

15 December 2016

Agenda Item: 4

## **REPORT OF CORPORATE DIRECTOR, PLACE**

### **ROAD INVESTMENT STRATEGY A52 (T) NOTTINGHAM JUNCTION IMPROVEMENTS & A46 NEWARK BYPASS - PROGRESS UPDATE.**

#### **Purpose of the Report**

1. The purpose of this report is to update the Committee on the progress made by Highways England on developing and delivering junction improvements along the A52 (T) to the south and east of Nottingham, and improvements to the A46 Newark Bypass.

#### **Background information**

2. The strategic road network (SRN) is a vital national asset which connects regional communities and supports economic growth. Highways England's role is to operate, maintain and modernise this network to ensure that road users have safe and reliable journeys and that businesses have the effective road links they need to prosper and expand. The A52 (T) south and east of Nottingham forms part of the SRN.
3. This update outlines the work that Highways England (HE) are doing to meet its key priorities of making the trunk roads safer, improving the experience of all road users and delivering the Government's first 5-year Road Investment Strategy (RIS 1). In particular, this update focuses on HE activities in 2016-17 and the ongoing work to develop plans and deliver the A52 (T) improvements in the remainder of the first road plan period (2015-2020).
4. Members may recall that the Government's RIS 1 Investment Plan committed, subject to other financial contributions from developers, to a two phased package of measures to improve the junctions along the length of the A52 (T) in Nottingham, including signalisation and junction reconstruction. The original RIS 1 timetable was to commit to a possible start of works in 2019-2020.

#### **Highways England 2016 Delivery Plan update**

5. Although Highways England have made good progress nationally towards delivering planned schemes in 2016/17, HE find themselves in a position where there is some unspent funding this financial year and have decided to develop and fast track some of the

junction improvements on the A52 (T) as a matter of priority. Funding approval is expected to be approved by the HE Investment Decision Committee on 22nd December 2016. No financial contributions are being sought from Nottinghamshire County Council.

6. The following 11 junctions are scheduled for improvement on the A52 (T) around Nottingham

1. A52 (T) / A6200 Derby Road (QMC) Interchange (City area)
2. A52 (T) / A6005 Dunkirk Interchange (City area)
3. A52 (T) / A453 Queens Drive Interchange (City area)
4. A52 (T) / A453 (T) Silverdale junction (City area)
5. A52 (T) / A60 (Nottingham Knight) junction
6. A52 (T) / A606 (Wheatcrofts) junction
7. A52 (T) / A6011 Gamston roundabout
8. A52 (T) / Stragglethorpe Lane (Holme House) junction
9. A52 (T) / Nottingham Road (RSPCA), Radcliffe on Trent junction
10. A52 (T) / Cropwell Road junction, Radcliffe on Trent
11. A52 (T) / Bingham Road (Harlequin) junction, Radcliffe on Trent

7. Highways England have subdivided these 11 junctions into 3 groups. The first group consists of the western most junctions all in Nottingham City (junctions 1 to 4 above), the second grouping comprises both Nottingham Knight (5) and the Wheatcroft (6) junctions, and finally the eastern group of junctions from Gamston roundabout eastwards through Radcliffe on Trent (junctions 7 to 11 inclusive).

8. The eastern group of junctions are to be fast tracked for construction as soon as funding permits. Highways England are planning to deliver improvements to junctions 9 and 10 commencing construction in January 2017. Furthermore it is hoped that additional money will be made available to allow the remaining 3 eastern junctions (numbers 7, 8 and 11) to be constructed in 2017/18 instead of the RIS announced date of 2019/20.

9. The western four junctions (numbers 1 to 4) are to be subject to further preliminary engineering design this financial year so that implementation can commence as soon as funding opportunities permit, and no later than the RIS announced date of 2019/20.

10. The proposed improvements at the Nottingham Knight and the Wheatcroft junctions are more complex and of a larger scale than the others proposed and further traffic modelling and economic evaluation is required to enable these schemes to move forward. Funding contributions from proposed developments in the A52 (T) corridor are also required to make good a likely funding shortfall. These two junction improvements, due to their complex nature, will follow on for construction after completion of the ones discussed above, but will be constructed no later than 2019/20.

11. In view of the relatively short timescale for commencing construction Highways England have notified local residents by letter and have held local information events in Radcliffe on Trent on the 10<sup>th</sup> and 12<sup>th</sup> December 2016 and are planning a further event on 15<sup>th</sup> December 2016 in Gamston.

12. It should be noted that the construction of improvements at junctions 9 and 10 can be implemented at short notice because the proposed highway works are relatively modest and are all contained within the existing public highway boundary. As such these proposed modifications do not require planning approval, detailed environmental assessment, formal Traffic Regulation Orders or other statutory procedures and are deemed permitted

development. It is expected that these junction improvements will both be undertaken simultaneously between January and April 2017 and will take approximately 12 weeks to complete.

13. The County Council will liaise closely with Highways England re proposed traffic management arrangements during construction and possible signed diversion routes i.e. to make sure that any traffic delays are kept to an absolute minimum. The proposed works at junctions 9 and 10 will be undertaken at the same time to minimise disruption on the highway network. Equally whilst these proposed junction improvements are specifically targeted to improve traffic capacity the needs of pedestrians and cyclists should not be overlooked not only at these locations but along and across the A52 (T) in general.
14. It should be noted that as part of the proposals for a strategic mixed-use development on land east of Gamston and north of Tollerton that further road improvements to the A52 (T) Gamston Lings Bar Road will be necessary, potentially including two junctions directly onto the A52, one of which allows connection to Ambleside in Gamston and one wholly new junction further south. These improvements to the A52 (T) will need to be funded by the developers and will be implemented to coincide with discrete phases of development as it is built out between 2017 and 2028.

### **A46 Newark Bypass**

15. The A46 Newark Bypass scheme was also announced in the Government's Roads Investment Strategy for development during the period 2015-2020 and for delivery in the next road period (2020-2025). This is a significant scheme which is expected to include widening of the A46 north of Newark to a dual carriageway, raising the last section of the A46 between the A1 and M1 to expressway standard, along with an improvement of the A1/A46 junction to allow better traffic movement to Newark and Lincoln.
16. The Highways England Delivery Plan 2016/17 highlights that HE will start options development on this highly complex scheme in 2017/2018. The HE will work closely with Nottinghamshire County Council to understand the implications of the various options on the local road network and the environment before determining the preferred solution. At this early stage it is not clear that any headroom will emerge in the current RIS programme that will lead to the prioritisation of the A46 scheme over other schemes.
17. Given the timescales associated with the development and delivery of the dualling scheme the HE have identified a phased package of measures that could be implemented in the interim to address the safety issues at the A1/A46/A17 junction as well as the A1 and A46 mainlines. The phased package of measures include:
  - Temporary queue detection signs on the northbound and southbound approaches to the A46 junction (installed in August 2016);
  - Central hatch markings on the A46 between Farndon and Cattle Market roundabouts which will help to reduce the frequency of collisions, particularly those involving overtaking manoeuvres;
  - Signing, lining and some localised widening improvements to A46/A616/A617/B6326 Cattle Market, A46/A1 northbound and A46/A1 southbound/A17 roundabouts;
  - Permanent message signs and queue detection system on the A1 to provide advance warning of queues on the slip roads or mainline at the A1/A46 interchange including CCTV for remote monitoring.

## **Other Options Considered**

18. Highways England have undertaken an assessment of options for the each of the eastern group of junctions and have held value management workshops, which officers of the County Council have attended. Other options are to be worked up to inform future decisions by Highways England on the detail of the schemes that are both feasible and deliverable for A52(T) / A60 (Nottingham Knight), A52(T) / A606 (Wheatcrofts) and the western group of junctions.

## **Reason/s for Recommendation/s**

19. The proposed A52 (T) trunk road improvement schemes detailed within this report have been developed to help ensure delivery of Highways England's national priorities, Local Enterprise Partnership priorities, and local transport goals and objectives.

## **Statutory and Policy Implications**

20. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

## **RECOMMENDATIONS**

It is recommended that Committee:

- a) welcome the decision of Highways England to accelerate the delivery of a series of junction improvements on the A52 (T) in 2016/17, as detailed in this report
- b) encourage Highways England to finalise and deliver the A46 and A52 improvements at the earliest opportunity
- c) encourage Highways England to give full consideration to the needs of cyclists and pedestrians along and across the A52 (T) and provide improvements wherever possible
- d) note that a further progress report will be brought to Committee in the coming months

**Author of report Tim Gregory - Corporate Director, Place**

**For any enquiries about this report please contact: Kevin Sharman**

### **Constitutional Comments (SLB 14/10/2016)**

21. Transport and Highways Committee is the appropriate body to consider the content of this report.

### **Financial Comments (GB 17/10/2016)**

22. There are no financial implications arising directly from this report.

### **Background Papers and Published Documents**

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- Department of Transport Road Investment Strategy: Investment Plan December 2014.
- Highways England Delivery Plan 2016-2017.

### **Electoral Division(s) and Member(s) Affected**

- Bingham – Cllr Francis Purdue – Horan
- Cotgrave – Cllr Richard Butler
- Keyworth – Cllr John Cottee
- Radcliffe on Trent – Cllr Kay Cutts
- Ruddington – Cllr Reg. Adair
- Soar Valley – Cllr Andrew Brown
- West Bridgford Central and South – Cllrs Steve Calvert and Liz Plant.
- West Bridgford West – Cllr Gordon Wheeler
- Balderton – Cllr Keith Walker
- Collingham – Cllr Maureen Dobson
- Farndon and Muskham – Cllr Sue Saddington
- Newark East – Cllr Stuart Wallace
- Newark West – Cllr Tony Roberts.