

Highways Agency Published Scheme

The Highways Agency published its scheme proposals for the A453 Widening (M1 Junction 24 to A52 Nottingham) in the form of draft Orders on 29th January 2009 and a public exhibition was held in both the Kegworth Whitehouse Hotel on the 25th February and at the South Nottinghamshire College in Clifton on the 27th and 28th February 2009. Subsequently twelve alternative alignments have been put forward by objectors to the Scheme. A Public Inquiry is programmed to start on Tuesday 10th November 2009 at 10.00am. It will be held at the Rutland Square Hotel, St James Street, Nottingham, NG1 6EG

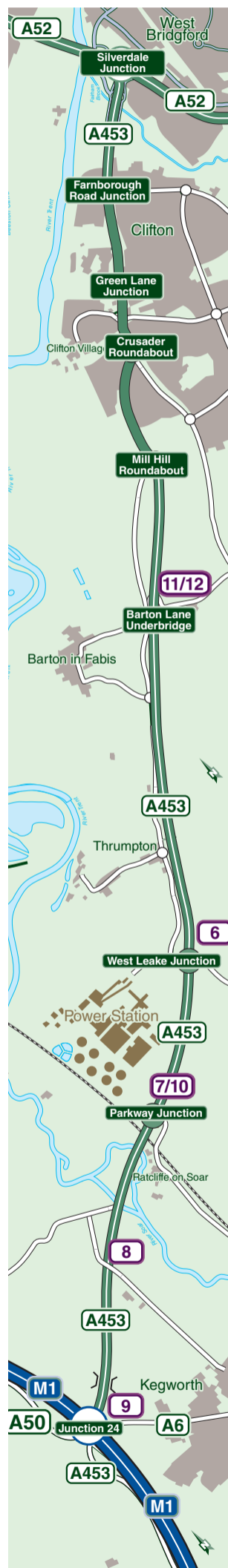
The published scheme and these alternatives are described below:

The published scheme would widen the existing A453 to a dual 2-lane carriageway from M1 Junction 24 to Thrumpton. Split-level junctions would be included at Parkway and at West Leake Road. Between Thrumpton and the edge of Clifton the proposed dual 2-lane carriageway would be off line, to the south of the existing carriageway, and connect to the current alignment at a new roundabout at Mill Hill on the edge of Clifton.

Between the edge of Clifton and Farnborough Road Junction the published scheme would widen the existing A453 to a single 4 lane carriageway, with at grade traffic light-controlled roundabouts at Crusader, Green Lane and Farnborough Road Junctions.

Objector's Alternative No 1 (Green Route: 1996 Public Inquiry)

This alternative has the same layout between the M1 and Barton in Fabis as the Highways Agency's published scheme.



Published Scheme



Opposite Barton in Fabis the route would move off line to the west, via a split-level free flow junction, forming a dual 2-lane western bypass of Clifton. After crossing the river Trent, it would pass between Beeston and Clifton before tying into the existing Queens Drive Junction on the A52. The majority of this alternative north of Barton in Fabis would lie in the flood plain of the river Trent, requiring the road to be raised on embankment or viaduct.

Objector's Alternative Route No 2 (Purple Route: 1996 Public Inquiry)

This alternative is a variation of objector's alternative no 1. It commences 500m north of Barton Lane before joining the objector's alternative route no 2, 750 m south of the crossing of the river Trent. This alternative would require significant earthworks on Mill Hill and would lie in the flood plain of the river Trent.

Objector's Alternative No 4 (Option B from the MMS Public Consultation)

This alternative is similar to objector's alternative no 3 but would provide a dual 2-lane carriageway eastern bypass of Clifton. This alternative would join on to the A52 south of the Nottingham Knight Roundabout via a split-level junction.

Objector's Alternative No 3 (Option A from the MMS Public Consultation)

This alternative has the same layout between the M1 and Barton in Fabis as the published scheme. The route would divert eastwards from the existing A453, via a free flow split-level junction, as a single 2-lane carriageway to pass through Clifton Pastures before turning north to pass between Clifton and Ruddington and to join the A52 at a new at grade roundabout. The route would cross over Nottingham Road and Clifton Road (Ruddington), where some properties would need to be demolished.

Objector's Alternative No 5 (Blue Route: 1996 Public Inquiry)

This alternative has the same layout between the M1 and Thrumpton as the published scheme. Opposite Thrumpton the route would move off line to the east via a split-level free flow junction, to pass to the south of Ruddington before turning north through Bunny Moor and Flawforth to tie in with the A52 at an enlarged Wheatcroft roundabout. There would also be a split-level all-movements junction at the A60. This alternative would be a dual 2-lane carriageway on low embankment.