Full Strategy (Option D) for the same scenario. Traffic data in tables 3.1 and 3.3 provides a direct answer to your questions. <p>The paper also outlines possible implications of including a Kegworth Bypass in the junction complex and also provides an analysis of Junction 23 with indicative proposals. You may wish to note, however, that neither the analysis nor the A453 MMS strategy include proposed widening of the M1 motorway which was the subject of separate study and this will be addressed during ongoing stages of scheme development.</p> <p>I have included the version of the paper which still appears on the Government Office for the East Midlands website and is therefore in the publicly available knowledge. A full copy including the appendices is held by your Dr. Reid who was a member of the study project management group, but we can provide this if required.</p> <p>At this stage we are not able to provide you with an analysis of the implications of A453 widening alone. However, the M1 traffic model has been developed further and a more detailed assessm</p>
62		Capacity concern; belives the proposal is not radical enough	In favour of scheme We anticipate that Phase 1 of the proposed M1 widening from junction 21 to 30 will address in the shorter term some of the issues that have an impact on traffic on the A453. The phase 1 improvements within the existing M1 highway boundary are intended to enable early congestion relief pending the phase 2 major improvement programme. Phase 2 will involve widening dual 3-lane sections of the M1 to dual 4 lane motorway, the provision of auxiliary or climbing lanes, a range of measures to alleviate congestion at junctions and a bypass for Kegworth. <p>You will appreciate also that the A453 Multi-Modal Study aimed to develop a long term integrated strategy which, among other things, would encourage people to leave their cars at the Park and Ride facilities and use the NET or Parkway Station to reduce traffic on the local road network. The A453 widening scheme would provide improved access to these proposed facilities.</p>
63		Environmental concern; would like the HA to consider their broader issues. These are listed in their letter.	Your comments have been noted and will becarefully considered as the scheme is developed in detail. <p>Thankyou also for your offer of a meeting, which we will bear in mind at the appropriate stage.</p>
64			General comment; Wants a continuous dedicated cycle route from clifton to M1 As a result of the recent exhibition a number of additional comments have recently been received, and continue to be received, regarding potential cycle facilities along the A453 corridor and these will be considered as the design of the scheme progresses. The ability to provide a realistic cycle link along the A453 and to connect with other cycle routes and attractions is an important objective in the scheme and will be considered as part of the design progress.

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65			In favour of scheme. General comment; Wants a continuous dedicated cycle route from Clifton to M1	Your comments have been noted. As a result of the recent exhibition a number of additional comments have recently been received, and continue to be received, regarding potential cycle facilities along the A453 corridor and these will be considered as the design of the scheme progresses. The ability to provide a realistic cycle link along the A453 and to connect with other cycle routes is an important objective for the scheme and will be considered as part of the design progress.
66		General concern; lack of cycle track along rural section	In favour of scheme	<p>The A453 Multi-Modal study, commissioned in 2000 by the Government Office for the East Midlands, considered the provision of a cycleway as part of an integrated transport package. I attach for ease of reference a copy of the Multi-Modal Study Working Paper No. 28 (A Strategy for Walking and Cycling). The Highway Agency has been asked to take forward the highway improvement scheme recommended by the Study and will accordingly provide sections of cycleway within the highway boundary.</p> <p>We have noted the views you have expressed, and these will be carefully considered as the design of the scheme along with the other comments on potential cycling and pedestrian facilities along the A453 corridor that we have received in response to the recent A453 public exhibition. You will appreciate that the exhibition showed the Highway Agency's preliminary proposals only and did not include all the proposed cycleway. The ability to provide a realistic cycle link along the A453 and to connect with other cycle routes is an important objective for the highway scheme and will be considered as part of the design process. We will be working with the local authority and cyclists' groups when developing our detailed scheme design.</p>
67			Pro, but refers to 96 scheme. Had problems with the HA's website, when trying to access the detailed information.	<p>There seem to be a fault with the link from our website to the A453 Multi-Modal Study website. I apologise for the inconvenience this has caused you, but I trust you will have no problems if you use the following address:</p> <p>http://www.go-em.gov.uk/transport/mmr-studies/a453/default.htm</p>
68	Requested to be kept informed of further developments, would like A4 copies of display panels from public exhibition			I now enclose, as requested, an A4 copy of the panels displayed to the public at the exhibition.
69	Requested to be kept informed of further developments		previously promoted grey route	Scheme brochure was sent out.
70		General concerns; would like to see cycle track adjacent to A453 (rural section)	In favour of scheme	<p>The A453 Multi-Modal study, commissioned in 2000 by the Government Office for the East Midlands, considered the provision of a cycleway as part of an integrated transport package. I attach for ease of reference a copy of the Multi-Modal Study Working Paper No. 28 (A Strategy for Walking and Cycling). The Highway Agency has been asked to take forward the highway improvement scheme recommended by the Study and will accordingly provide sections of cycleway within the highway boundary or within the boundary of any new link road we provide as part of the scheme. The provision of other sections will be the responsibility of the relevant local authorities.</p> <p>We have noted the views you have expressed, and these will be carefully considered as the design of the scheme along with the other comments on potential cycling and pedestrian facilities along the A453 corridor that we have received in response to the recent A453 public exhibition. You will appreciate that the exhibition showed the Highway Agency's preliminary proposals only and did not include all the proposed cycleway. The ability to provide a realistic cycle link along the A453 and to connect with other cycle routes is an important objective for the highway scheme</p>
71		General concerns; would like to see cycle track adjacent to A453 (rural section)	In favour of scheme	<p>The A453 Multi-Modal study, commissioned in 2000 by the Government Office for the East Midlands, considered the provision of a cycleway as part of an integrated transport package. I attach for ease of reference a copy of the Multi-Modal Study Working Paper No. 28 (A Strategy for Walking and Cycling). The Highway Agency has been asked to take forward the highway improvement scheme recommended by the Study and will accordingly provide sections of cycleway within the highway boundary or within the boundary of any new link road we provide as part of the scheme. The provision of other sections will be the responsibility of the relevant local authorities.</p> <p>We have noted the views you have expressed, and these will be carefully considered as the design of the scheme along with the other comments on potential cycling and pedestrian facilities along the A453 corridor that we have received in response to the recent A453 public exhibition. You will appreciate that the exhibition showed the Highway Agency's preliminary proposals only and did not include all the proposed cycleway. The ability to provide a realistic cycle link along the A453 and to connect with other cycle routes is an important objective for the highway scheme</p>
72		General concerns; would like to see cycle track adjacent to A453 (rural section)	In favour of scheme	<p>The A453 Multi-Modal study, commissioned in 2000 by the Government Office for the East Midlands, considered the provision of a cycleway as part of an integrated transport package. I attach for ease of reference a copy of the Multi-Modal Study Working Paper No. 28 (A Strategy for Walking and Cycling). The Highway Agency has been asked to take forward the highway improvement scheme recommended by the Study and will accordingly provide sections of cycleway within the highway boundary or within the boundary of any new link road we provide as part of the scheme. The provision of other sections will be the responsibility of the relevant local authorities.</p> <p>We have noted the views you have expressed, and these will be carefully considered as the design of the scheme along with the other comments on potential cycling and pedestrian facilities along the A453 corridor that we have received in response to the recent A453 public exhibition. You will appreciate that the exhibition showed the Highway Agency's preliminary proposals only and did not include all the proposed cycleway. The ability to provide a realistic cycle link along the A453 and to connect with other cycle routes is an important objective for the highway scheme</p>

Ref Number	Comments			HA Response
	Request For Information	Concerns	General	
73		General concerns; speed limit within urban section; Other strategies from multi-model study not presented	In favour of scheme	<p>While we did mention in our brochure and exhibition panels that the widening proposals were part of the Multi-modal Study's (MMS) recommended transport strategy, and briefly made reference to other recommended transport schemes such as NET, bus services, Parkway Station and traffic management, we accept that this was not in detail. We did discuss the exhibition with both the City and County Councils before the event, but neither Council raised the point you have made as an issue.</p> <p>As you will appreciate, the Highway Agency is responsible for promoting trunk road improvement schemes, and our main focus was therefore on the A453 highway improvement. However, we did not have Project Manger of the MMS team on hand at the exhibition to discuss any of the MMS recommendations.</p> <p>We note your concerns regarding the speed limit and believe that the solution that to this will be found in careful design of the road. We will continuously review any traffic speed problems on the A453 and enhance the measures if necessary. We will, of course, continue our liaison with the City and County Councils during the scheme development.</p>
74			General comments; access from Thrumton towards Nottingham	<p>On the question of access, the Highway Agency will be giving further consideration to the possibility of retaining the Barton lane access with restricted movement. At this early stage, however, we can only give you an assurance that the implications of closing the access directly onto the A453 will be careful considration.</p> <p>You have also raised the question of cycle provision. As you may appreciate, the A453 Multi-Modal Study has already considered and made recommendations on a cycleway as part of an integrated transport package, the Highway Agency has been asked to take forward the highway improvement scheme recommended by the Study and will accordingly be providing sections of cycleway only within the A453 highway boundary and within the boundary of any new link we provide as part of the scheme. Any other sections will be resoponsibility of the Local Highway Authorities.</p> <p>For the Clifton section of the route, a single four-lane carriageway was the recommendation of the Multi-Modal Study. We will, however, be giving careful consideration at the design stage to the location of pedestrian barriers.</p>
75		General concern; believes there would be an increase in accidents in the urban section.	Against scheme	<p>As requested, I have obtained and am enclosing a copy of the discussion of your own and the City Council's objections to the A453 Trunk Road (Clifton Lane Improvement Side Roads) Order from the Inspector's Report on the public local inquiry held between 24 January and 25 March 1996.</p> <p>I note your views expressed at the exhibition and in our telephone conversation that the current widening proposals will not be effective in solving congestion on the route and that the proposed design of the urban section throug Clifton raises safety issues.</p> <p>Proposals for the improvements of the A453 were considered as part of the A453 Multi-Modal Study(MMS) commisioned by the goverment Office for the east midlands in 2000. Awide range of stakeholders, including local authorities and interest groups, were part of the studys's Project Management Group and wider reference group. The roadscheme now being taken forward by the Highways Agency was recommended by the A453 MMS and approved by the reional planning Body in 2003. It forms part of a package of transport measures, including the proposed NET extension to clifton and Parkway Station, to meet the future transport needs of the area.</p>
76	Requested to be kept informed of further developments		In favour of scheme	<p>As you may appreciate, the Highway Agency's proposals are currently at a preliminary stage only, and the provision of cycling facilities will be considered carefully as the detailed scheme design development. In this connection, I confirm I have noted your continuing interest and will ensure that we contact you at the appropriate stage when we come to consider cycling provision in more detail.</p>
77		General concerns; provisions for bridleways		<p>You will appreciate that our current proposals are only preliminary, and will consider your suggested bridleway improvements as part of the detailed design at the next stage.</p> <p>Your details have been entered on our database and we will keep you informed of the scheme's progress.</p>