

# A52 Nottingham Junctions Nottingham Knight and Wheatcroft Public information exhibition



## Introduction

### Investing in our roads

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways – engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe. That's why we're delivering £15 billion of investment on our network – the largest investment in a generation.

The A52 Nottingham Junctions project is a critical part of this investment and will improve journeys and support development along the A52 and around Nottinghamshire.

### Why the scheme is needed

The A52 is the key east-west link across the East Midlands. The route is subject to congestion at its junctions due to capacity issues, resulting in significant queuing and delays.

Several junctions have been identified as requiring improvements to cope with the existing problems, as well as to provide capacity for the increase in traffic anticipated when the local developments are completed.

In this brochure we explain our design proposals for improvements for the 2 larger western junctions in more detail:

- **A52 Nottingham Knight**
- **A52 Wheatcroft**

# Evolution of the scheme

In 2017 we completed the improvements to 2 of the smaller junctions, Nottingham Road and Cropwell Road junctions.

- Safety and flow of traffic at these junctions have been improved by the addition of new traffic signals and pedestrian crossings
- Street lighting, road signs and road surfacing have been replaced
- At Nottingham Road a dedicated U-turn facility, wide enough for lorries to turn with ease, has been provided, to replace the facility which is currently planned to be removed from the Stragglethorpe junction later in the project

To minimise disruption to road users, whilst also providing value for money, our ongoing development work has identified the best solution will be to deliver the remaining 6 junction improvements in two major construction phases.

We plan to deliver the 2 larger western junctions, Nottingham Knight and Wheatcroft, at the same time and anticipate work to begin in 2022. Improvements are also planned at Tollerton

to support the Wheatcroft improvements. We will be holding local community events in January 2019 to talk to customers about our plans for these junctions.

The 4 smaller junctions, Silverdale, Bingham, Stragglethorpe and Gamston junctions, will also be delivered together and we anticipate work to begin on these in autumn/winter 2019. We intend to hold further local community events in summer 2019 to talk to customers about our plans for these junctions.



The two larger junctions: in blue



The junctions that form the A52 Nottingham Junctions scheme

# Evolution timeline

To accommodate the local authority plan to encourage commuters on to public transport we have made the decision to not carry out any improvement works to QMC, Queens Drive or Dunkirk junctions as part of the A52 scheme.

<b>Ongoing:</b>	Identification and review of options to improve traffic flow at several junctions along the A52, whilst providing value for money and development of the options for assessment
<b>December 2016</b>	Public information events for Nottingham Road and Cropwell Road junctions
<b>January 2017</b>	Works started on 2 junctions (Nottingham Road and Cropwell Road)
<b>June 2017</b>	Completion of works at Nottingham Road junction
<b>August 2017</b>	Completion of works at Cropwell Road junction
<b>August 2017 – to date</b>	Ongoing development work on the remaining junctions
<b>January 2019</b>	Public information events for Nottingham Knight and Wheatcroft junctions

## Nottingham Knight and Wheatcroft junctions

We have been continuing our development work to find the best solution to improve traffic flow through each of the identified junctions along this key route, whilst providing value for money.

The Nottingham Knight junction is currently used by approximately 64,000 vehicles a day; the Wheatcroft junction is currently used by approximately 50,000 vehicles a day. Traffic forecasts predict that this will increase at both junctions to approximately 100,000 vehicles a day within 15 years. These junctions suffer from severe congestion at peak travel times, leading to long queues on all approaches. Congestion is expected to increase as traffic levels grow unless significant improvements are made.

We have identified solutions to improve both junctions, which will include:

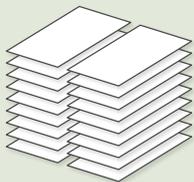
- Widening all of the approaches to provide additional traffic lanes
- Increasing the size of the existing roundabouts to allow better movement of traffic
- Introducing traffic signals to manage traffic safely and effectively
- Additional link roads

**In this brochure we explain our design proposals for improvements to the 2 larger junctions in more detail, Nottingham Knight and Wheatcroft.**

# Wheatcroft junction - Progress so far

We have been working hard to progress the scheme design for the Wheatcroft junction:

## Stage 1



We identified **11 options** which would meet our objectives for the scheme which included:

**Minor improvements** including signalisation of the existing roundabout

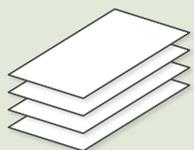
**Moderate improvements** including a junction enlargement

and signalisation of existing roundabout, and

**Major improvements** including a grade separated junction

A detailed assessment was undertaken, and 2 options were taken forward for further consideration.

## Stage 2



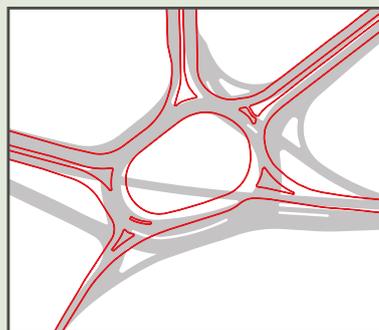
We carried out detailed analysis and modelling on the 2 best options to ensure that the final scheme would offer the best value for money based on the benefits it would give against future traffic demands.

**Option 1:**  
**Hamburger with enlarged roundabout and a link road from the A52 to A606 eastbound, 6 lanes for A52 eastbound**

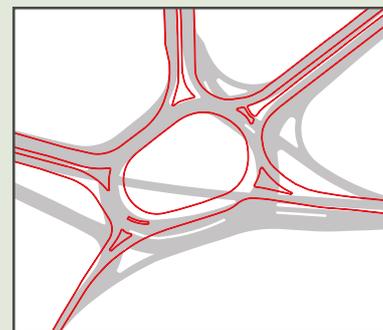
The existing layout is shown in red and the option is shown in grey.

**Option 2:**  
**Hamburger with enlarged roundabout and a link road from the A52 to A606 eastbound, 5 lanes for A52 eastbound**

The existing layout is shown in red and the option is shown in grey.

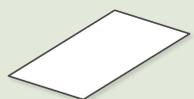


- Improvements and widening to all approaches including 6 lanes for the A52 eastbound approach
- Land take required
- Reduced journey times
- No significant environmental impacts



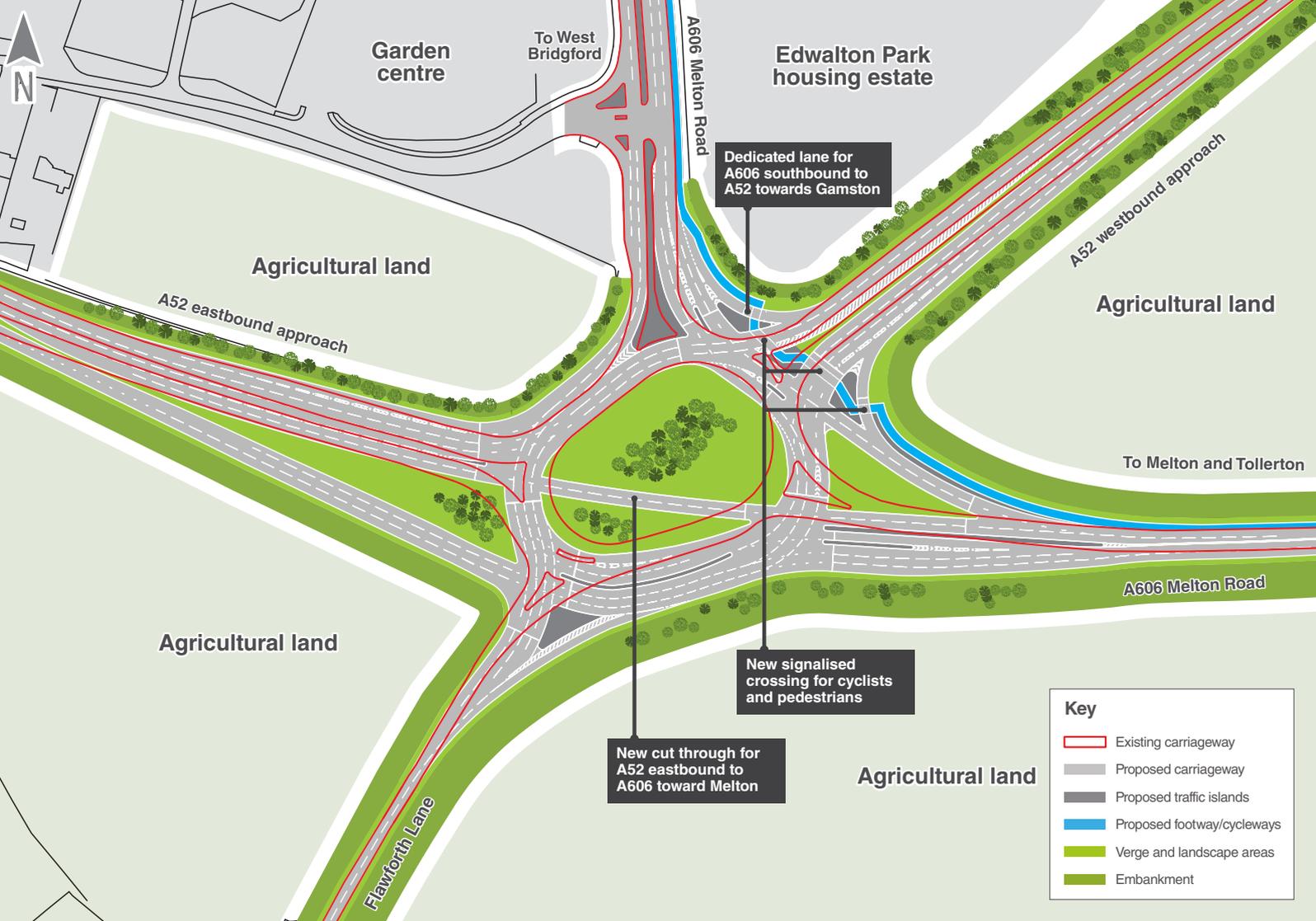
- Improvements and widening to all approaches including 5 lanes for the A52 eastbound approach
- Land take required
- Reduced journey times, however journey times expected to be slower than Option 1
- No significant environmental impacts

## Stage 3



**Option 1** has been progressed to the next design stage: Hamburger with enlarged roundabout and a link road from the A52 to A606 eastbound was identified as the most suitable and cost-effective solution.

The additional lanes on the A52 eastbound approach add more capacity to the overall junction, thereby reducing journey times further.



## Wheatcroft scheme design:

### The scheme design for the Wheatcroft junction includes:

- The roundabout will be enlarged to the south of the existing roundabout and redesigned as a hamburger layout with a new link road from A52 eastbound to A606 Melton Road. This will improve the existing junction to allow better flow of traffic reducing congestion through the junction
- All approaches to the junction will be widened to provide extra lanes and increase capacity at the junction. This includes:
  - Widening the A52 eastbound approach from 3 lanes to 6
  - Widening the A52 westbound approach from 2 lanes to 4
  - Widening the A606 Melton Road southbound approach from 3 lanes to 4
  - Widening the A606 Melton Road westbound approach from 2 lanes to 4
- Signalisation of the junction will ensure better management of traffic, improving safety by reducing turning conflicts and increasing capacity
- New signalled crossings will be built to make it safer for cyclists and pedestrians to cross the junction. All crossing points will be designed for users with disabilities

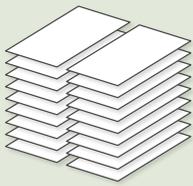
## Next steps for Wheatcroft junction:

- Engage with our stakeholders and members of the public on our plans for this junction
- Carry out further safety, traffic, engineering and environmental assessments to continue to develop the scheme design

# Nottingham Knight - progress so far

## We have been working hard to progress the scheme design for the Nottingham Knight junction:

### Stage 1



We identified **12 options** which could meet our objectives for the scheme which included:

**Minor improvements** including signalisation of the existing roundabout

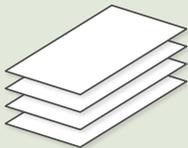
**Moderate improvements** including a junction

enlargement and signalisation of existing roundabout, and

**Major improvements** including a grade separated junction

A detailed assessment was undertaken, and **2 options** were taken forward for further consideration.

### Stage 2



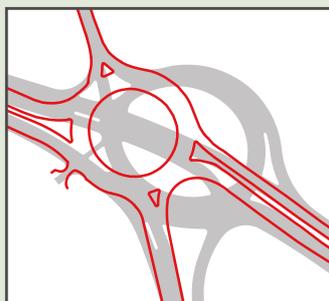
We carried out detailed analysis and modelling and have identified 2 viable options to take forward for further assessment.

**Option 1: A hamburger with an enlarged roundabout and two link roads running through the junction for A52 eastbound traffic:**

1. To the A52 west, and
2. To the A60 southbound

The existing layout is shown in red and the option is shown in grey.

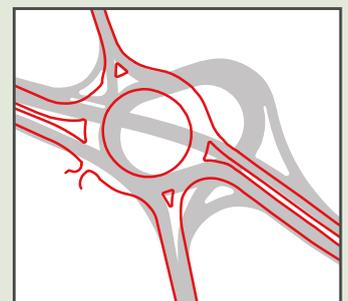
- Dedicated link roads from the A52 eastbound approach to the A52 east and A60 south
- Land take required
- Reduced journey times

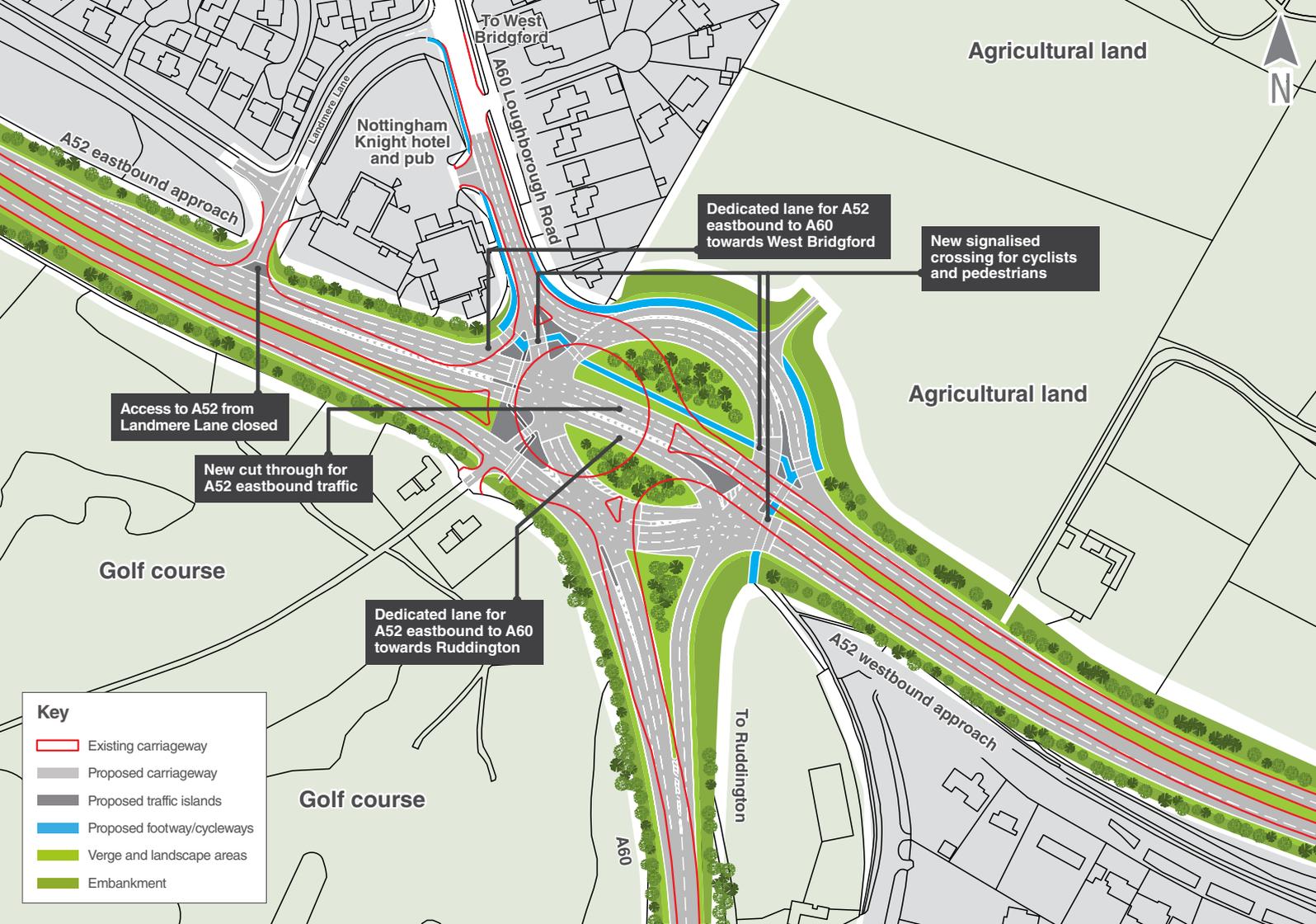


**Option 2: A hamburger with an enlarged roundabout and a link road for A52 eastbound traffic to A52 west only**

The existing layout is shown in red and the option is shown in grey.

- Dedicated link road from the A52 eastbound approach to the A52 east
- Traffic from the A52 eastbound approach would go around the roundabout to access A60 south
- Land take required
- Reduced journey times



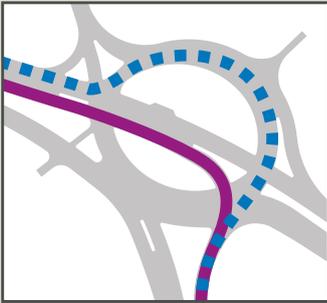


## Nottingham Knight scheme design:

### The scheme design for the Nottingham Knight junction includes:

- The roundabout will be enlarged to the east of the existing roundabout and redesigned as a hamburger layout with a new link road from A52 eastbound. This will improve the existing junction to allow better flow of traffic reducing congestion through the junction
- All approaches to the junction will be widened to provide extra lanes and increase capacity at the junction, including;
  - Increasing the A52 eastbound approach from 3 lanes to 4
  - Increasing the A52 westbound approach from 3 lanes to 4
- Signalisation of the junction will ensure better management of traffic, improving safety by reducing turning conflicts and increasing capacity
- New signalised crossings will be built to make it safer for cyclists and pedestrians to cross the junction. All crossing points will be designed for users with disabilities
- Closing the access from Landmere Lane to A52 eastbound

The best solution, to maximise the flow of traffic through the junction, for the A52 approach from Nottingham to the A60 towards Ruddington is still being developed. We will be taking forward 2 potential layout designs for further assessment:



#### **Potential solution 1:**

A dedicated lane that would run through the junction (as indicated on the main plan) as part of a new link road. Road users would use the right hand lane from the A52 eastbound and turn right from the new link road section (the solid purple line in the adjacent plan).

#### **Potential solution 2:**

A dedicated link road for traffic travelling eastbound along the A52 only.

No link road for traffic traveling south on the A60 - traffic would follow roundabout rules similar to the A52 Bramcote roundabout design:

- Road users wishing to travel south on the A60 would use the left-hand lane and travel around the roundabout to the 4th exit onto the A60 (the blue dashed line in the adjacent plan).

#### **Next steps for Nottingham Knight junction:**

- Engage with our stakeholders and members of the public on our plans for this junction
- Continue to develop the scheme design to identify the most suitable and cost-effective solution for the Nottingham Knight junction, that will improve traffic flow whilst offering value for money

## What are the benefits of these improvements?

The upgrade of the Nottingham Knight and Wheatcroft roundabouts will lead to more reliable and safer journeys for road users and businesses, by reducing congestion and providing more capacity on the road. Improving the junctions will:

**Improve safety:** The project will improve safety with changes to the layouts of the junctions to reduce congestion and turning conflicts and introduce traffic signals – managing the flow of traffic through the junctions more effectively.

**Improve journey times:** The planned upgrades will improve journey time reliability through the junctions by providing additional lanes and traffic signals to manage the flow of traffic.

**Support economic growth:** The current congestion and delays are significant constraints

to future investment and economic growth. Improvements to the junctions along the A52 will encourage continued investment in the regional economy and support new corporate, commercial and residential opportunities; such as the Edwalton Housing development.

#### **Improve access for pedestrians and cyclists:**

New signalled crossings will be built at both junctions for pedestrians and cyclists, to make it safer to cross the junctions. All crossing points will be designed for users with disabilities.

**Environment:** We will work to minimise our impact on the environment and enhance environmental features where possible; such as introducing new planting to enhance the junctions and safe routes for pedestrians, and cyclists.

# Environmental and local impacts

We are currently carrying out environmental assessments to look at how the scheme will affect air quality, traffic flow, noise and the local landscape, and what we can do to minimise this.

We may need to purchase additional land outside the existing highways boundaries to carry out these improvements and will be undertaking discussions with any affected parties.

We will assess the noise and vibration impacts of the project throughout construction and will work hard to keep this to a minimum.

During construction, local residents and the travelling public may experience adverse impacts, such as increased noise and delays to their journeys. We will work hard to minimise disruption particularly during the busy peak hours wherever possible, this will mean that some works will need to be undertaken at night. We will be working with our contractors to develop proposals before construction starts.

Some existing vegetation will need to be removed during construction which may change the local landscape. We will carry out replanting around the junction, which will be designed to blend the scheme into the wider landscape as the planting matures.

There are no ecologically important sites in the area. However where species are identified as affected, we will put in place measures to reduce the impacts of our works, for example we would ensure vegetation clearance would take place outside of the nesting bird season.

We will take all opportunities to re-use materials and use sustainable construction methods. We will reduce energy emissions by using LED bulbs in all new street lights and traffic signals.

## Next steps

<b>Smaller junctions:</b> Gamston, Stragglethorpe, Bingham, Silverdale	<b>Larger junctions:</b> Nottingham Knight and Wheatcroft
<b>Summer 2019</b> - Engage with our stakeholders and members of the public on our plans	<b>January 2019</b> - Engage with our stakeholders and members of the public on our plans
<b>Autumn/Winter 2019</b> - Anticipated construction start	<b>Winter 2019</b> - Preferred route announcement for Nottingham Knight and Wheatcroft junctions
	<b>2022</b> - Anticipated construction start

# Contact us:

-  0300 123 5000
-  [www.highwaysengland.co.uk/projects/a52-nottingham-junctions](http://www.highwaysengland.co.uk/projects/a52-nottingham-junctions)
-  [A52NottinghamJunctions@highwaysengland.co.uk](mailto:A52NottinghamJunctions@highwaysengland.co.uk)
-  @HighwaysEMIDS
  
-  A52 Nottingham Junctions team,  
Highways England, Floor 5,  
2 Colmore Square,  
Birmingham,  
B4 6BN.



If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.



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If you have any enquiries about this publication email [info@highwaysengland.co.uk](mailto:info@highwaysengland.co.uk) or call **0300 123 5000**\*. Please quote the Highways England publications code **PR171/18**

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