

A52 Nottingham Junctions

Public information event – Bingham Road junction, Questions and Answers

Please see below answers to questions submitted during or after our public event on 22 September. We have grouped together similar questions to avoid repeating answers.

Junction design once completed

- *Without a left turn at Carter Avenue, how will cars turn left towards Nottingham in regulated and safe way? Without traffic lights we are at the mercy of cars allowing us to turn left.*

Alternative provision to turn left is available from Hillside Road, west of Carter Avenue. Our traffic surveys show that the left turn here is consistently higher than at Carter Avenue (4-6 times more) confirming our assessments that this is a safe and suitable alternative. Turning left out of Hillside Road will be aided by the gaps created by the traffic signals at Bingham Road.

- *Why is the pedestrian crossing being placed west of the junction? If this was to the east it would allow for a left turn out of Carter Avenue.*

The position of the pedestrian crossing is based on several factors. Most significantly, there is insufficient space on the northeast side of the junction to accommodate a crossing when considering the height difference between the road and property accesses which we must maintain. A pedestrian crossing on the east side of the junction would also create a conflict with the much higher left turn from Bingham Road to the A52 east, which would reduce the capacity of the junction.

- *There are already lights at all those points so these don't seem to be new?*
- *Again, how many on the A52? Not the side roads. More lights will slow the A52. Why do you say the A52 will improve? So how many lights?*
- *How many extra lights on the A52 please? You seem to be avoiding the answer?*

There are no extra sets of lights to control traffic. Our design improves the efficiency of the traffic light phasing, which will reduce delays. There are upgraded crossings at the junctions and pedestrians will now have traffic light controlled crossings to help them cross all parts of the junction safely.

- *Can you quantify what the increase in traffic flow is likely to be achieved as a result of the new junction design, as there will be just the same number of junctions with traffic joining, leaving or crossing the A52 plus new pedestrian lights so how can the traffic flow be increased?*

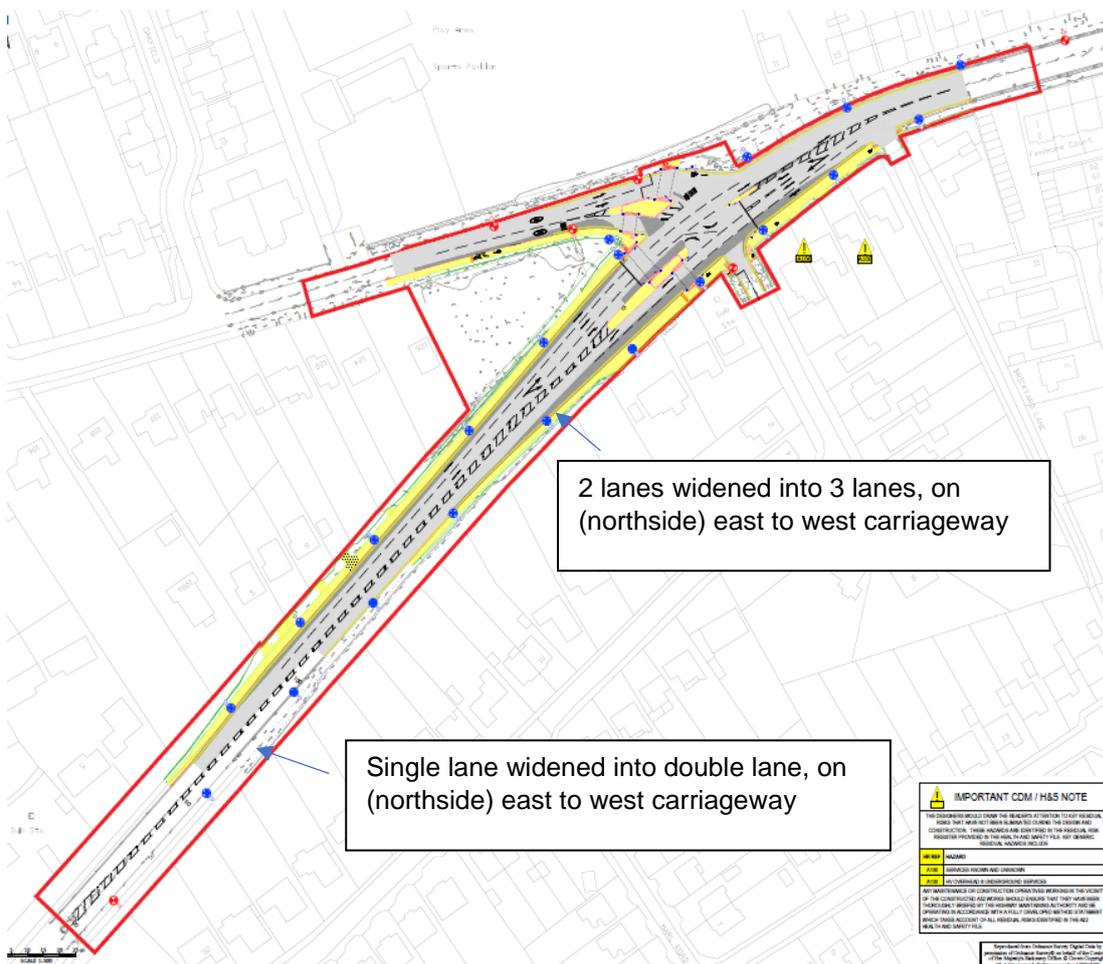
Traffic forecasts suggest that by 2030 there will be an extra 1,000 vehicles using the junction during the morning peak period, 8am-9am. The junction design will allow for extra capacity at the junctions. The extra capacity is achieved by providing additional lanes which also allows us to introduce a more efficient phasing for the traffic signals.

- Why increase the Bingham Road junction from 2 to 3 lanes? Why not retain the two existing lanes but making one of them a dedicated left turn? Why do junctions have this bypass lane? Why not just retain a single flow of traffic preventing the need on lights, of people trying to jump the queue and then bringing about the need for vehicles to then come back into the line of traffic again? Why create this issue in the first place by widening the carriageway?

Because traffic lights cannot be green all of the time, the lanes through a junction have less overall capacity than the lanes feeding them. Therefore, to match the junction capacity to the upstream and downstream lanes we need additional lanes through the junction.

- Are there to be any alterations on the north side going east to west after Bingham road as that particular part of the road is extremely narrow and I fear that have 2 free flowing lanes joining there could be problematic.
- How much of the A52 will be converted to 2 lanes and how will this be done?
- Please could you indicate at what point the carriageway will become two lanes and explain how this will be achieved. If you could provide a map indicating exactly where the road will become two lanes that would be helpful
- Are you widening the A52 along the Radcliffe stretch?

Please see the below image which shows where the junction will be widened after the highway works are complete.



- *If you improve access into Bingham Road this surely will hold up A52 traffic heading to Grantham, how many cars will be allowed across at anytime?*

The whole junction will see an increase in capacity as we are building additional lanes and introducing a more efficient and effective traffic signal phasing.

- *Have the analysis figures been amended for expected post Covid traffic levels? Are these works actually now needed with the potential major reductions in commuter traffic?*

There is no evidence to suggest that traffic flows will be any lower post Covid-19 and recorded data confirms that traffic flows have already returned to very close to pre-pandemic levels (within a few percent). We therefore believe there will be no long-term reductions in peak period traffic flows due to Covid-19.

- *When the work is finished at all the junctions what will be the time saving for traffic travelling from Gamston to Bingham?*

Journey time details are available on a junction by junction basis. For the A52 Bingham Road junction improvements, the largest journey time reductions are observed on the A52 east, where the morning peak (8am-9am) are 54 seconds in 2020 and 130 seconds in 2032, and in the afternoon peak (5pm-6pm) are 22 seconds in 2020 and 23 seconds in 2032. Bingham Road also experiences reductions in journey time during all time periods in all model scenarios.

The model assumes traffic flows at 2020 and 2032 based on forecast traffic increase, and the works having being completed. The number of cars using the junction is likely to increase, so without the works this junction will continue to have insufficient capacity.

- *Will the pedestrian lights be only operated when there are people crossing, so there is no unnecessary delay to traffic if nobody is crossing?*

The reconfiguration of the junction means all the pedestrian traffic light phases operate at the same time as other traffic phases. This means the operation of the pedestrian phases will not cause any unnecessary delay to traffic and provides a safer way for pedestrians to cross.

- *You said that the works will ease congestion and improve journey times. Won't there still be a bottleneck before Golf Rd?*

The improvement to the junctions along the A52 between the A46 and Gamston have been developed to match the capacity of the single lane sections of road in-between. The need for additional lanes through the junction itself is because signals only provide a green light to a given movement of traffic for some of the time. On crossroad junctions, this typically means that even the main road phase is on green less than half the time. The additional lanes are therefore to balance this and maintain capacity through the junction at a similar level to the lanes upstream and downstream.

- *How big will the splitter island be for the pedestrian crossing over the A52. Concern of children crossing for school, with cars travelling in both directions.*

The design allows for a 4m wide island at the crossing point which will leave 3m between the pedestrian guardrail.

- *You mentioned the dedicated lane for right-turners coming from Bingham - is there going to be a filter to help us turn right? At the moment only 2 or 3 cars can get through when the lights turn red and you always get cars jumping the light so it's really dangerous.*

The westbound approach will be widened to three lanes. Two will be to continue straight on towards Nottingham (or turn left into Carter Avenue) and a dedicated right turn lane into Bingham Road. The right turn will operate primarily as it does now, with drivers waiting to turn in gaps in the oncoming traffic. However, we will also be introducing an additional arrow phase that will come up if the system detects a high number of right turners are waiting. During this 'indicative' arrow phase, the oncoming (eastbound) A52 will be stopped allowing the right turners into Bingham Road to safely clear the junction.

- *As a cyclist, will you, at the completion of the works, be able to cycle from Carter Avenue straight onto Bingham Road and down into the village?*

Yes.

- *What are the actual benefits of this work, increased traffic flow, doubtful, additional road crossings possibly so what are the tangible benefits?*
- *How are the road changes going to make a better flow of traffic and safer crossing for cyclists and pedestrians? There have been no issues whilst I have been living here.*

The improvement scheme delivers additional traffic capacity at key junctions along the A52 corridor through Nottinghamshire. This is required to address existing peak period delays and congestion, and to accommodate future increases in traffic flows due to planned housing and employment development in the Nottingham area. Without the improvements the forecast additional development traffic will worsen delays and congestion at junctions along the A52 corridor. Where possible each junction improvement has also been designed to enhance pedestrian and cycle crossing facilities for the benefit local communities.

- *Will the final phasing of the pedestrian crossings allow you to cross the A52 in one go, or will pedestrians have to wait in the central island.*

Pedestrians would wait in the middle at the splitter island. There will be guardrails on the splitter island in the centre of the A52.

- *Please can you tell me why the electronic warning sign at Gamston roundabout says Radcliffe on Trent roadworks to restart 27th September when they are due to start 6th October.*



There was a delay in the programme of works for the utility diversions that was beyond our control. These works have now been completed and the main highway began on 6 October 2021.

Traffic phasing / roadworks

- *If traffic is moving freely on the A52 due to the closure of Bingham Rd and Carter Ave, what measures are going to be put in place to allow access from side roads (Marl, Woodside, Thomas, Northfield Ave, etc) and properties which directly access the A52. With no natural breaks in the traffic access will be harder and more dangerous.*

There will still be breaks in the traffic from the use of pedestrian crossings. National Highways and our delivery partners are happy to review the situation and see if anything can be done to help egress from side roads, if required.

- *You've just said that there will pedestrian access from Bingham Road to the A52 and then via temporary signalised crossings across Bingham Road but will this pedestrian access allow passage from Carter Avenue across the A52 down into Bingham Road throughout the works.*

There will be temporary crossing facilities for pedestrians to move safely across the A52.

- *Will cyclists traveling east on the A52 still be able to access Bingham Road?*

Yes. Pedestrians and cyclists will be able to use the footpaths at the junction.

- *Will there be any compensation for those living on Grantham Road for the past roadworks and the future considering noise all night fumes stationary traffic?*

There is no compensation available for disruption caused during roadworks.

- *Do you have a schedule of the works being carried out on the A52 e.g. when the work on Radcliffe on Trent will finish (re 23rd Sept), how long are the works on this road from 6th October. When work starts at Bingham and Stragglethorpe and Gamston. And when the A52 fly over work will be completed.*

Some utility diversions at Bingham Road were delayed and had to restart at the end of September. The main works at Bingham Road began on 6 October and are scheduled to complete in April 2022. We are finalising the schedule for the other junctions in the A52 Nottingham Junctions project and will hold further public events later in the year. The works on Clifton Bridge are outside the scope of this project, but are currently scheduled to complete in November 2021. More information about this project can be found [here](#).

- *Will there be works at Stragglethorpe & Gamston during the same 6 months at Bingham Rd?*

We are currently developing the final details of our programme of works for these junctions, but it is likely there will be some cross over. This is being carefully thought through to ensure minimal delays along the A52 route.

Details of the works at other junctions will be shared in future Public Information Events.

- *During recent batch of roadworks at Bingham Road, the queues around Saxondale Roundabout were horrendous and we expect the same again from tomorrow when the works recommence. Will you be monitoring the roundabout traffic as access to/from Saxondale Village is proving very difficult and at times dangerous.*

We are confident the traffic management we are proposing will reduce congestion through the junction and the knock-on effect on other areas of the network. If you have any specific concerns about the Saxondale junction, please contact the [project team](#) and we will do our best to address them.

- *Are the traffic lights for traffic being removed? Can see clearly the pedestrian lights. Please be specific.*

During the roadworks, traffic on the A52 will be free flowing in each direction. The traffic will stop when pedestrians or cyclists use the crossing point.

- *The right turn, city bound from the A52 to Cropwell Road does not have capacity for multiple queued vehicles and does not have dedicated signalling. How will this be managed?*

The project team will be monitoring the situation in and around Radcliffe on Trent and will address any issues as they arise.

- *Are you aware of all the rat runs ie it's not just Radcliffe, there's Shelford, Burton Joyce, West Bridgford, Cotgrave what help will you provide to motorists. Eg Highways Agency Mids rarely report traffic flow issues from Lings Bar to Bingham.*

Our traffic management plans will improve the flow of traffic on the A52 and make it the most desirable route for through traffic. This should reduce the desire for people to seek alternate routes.

- *What provision has been made for residents on the Harlequin to turn east on the A52, since we'll no longer have traffic lights on Carter Avenue to stop the A52 traffic during the works?*
- *Are there going to be traffic signals to enable cars to exit from the Harlequin side. At busy periods we rely on the phasing of the traffic lights, to exit safely.*
- *Getting out of Johns Rd will be more dangerous there will be more traffic parking on Johns Rd because of the restrictions a also customers from the chiropractic clinic parking along the road as they do now.*
- *With the removal of the left turn onto the A52 from Carter Avenue and the consequential rise of traffic along Johns Road and down Hillside, what measures will you put in place along Johns Road and Hillside both during the works and after the works to ensure the safety of residents who live along these roads?*

During the roadworks there will be gaps in the traffic when the pedestrian crossing is used. Once the roadworks are complete, there will be gaps from the traffic light sequencing to allow road users to join the A52 from side roads. At the moment there are no plans to implement any additional measures along side roads which join the A52.

- *How will you maintain access to properties immediately adjacent to the works. We are on the junction of Grantham rd and Carter Av?*

Residents will be able to access their properties. There may be occasions where roadworks are undertaken outside driveways, however the construction crews will speak with affected residents in advance to minimise any disruption.

- *Should there be additional traffic travelling through Radcliffe (Main Road and Nottingham Road) due to the works, will additional traffic calming measures be introduced? During the recent utilities works this was a huge problem with high volume of additional traffic travelling much faster than the 30mph speed limit.*
- *Wouldn't it be better to work at night and get it done quicker? It's going to cause major disruption through Radcliffe village!*

Night works would not allow us to complete the work quicker as they provide a shorter working window. It also impacts on health and safety, and receiving deliveries for the roadworks. Night time working would also be very disruptive to people living near the junction for a prolonged period of time.

- *Hello, given the works are scheduled to take place during the winter, is there contingency for adverse weather conditions?*

There is contingency for time lost due to poor weather.

- *Will there be a site forman to report emergency concerns?*

Yes. We will have someone on site at all times who you can contact in case of emergency.

- *Will there be "Keep Clear" markings on the road outside Golf Road and Hillside and the other junctions - as without them queuing traffic never lets anyone out. (The signs you supplied helped a lot which was good).*

Yes. We have learned lessons from the utility works which started in June and have improved our traffic management as a result. We plan to keep these signs during the roadworks.

- *Will you be in liaison with people who will be affected by the works that do not necessarily live in Radcliffe on Trent but travel through this area from Bingham?*
- *How are residents in the Harlequin area supposed to get into the village? I understand that Cropwell Rd will also be closed off. Will Golf Rd also be closed? With the right hand turning (coming from Bingham), into Radcliffe on Trent village also being closed also.*

Cropwell Road and Golf Road will remain open.

- *During the Q&A you mentioned that these alternative routes have been advised by letter and online. Please can you consider BIG highly visible signage at these key points to deter traffic and encourage use of these diversion options.*

We will be using signs around the roadworks. The traffic management we are using should reduce the disruption caused.

- Do you have any idea on the amount of backlogs and traffic that will be caused? Do you anticipate it being as bad as it has been for the last 12 weeks during the utility works? If it is it's virtually a no go area for a full six months really?

Under normal circumstances and with no roadworks on, there are delays at the junction of around 17 minutes. The traffic modelling through the roadworks predicts a slight increase in this for the duration of the works, but this is significantly improved from the delays caused by the utility works.

Bypass

- *Sending traffic through the village defeats the object of having a bypass.*
- *There are no plans for a bypass of Radcliffe on Trent at this time.*
- *There is a growing level of cars now bypassing Radcliffe-on-Trent using the Stagglethorpe Road link between the A52 and the A46, so would not have a bigger impact in improving the traffic flow to make this an official bypass for the village. This would remove the need for for the proposed junction changes, reduce the noise and atmospheric pollution on the A52 around the village and an able the traffic to flow much quicker past Radcliffe-on-Trent. The idea of a bypass around the village was proposed some 25 years ago but cancelled due to government intervention on highway expenditure projects. Could this not be revised?*

There are no current plans for a bypass around Radcliffe on Trent in any of our forward programmes. If you would like to raise this for future consideration you can submit your views through our Route Strategies feedback page [here](#).

- *I asked the question as to why you can't put an earlier diversion in for traffic coming off the A52 from Grantham to turn onto A46 and use the A606 to Wheatcroft island near lings bar and vice versa, that traffic coming from Nottm on A52 divert along A606 as long as they can get under the low bridge at Tollerton as this could cut out entire stretch of a52 through Radcliffe and vice versa.*

The A606 between the A46 and A52 already carries a significant traffic load not too dissimilar to the A52 and does not have the capacity to accommodate the strategic or commuter flows currently using the A52 from the A46. The A606 also has constraints at Plumtree and Tollerton that would need to be addressed, including the impact on residents, if this route was to be made the strategic route to the A46.

- *Equally traffic joining A52 at Gamston could also be asked to turn right and travel through Stragglethorpe to join the A46.*

Stragglethorpe Road is a much lower standard of road and is not suitable for carrying the volumes of traffic using the A52 without extensive upgrades to improve the route. We would also expect to see only a small proportion of traffic divert to this route as it would add about 1.5 miles to journeys heading north along the A46 or further east along the A52.

Cropwell Road

- *What about residents on Cropwell Road without driveways?*
- *There has been NO consultation with residents on Cropwell Road*
- *If consultation about the change of restrictions on Cropwell Road has been ongoing why did no one who lives in Radcliffe know about it until the signs were put up last week?*

National Highways has discussed the matter with Nottinghamshire County Council, local councillors and the Parish Council. We also spoke to the schools on Cropwell Road and have amended our plans having spoken to them. We have identified that some residents do not have off road parking. Our parking restrictions allow gaps outside these properties. The restrictions are from 8am – 4.30pm Monday to Friday.

Accident figures

- *From your presentation, I understand that the speed limit along the A52 will be reduced from 40mph to 30mph for the duration of the works for safety to both the national Highways site team, users of the road and footpaths. Moving forward, will you consider making the 30mph speed limit a permanent feature along the A52 (Grantham Road) in Radcliffe on Trent to maintain safety for the many residents who live along this section of the road? Grantham Road has many residential dwellings sited along it and therefore should be considered a 'residential road' and not only, as described by the presenting team, 'a major artery running west to east in the East Midlands'.*

This section of the A52 has a good safety record. Recent speed surveys showed speed compliance along the road was better than the national average. Reducing the speed limit would also bring an economic dis-benefit due to increased journey times which we cannot justify once the works are completed. At this time there are no plans to permanently reduce the speed limit to 30mph.

- *I would also like to see accident figures before and after the Nottingham Road (in particular) and Cropwell Road works, as there were a number of serious accidents at Nottingham Road.*
- *What are the reported accidents on this junction over the last 3-5 years warranting these works?*

Accident data has been collected from collisions reported to the police and validated.

Cropwell Road Junction:

	2015	2016	2017	2018	2019	Total
Fatal	0	0	0	0	0	0
Serious	0	0	0	0	1	1
Slight	1	0	0	0	0	1
Damage	0	0	0	0	0	0
Total	1	0	0	0	1	2

Nottingham Road (RSPCA) Junction:

	2016	2017	2018	2019	2020	Total
Fatal	0	0	0	0	0	0
Serious	0	0	0	0	0	0
Slight	1	3	0	1	0	5
Damage	0	0	0	0	0	0
Total	1	3	0	1	0	5

Bingham Road (Harlequin) Junction:

	2015	2016	2017	2018	2019	Total
Fatal	0	0	0	0	0	0
Serious	0	0	0	0	0	0
Slight	2	2	3	1	0	8
Damage	0	0	0	0	0	0
Total	2	2	3	1	0	8

Of the 8 slight accidents listed above, none were recorded by the Police as involving vehicles exceeding the posted speed limit.

- 1 occurred with temporary traffic management
- 1 involved a pedestrian colliding with a vehicle while crossing a side road
- 1 was a poor overtaking manoeuvre involving a motorcycle and vehicle turning right
- 2 occurred within the signal controlled junction at Bingham Road
- 3 were shunt type collisions involving queuing traffic

Permanent Traffic Regulation Orders (PTROs) / left turns

- *Why is turning left from Carter Avenue an issue and has hence been removed when you can still go straight across?*
- *Will we be able to turn right out of Carter Avenue towards Bingham and left towards Nottingham?*
- *Is the Carter Avenue junction to be closed?*
- *Why do the plans still show no left turn out of Carter Avenue when this is supposedly still under review?*
- *With regard to traffic assessment on Bingham Road junction. Could you confirm when the surveys were undertaken during the week? With the loss of the left turn onto Bingham Road on Saturdays during football matches on Saturdays all traffic visiting the playing fields from Nottingham direction will need to come through the village. Has this been allowed for on the traffic modelling?*
- *Why no left turn into Bingham Road? This will create more traffic to go through the village of users of the sports pitches, generally out of peak times and weekends?*
- *Will we be able to turn left from the A52 to Bingham Road as you can now?*
- *When the works have been completed, will the drivers exiting Carter Avenue be able to turn left on the A52 towards Gamston and be able to turn right on to the A52 towards Bingham?*

The left turn from Carter Avenue onto the A52 westbound is to be removed once our improvement works are complete. This is because drivers leaving the junction would not be able to see the new, upgraded pedestrian crossing. Design standards have changed since the existing crossing was built and it would not be safe to allow vehicles to turn left from Carter Avenue. Drivers will still be able to travel straight on into Bingham Road and turn right to the A52 eastbound.

The left turn from the A52 eastbound into Bingham Road is being removed to keep the junction within the existing highway boundary. This removes the need for any additional land take and means we don't need to remove any green spaces such as the Copse area. It would also have impacted the performance of the junction. The option to retain the left turn was not feasible with these factors considered.

On average, a small number of cars make both these movements hourly, so the local road network will be able to cope with vehicles taking an alternate route. There were more movements from the A52 into Bingham Road around football matches at the playing fields, but this is on a Sunday when the local road network is less busy.

Surveys at the junction were carried out in 2016, 2019 and 2021. The surveys assessed the number of turns made at the junction when a full set of fixtures were being played at the Bingham Road playing fields. The extra traffic around football fixtures will be diverted to use Cropwell Road, and as this is mostly on weekends when the local road network is quieter, National Highways and Nottinghamshire County Council do not expect there to be any issues.



Throughout the roadworks, the junctions of Carter Avenue and Bingham Road will be closed to traffic. Once the junction upgrade is completed, the left turn movements will be removed.

The statutory process for banning the left turns was concluded in August 2021. The Regional Director for Operations approved the proposals and all objectors were notified in writing.

General comments

- *Cyclists travelling at 25-30 mph will NOT be travelling on the foot/cycle paths.*

Noted.

- *One extra set of lights causes peak time queues back to Bingham town*

We are confident the traffic management we are proposing will not lead to significant delays as traffic on the A52 will only stop when pedestrians use the crossing point.

- *I turn right out of Woodside Road onto A52, with the temporary lights formed natural gaps in the traffic & could do so with confidence. However I am concerned it will be dangerous. Carter Avenue was the safe way to do this using the lights.*
- *There is a crossing point over the Grantham Road near Hillside, whereby drivers are not obliged to stop to allow pedestrians cross. Please can this be made into a Zebra crossing to make it a safer place to cross? Currently, the two regulated crossings (Cropwell road junction and Bingham road junction) are not on the natural walking route to the village if you live in between the two crossings. In addition to this there is no pathway along the left side on the A52 from the corner of Hillside to the Cropwell road pedestrian crossing.*
- *Can we have a pedestrian crossing over the A52 near Hillside? Its currently just a crossing point, cars are not obliged to stop.*
- *Are you going to make it easier to cross the A52 from Thomas Avenue?*
- *Any options to put lights for us at the end of Woodside for safety. For all residents on the Harlequin. Especially when dark mornings arrive.*
- *Can we have a zebra crossing near Hillside across the A52?*

There are no plans to put traffic lights or a zebra crossing at any of the side roads which join the A52 at this time. National Highways is concerned this would increase queuing on the A52 as it would be difficult to phase a crossing with the lights at Bingham Road and Cropwell Road.

- *Why have views of residents, local councillors and MP not been taken on board?*
- *Will concerns of councilors and MP's be addressed or ignored?*

National Highways has spoken with the local authorities, local councillors and the Parish Council on a number of occasions. We have taken on board suggestions, where possible, and implemented these into our design and traffic management plan.

- *When is the next "road period" and how far ahead do you plan?*

The next roads period runs from 2025-2030. We have a team in our Strategy and Planning division working on the priorities for this period, in conjunction with the Department for Transport.

- *It would also be helpful to know how many people are this call, as I am unable to tell from my screen, just to get an idea of how many residents will have had access to the information.*

72 people attended the call.

- *None of the junctions done so far have improved traffic flow for the residents of Bingham and beyond. Why should we think this junction will change the traffic flows?*

The A52 Nottingham Junctions project is a package of junction improvements. The completion of all the works will improve journey times along the stretch of the A52.

- *Will you commit to publish all questions asked with responses that you have deemed not to make visible to all on the call.*

We have published all the comments made, other than those where people have shared contact information.

- *Have there been any smart breakthroughs in materials used to mitigate surface flooding, potholes and ensure the works will be fit for purpose for many years?*

Continuous improvement are being made to the types of surface course we use. Damage to a road surface is not only caused as a result of the type of surfacing material used, it often involves underlying issues.

- *The turn post completion but not at the Cropwell Road junction whilst the work is being undertaken*

The Bingham Road junction is to be closed to improve traffic flows through the construction phasing. This will return once the highway improvement works have been completed.

- *Have you conducted an Equality Impact Assessment? Can a copy be made available? Please clarify the consideration within such addressing the impact to elderly residents living at the top of Bingham Road*

This is conducted as a standard part of our project procedures. It was concluded that there will be no detrimental impact to anyone based on their age. The project will have a beneficial impact on disabled people, pregnant ladies and people with pushchairs as the new crossing points will be more inclusive.

- *It is not possible to count the number new traffic lights in the A52 map on a mobile phone, how many please?*

There are no new traffic lights for vehicles. There will be crossing points across Bingham Road which are not there currently.

- *The filter lights at the RSPC are not operational. Have you said this is with the county council to adjust.*

- *To continually improve traffic flow, will the left filter at the R.S.P.C.A be activated in the near future?*

There are no proposals to introduce a left turn filter at the RSPCA (Nottingham Road) junction as this would conflict with the pedestrian and cycle crossing on Nottingham Road. The provision of this crossing is part of a longer term ambition to upgrade the walking and cycling facilities along the A52 between Bingham and Gamston.

- *And why are you describing this as upgrading rather than 'widening'?*

There is only a small amount of widening around the junction. The A52 will remain one lane in each direction in the area away from the junction.

- *Why are you moderating the questions posted? Why have you chosen to present in such a manner as to limit transparency?*

We published all the questions we answered during the live session to ensure the same question wasn't being asked or answered repeatedly. This can be seen in the Q&A document where there have been several repeat questions. It also meant that any inappropriate comments could be hidden from the public.

- *Zoom or full access Teams would allow for participant interaction, Teams Live does not. The response does not address the lack of transparency*

Over 100 people requested to join the meeting and Teams Live is an efficient way to hold a meeting for so many people. The questions were moderated so that the same question was not asked more than once, as demonstrated in this document with several repeats, and also to ensure no inappropriate material was published to the entire meeting by a participant.

- *Where is the paperwork on line i cant read the link on your screen*
- *How many questions have been asked versus the number made visible to all on the call?*

There were 33 questions published in the chat function. 71 more were asked. Some of these were repeats.

- *With the current difficulty in the supply processes for certain industries are there expected to be any issues with the supply chain for materials during the period of the works which may result in an extension of the work period.*
- *What work is being done to the roads that is going to take 6 months? That's van awful long time!*
- *Is this work anything to do with the new housing development?*

This work is not specifically related to any individual housing developments however the planning and assessment for the whole A52 Nottingham Junctions project does consider the need to mitigate the impact from planned development (for housing and jobs) in Rushcliffe.