

A52 online public information event: Q&A session

Tuesday 7 December 2021

The following questions were answered during the online event. A transcript of those answers is provided below. We have grouped together similar questions to avoid repeating answers.

Traffic phasing / roadworks

- *Clifton to Silverdale roundabout needs a filter lane to keep traffic flowing towards the A52 under Clifton Bridge section. Currently traffic stacks back to Farnborough Road roundabout at peak times.*

We are aware of the congestion on the eastbound approach to Silverdale roundabout (coming from Clifton) and our scheme seeks to address this with provision of part time traffic signals on this part of the roundabout. These signals will operate at busy times to improve the capacity of the eastbound entry to Silverdale roundabout. During the options phase we did consider options that would provide additional lanes on this slip road however these were ruled out given the high costs associated with altering the structure carrying the slip road and at least one of the two adjacent structures spanning Fairham Brook which would far outweigh the scheme benefits. The cost to benefit ratio for such a solution would be too low to meet value for money requirement.

- *Don't you think that the infrastructure i.e. the dualling of the Lings Bar road and upgrading of Gamston and Wheatcroft Island and cycleways should take place in advance of the significant housebuilding initiative (as per the A453) otherwise it will promote absolute chaos?*

The phasing of highway capacity upgrades and development (for housing and employment) is complex due to considerations around affordability and funding availability. It is not always possible to request wholesale upgrades to be completed before any housing as the infrastructure costs largely come from the profits made on the development, however wherever possible we do press for infrastructure to be completed in advance of development. In the case of the dualling of the A52 Lings Bar Road (Wheatcroft Roundabout to Gamston Roundabout) this is identified in the local plan as a requirement for the development at Gamston Fields to the east of this section of road. We are in the process of engaging with the promoters of the site, along with Nottinghamshire County Council and Rushcliffe Borough Council, to review their transport impact assessments and agree both the full package of

infrastructure need (for road traffic, walking, cycling and horse riding, public transport) and the phasing of how this should be delivered.

- *What are the dates for all the Gamston phases?*

Gas main diversions is currently planned to start in January 2022 and run for 12 weeks. Permanent works will follow the gas main diversion and is planned to commence in April'22 and run until January 2023.

- *Are Bingham Road works still on schedule?*

Yes, they are still on schedule to be finished by April 2022.

- *Does the dualling of A52 from Gamston go all the way to the Wheatcroft Island?*

Currently it is already dual, although largely single lane, from Gamston all the way down to the Morrison's turning. The whole link from Gamston to Wheatcroft is identified in the Local Plan to be upgraded to full 2 lane dual carriageway as part of the Gamston Fields development however this is still subject to detailed assessments to support the development proposals.

- *Diversion routes. Will you put signs up on the A46 near the Stragglethorpe roundabout, informing that "no route to A52" etc? This is turning into a regular short cut/rat run all the time by drivers avoiding Radcliffe, and I assume many will be tempted to use this route. Also, the impact on the A606 which is a County Highways route - do you liaise with NCC to monitor extra use and impact on that road by all the diverted traffic?*

We are working with a company called Via (East Midlands), who look after Nottingham County Council's traffic management and we are agreeing a suitable route with them, making sure they are happy with the route and that it is clear of any other works. We will make sure we put plenty of signs out so that we get as much traffic as possible adhering to that route. Response for the second part of the question: we do not liaise with Notts County Council as such – we expect they do their own monitoring of the roads. We simply have to get their permission to use their road as a diversion route. We would ask they come and talk to us, if they have issues.

- *Stragglethorpe junction. I'm sure you are aware of recent and regular queueing both from vehicles turning from Stragglethorpe onto the A52, especially in the Nottingham direction, and also from the Nottingham direction on the A52 waiting to turn right into Stragglethorpe road. At times, vehicles have been queueing in the live outside lane of the A52, which is concerning for drivers. I know you have tweaked the traffic lights. Are we confident this work will resolve this?*

That's part of the problem we are seeking to address at Stragglethorpe. By banning the U-turn manoeuvre, it basically frees up capacity at the junction and helps the two movements that you describe in your question. The traffic lights haven't been tweaked yet, but the modelling that's been undertaken to assess the benefits we anticipate, demonstrate it will help significantly with the queueing. When we carried out trials for the 'u'-turn ban in 2019 we temporarily introduced the changes to the signals which proved to be very effective at addressing the capacity issues at the junction.

- *The new Gamston Fields development proposes new junctions along the Lings Bar. This will bring together a dual carriageway, a roundabout and pedestrian crossings between the new development and the existing Gamston area. Local residents via the parish council have voiced their concerns about the potential for Road Traffic Collisions between pedestrians and vehicles. Is the team aware the developer's proposal?*

Yes, we are aware, and we are working very closely with the local authority and the developer around the proposals and there's a lot to be done, to assess what's required for that site.

- *Ambleside in Gamston will become a rat run. What action will be taken to alleviate this?*

Ambleside is the route through the Gamston housing estate to the west of the A52, connecting the A52 at the Morrison's junction to the A6011. The traffic management and signage will seek to address this problem and keep it on the appropriate routes. We will monitor it carefully.

- *If the purpose is to get the traffic to move quicker, what will happen to the traffic that now arrives on A6011 quicker from Gamston roundabout?*

Essentially, it won't be going anywhere – it will be queueing at that point. It is part of the reason we have provided 4 lanes on the approach. We are also providing a bus lane so that buses can bypass that queue. We hope that people might change their behaviour and start to use the bus, so they can avoid the queues.

Pedestrians/Cyclists

- *What provisions are to be made to secure safe crossings for public footpaths crossing the A52 between Gamston and Wheatcroft islands? FP3 in particular (Tollerton to Edwalton)*

We are working with our partners and will make provision for safe crossings and these details will be covered in the assessment. These may be light-controlled crossings or subways or whatever is required but we can't yet say exactly at this moment what they will be.

- *Larger road systems lead to increased traffic. These plans seem to continue the prioritising of cars. How does this scheme fit into zero carbon targets? Has there been an assessment of the impact on the environment; air-borne pollution, noise, more hard surfaces contributing to higher temperatures and so on?*

The plans for the smaller junctions are designed to be compatible with the adjacent highway network, between Gamston and the A46. We don't expect any substantial increase in traffic along this corridor – it is already at capacity. We do, however, expect to see reductions in delays and consequently emissions due to cars idling at junctions.

- *There is an existing cycle facility along the A52 from West Brigford towards Radcliffe on Trent and beyond, is this going to be maintained? It just says Footway on the plans shown*

This is a labelling error on the illustration. The existing cycleway will be maintained.

- *Gamston Roundabout – towards the right turn into Gamston/Morrisons, this junction is a life in your own hands crossing, so are there plans to improve and make this area safe? Also will you be making the Lings Bar Road a full dual carriageway all the way to Wheatcroft roundabout? It will need to be with the increase in traffic volume.*

We are aware of the safety issues at the Morrison's turn. It is marked down to become a roundabout, as part of the longer-term proposals for Gamston.

Second part of the question: it is presumed it will be dualled all the way up to Wheatcroft – the assessment is ongoing – it will “all come out as part of appraisal” as we liaise with the developer and their assessments.

- *The proximity of housing at Silverdale means there is a high level of pedestrian and cycling activity, including people walking to and from the bus stop on the slip road. Personal safety is a real issue for these users and some are reluctant to use the subway because of these issues. I see no proposals to improve facilities for active travel - signal control to allow safe at grade crossing of the east-facing slip roads adjacent to the roundabout, vegetation clearance to improve natural surveillance and improved lighting for example. Are such features proposed?*

We have had a look at the walking and cycling activity around Silverdale estate and onto the A453 and Clifton Lane. We've had previous requests from residents and the Community Organisation there as well. Pedestrian crossings here would cause congestion back onto the roundabout, so we would be unable to do that. There is a subway, but I appreciate people don't always like using it. It is a straight subway, so there are no dark corners in it. We're looking at additional lighting on the west side of the subway. This can be brought forward alongside the main works, from a separate funding pot. We don't have an exact programme for that, but it will be brought forward as soon as we can.

Additional point from National Highways (Kanishka Varoon): we have had confirmation of the additional funding, so we will be planning it this year and carrying it out next year at Silverdale.

- *I am disappointed that only footpath provision on Gamston Island is shown. What provision are you making for segregated cycling on the island which is to current standard?*

There are no plans to downgrade - the existing cycleway will be maintained along the northern side of the A52 – it is a mistake on the drawings. There will be appropriate facilities for cyclists, where there are cycle facilities on both sides of the road. We will connect cycleway to cycleway, where they exist.

- *Also there is the NCN route Grantham Road which links into Bingham Road in Radcliffe on Trent. Is this also going to be maintained? And is it going to be LTN 1/20 compliant? (I meant to ask this of the A52 from the A60011 Radcliffe Road, West Bridgford and round the Gamston roundabout, especially because of the new development site at Gamston).*

We are maintaining all the cycling provision that is already in place. Not necessarily LTN 1/20 compliant, because of the availability of space at the junction - there are constraints around the network. However, we are looking at a long term strategy for the corridor from Bingham all the way down to Gamston, to find a better solution, although there are no promises. It will be an early stage study over the next 12 months.

- *What is planned for the Goose Junction at Gamston, with the additional housing that is planned? Is there any planned further pedestrian crossing west of the Goose junction, following the public footpaths that cross the A52 from Gamston and Edwalton towards Tollerton?*

The Goose at Gamston pub is adjacent to the Morrison access, so this answer relates back to the proposal for the Gamston Fields development, rather than the improvements proposed as part of this scheme.

- *With the lack of dualling between Gamston and Wheatcroft, it is inevitable that the current increased traffic flow will cause Tollerton Lane to be an even greater rat run- no pavement - no cycle way*

Tollerton Lane is managed and maintained by Nottinghamshire County Council. Planning applications and growth plans are the responsibility of Rushcliffe Borough Council. National Highways is a consultee on development and growth plans and we review the impact and mitigation proposals that affect our roads and on large development sites, such as Gamston Fields, we work collaboratively with other

highway authorities to ensure all issues are addressed and an integrated solution is taken forwards.

Assessment for the Gamston Fields development will need to consider all access routes and modes. It is for Nottinghamshire County Council to provide any agreement on treatments or upgrades for Tollerton Road.

Safety and Maintenance

- *Silverdale - where will you park all the maintenance vehicles during the day particularly the resurfacing equipment?*

We are in discussion with Nottingham City Council about where we could keep the plant and equipment and if there are areas of grass we could utilise. There is also a parking area heading towards Clifton Bridge, but that's still to be discussed with the Council.

- *Larger road systems lead to increased traffic. These plans seem to continue the prioritising of cars. How does this scheme fit into zero carbon targets? Has there been an assessment of the impact on the environment; air-borne pollution, noise, more hard surfaces contributing to higher temperatures and so on?*

The plans for the smaller junctions are designed to be compatible with the adjacent highway network, between Gamston and the A46. We don't expect any substantial increase in traffic along this corridor – it is already at capacity. We do, however, expect to see reductions in delays and consequently emissions due to cars idling at junctions.

Wildlife/Environmental

- *What provisions are being put in to help wildlife cross these wider roads with fast flowing traffic?*

There are no specific wildlife crossing provisions within the scheme proposals. The schemes are junction improvement schemes with associated widening of existing roads. There is no widening of the overall highway corridor, the improvements are within existing highway boundaries. Environmental surveys and assessments summarised that there were no significant effects on nature conservation and biodiversity predicted. Preconstruction environmental surveys are undertaken as necessary to check for the presence of protected species.

- *The parking area by Clifton Bridge is a flood plain, so you may need a back-up plan if the river is in flood. You don't need to answer this question live though.*

We are in discussion with Nottingham-City Council about where we could keep the plant and equipment and there are areas of grass we could utilise.

- *Please explain why you are not including equestrian in the road crossings you are referring to? According to the government's cycling and walking investment strategy safety review 'vulnerable road users' include equestrians.*

We would only generally provide equestrian crossings where a bridleway crosses the road in question. There are no existing bridleways near the proposed works for Bingham Road, Stragglethorpe Road, Gamston Roundabout or Silverdale Roundabout. All national Highways Schemes are subject to the Walking, Cycling and Horse-riding Assessment and Review process as set out in [GG 142](#) which includes establishing any existing or future desire lines and identifying any works required to support these movements.