

Derby Junctions
Improvements **A38**

Public consultation exhibition

Welcome



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Public consultation exhibition

Introduction

We are proposing to provide long-term improvements to three junctions on the A38:

- A38/A5111 Kingsway junction.
- A38/A52 Markeaton junction.
- A38/A61 Little Eaton junction.

The main objectives of the scheme are to reduce traffic delays, improve journey time reliability and improve safety for all road users. The improvements seek to meet the needs of future traffic growth resulting from existing and future developments. Improvement of the junctions is part of the economic growth strategy for the local area.

Previously we held consultations in 2002 and 2003. Since these consultations were held, the design has been further developed. We are working closely with key stakeholders including Derby City Council and Derbyshire County Council in the development of the scheme designs.

We are now seeking your views on the proposed designs.

Purpose of the consultation

The purpose of this consultation is to show how the scheme has developed since the previous consultations, to present the current scheme options and seek comments and feedback on the proposals to help shape the ongoing development of the designs. **The A38 improvements will need additional land to be acquired. We are holding this consultation to obtain views about the proposed scheme design and the land needed.**

The consultation runs from Monday 2 February to Friday 13 March 2015. All responses to this consultation will be considered and will influence where possible, further refinements to the proposals.



Derby Junctions Improvements **A38**

Public consultation exhibition

Recent improvements

Recently we have carried out improvements at Markeaton and Little Eaton junctions. These improvements were made within the constraints of the existing highway boundary. The addition of traffic signals to these junctions aims to

provide additional capacity and safety benefits in the short-term. However, they are interim solutions that are not expected to solve the long-term traffic problems.

Timeline

2001 - 2002	A study considered options for the three junctions on the A38. This included a public consultation in July 2002.
2003	Secretary of State for Transport announced support for the scheme in principle.
2003 - 2005	Further design and development undertaken including: - supplementary public consultation on the revised options for Little Eaton junction (October 2003); and - review of Little Eaton junction to reduce scheme costs.
2004	Interim improvements made to each of the junctions (widening and signalisation).
2005	Work on the scheme was suspended due to a funding decision.
2007	Work re-commenced following regional funding decision.
2008	Review of earlier work and full cost examination. Scheme put on hold following economic downturn.
2014	Short term improvements made to Little Eaton and Markeaton junctions. Work re-commenced on long term improvements with review of options for public consultation.
2015	Public consultation.

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A38/A5111 Kingsway junction

The preferred option.

Key features of the preferred option are:

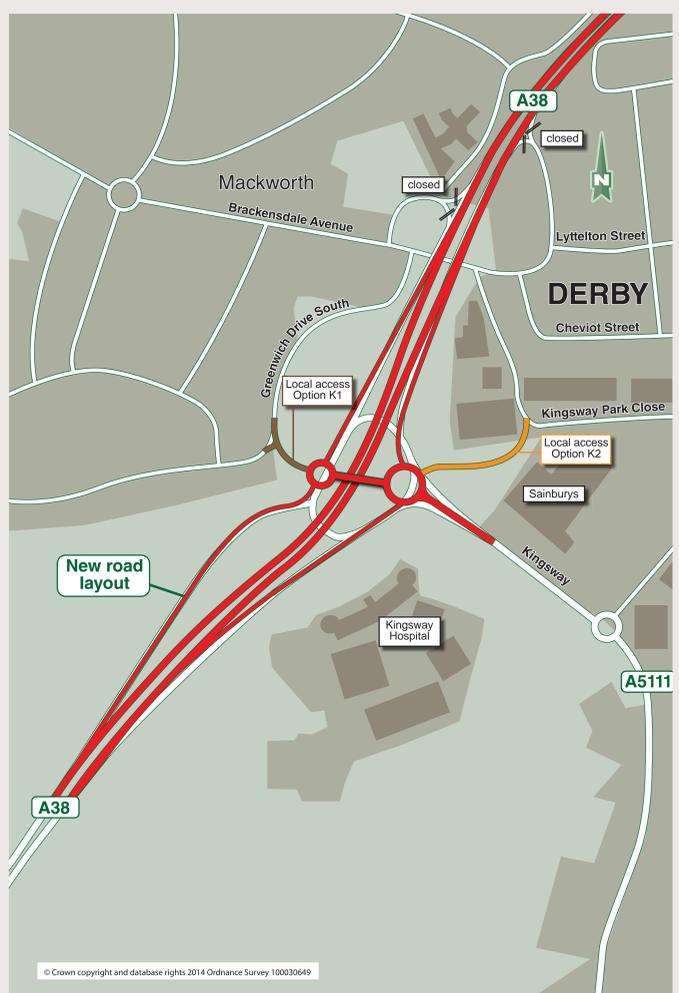
- A38 lowered to pass underneath the existing roundabout, in a new underpass.
- Construction of two new roundabouts and a new bridge at existing ground level to carry the traffic across the lowered A38.
- Existing A38 carriageways generally converted into the junction slip roads.
- A38 widened to three lanes in each direction between the Kingsway junction and Kedleston Road.
- Speed limit increased from 40mph to 50mph.

Within the preferred option, we are presenting three local access options. These are as a result of closing the existing Brackensdale Avenue and Raleigh Street accesses onto the A38. Local access could be provided from the new Kingsway junction to EITHER:

- o Option K1 - Greenwich Drive South.
- o Option K2 - Kingsway Park Close.
- o Option K3 – no replacement of local accesses.

The key benefits of the preferred option are:

- A38 traffic can pass through the junction without stopping.
- Queuing on the A5111 and local roads will be reduced.
- The proposed layout aims to minimise land take outside the existing highways boundary.
- Pedestrian and cycle routes provided at the junction.



The main impacts of the preferred option are:

- No access to/from A38 at Brackensdale Avenue and Raleigh Street junctions.
- Habitats within the designated Local Wildlife Site at Kingsway junction will be lost.

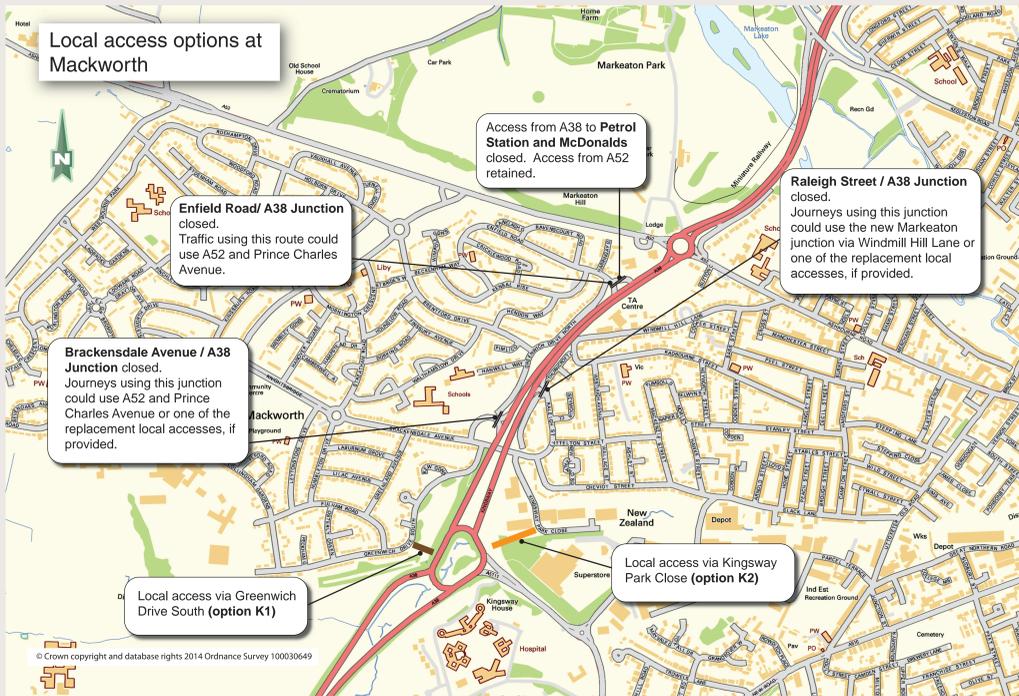
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Public consultation exhibition

Local access options at Mackworth

With the preferred option at Kingsway junction, the existing direct access from Mackworth onto the A38 would be closed. We are presenting three options

regarding the future local access arrangements from Mackworth onto the A38 as detailed below.



Option K1 Local access provided to Greenwich Drive South	Option K2 Local access provided to Kingsway Park Close	Option K3 No replacement of local accesses to Mackworth
<p>Benefits</p> <ul style="list-style-type: none"> • Maintains a direct access from the Mackworth area to the A38. • Some journey lengths would be reduced. 	<p>Benefits</p> <ul style="list-style-type: none"> • Maintains a direct access from the Mackworth area to A38. • No public open space would be lost. • Some journey lengths would be reduced. • Kingsway industrial park would have a more direct access to the A-road network. 	<p>Benefits</p> <ul style="list-style-type: none"> • No public open space would be lost. • Lowest cost option.
<p>Impacts</p> <ul style="list-style-type: none"> • Traffic flows along Greenwich Drive South will increase, including possible use by heavy vehicles. • Public open space would be lost. • Noise levels along Greenwich Drive South would increase. • A few journeys currently using the Brackensdale Avenue/ A38 northbound access would increase in length by a maximum of 0.5 miles. • Journeys using the Raleigh Street/ A38 southbound access would increase in length by between 0.3 and 1.0 miles. 	<p>Impacts</p> <ul style="list-style-type: none"> • A few journeys using the Brackensdale Avenue/ A38 northbound access would increase in length by a maximum of 0.5 miles. • Journeys using the Raleigh Street/ A38 southbound access would increase in length by between 0.3 and 1.0 miles. • Additional land would be required resulting in the loss of trees. • Noise levels along Kingsway Park Close would increase. • Route crosses the remediated landfill area 	<p>Impacts</p> <p>There will be an increase in many journeys including:</p> <ul style="list-style-type: none"> • A few journeys using the Brackensdale Avenue/ A38 northbound access would increase in length by a maximum of 1.7 miles. • Journeys using the Raleigh Street/ A38 southbound access would increase in length by between 0.6 and 1.4 miles. • All journeys to and from the A38 would be longer.

Derby Junctions Improvements **A38**

Public consultation exhibition

A38/A5111 Kingsway junction

Options we have considered and rejected.

This plan shows the option which emerged as the preferred option when the scheme was taken to public consultation in 2002. The A38 passed through the junction on embankment, over the A5111. Roundabouts provided local access.

This option was not taken forward due to:

- Difficulties with the alignment of the A5111 and the impact of the large A38 embankment.
- High visual impact due to the A38 passing over the junction on an embankment.
- Higher construction costs and greater environmental impacts compared to the preferred option.



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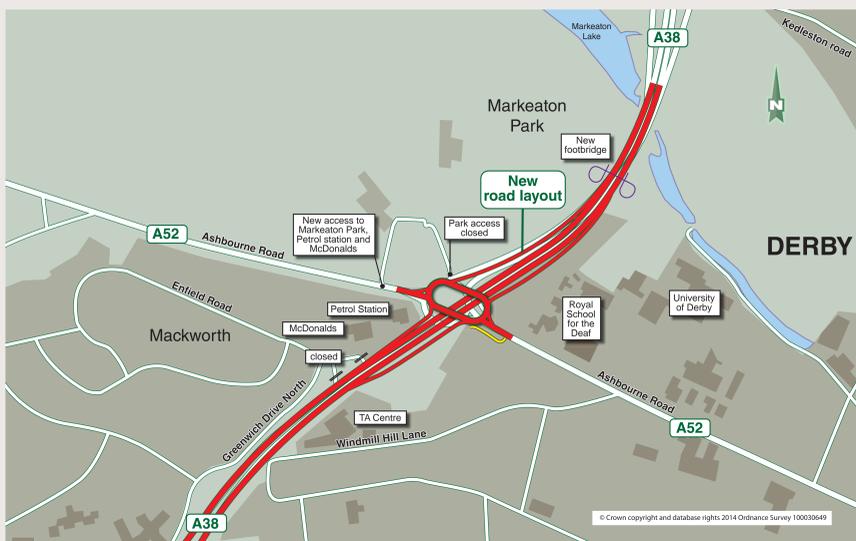
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A38/A52 Markeaton junction

The preferred option

Key features of the preferred option are:

- A38 lowered to pass underneath the existing roundabout, in a new underpass.
- Construction of two new bridges to carry the A52 and roundabout traffic across the lowered A38.
- Increased speed limit from 40mph to 50mph.
- A38 widened to three lanes in each direction between the Kingsway junction and Kedleston Road.
- Access to Esso petrol station and McDonald's will need to be modified (access on A38 will be closed and revised access to be provided on A52).
- Construction of new slip roads to permit all turning movements at the junction.
- Existing entrance to Markeaton Park closed. Improved access provided on A52.
- Existing pedestrian footbridge over the A38 Queensway demolished. Options currently under consideration include:
 - o Provision of a new footbridge (land within Markeaton Park will be required to accommodate the footbridge access ramps or
 - o Improved pedestrian route and crossing facilities at Kedleston Road junction.



Key benefits of the preferred option are:

- A38 traffic can pass through the junction without stopping.
- Queuing on the A52 approaches to the junction will be reduced.
- The proposed layout aims to minimise land take outside the existing highways boundary and impacts on Markeaton Park.
- Pedestrian and cycle routes will be provided at the junction.

The main impacts of the preferred option are:

- Residential properties on Queensway and two residential properties on Ashbourne Road to be demolished.
- Revised access to Sutton Close and properties on Ashbourne Road requires land from 4 residential properties.
- Land required from the Territorial Army compound.
- No access to/from A38 at Enfield Road.
- Access to Esso filling station and McDonald's will need to be modified (access on A38 will be closed and revised access to be provided on A52).
- Markeaton Park access will require modification.
- Provision of a new footbridge would result in the minor loss of land at Markeaton Park and loss of some trees along the A38.

Derby Junctions Improvements **A38**

Public consultation exhibition

A38/A52 Markeaton junction

Options we have considered and rejected

Single bridge option with traffic signal control

The plan below shows the option which emerged as the preferred option when the preferred option when the scheme was last taken to public consultation in 2002. Further study identified that the design would not be able to accommodate the predicted traffic flows. As a result, the single bridge was replaced with a two bridge roundabout and became the current preferred option as shown on the previous display board.

Other rejected options

The 2002 public consultation exercise resulted in some other options being rejected. These included options moving the A38 westwards away from Queensway at the expense of taking a swathe of land from Markeaton Park and potential loss of the filling station and land at McDonalds.

Options putting the A38 on an embankment with a “flyover” arrangement were also rejected on the grounds of the high visual impact created by the embankment and retaining walls.



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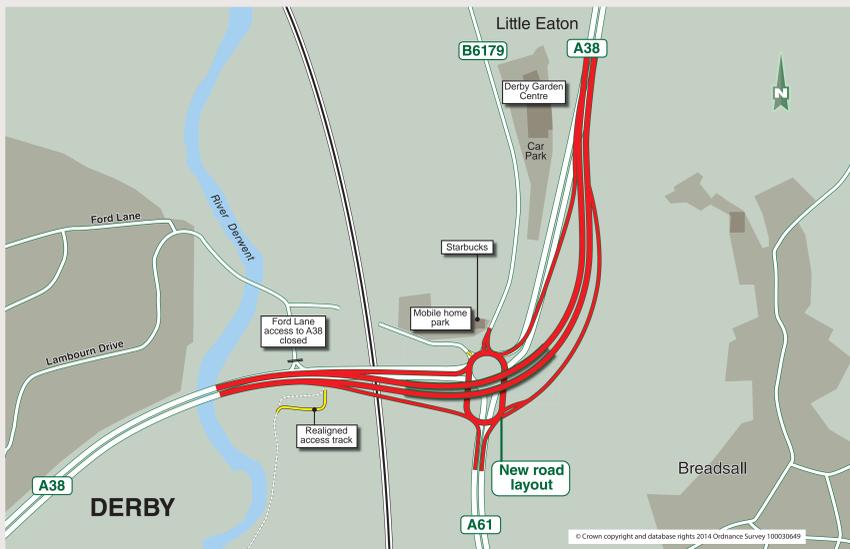
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A38/A61 Little Eaton junction

The preferred option

Key features of the preferred option are:

- A38 to be realigned to the south and east of the existing roundabout on an embankment.
- The existing roundabout will be extended to the south and new slip roads constructed.
- Construction of two new bridges to carry the A38 traffic over the roundabout.
- New bridge over the railway for the southbound carriageway. Existing railway bridge retained for the northbound carriageway.
- Access to/from the A38 at Ford Lane closed.
- Two lane dual carriageway will be provided for the A38 in each direction.
- Existing footways and cycleways retained and diverted around the roundabout.
- The existing national speed limit on the A38 will be retained.
- The extent of the street lighting to be provided is currently under assessment.



Key benefits of the preferred option are:

- A38 traffic can pass through the junction without stopping.
- Queuing on the A61 and local roads reduced.
- Land take outside the existing highway boundary minimised and no direct impact on Ford Lane mobile home park or Derby Garden Centre.
- Pedestrian and cycle routes would be separated from the A38 traffic.
- Dedicated A38 to A61 southbound link road lane retained.

The main impacts of the preferred option are:

- Potential landscape and visual impacts, particularly for residents in Breadsall.
- Ford Lane junction west of the railway will be closed to motorised vehicles.
- Land is required within the River Derwent flood plain for flood compensation areas - the extent of which are currently under assessment.

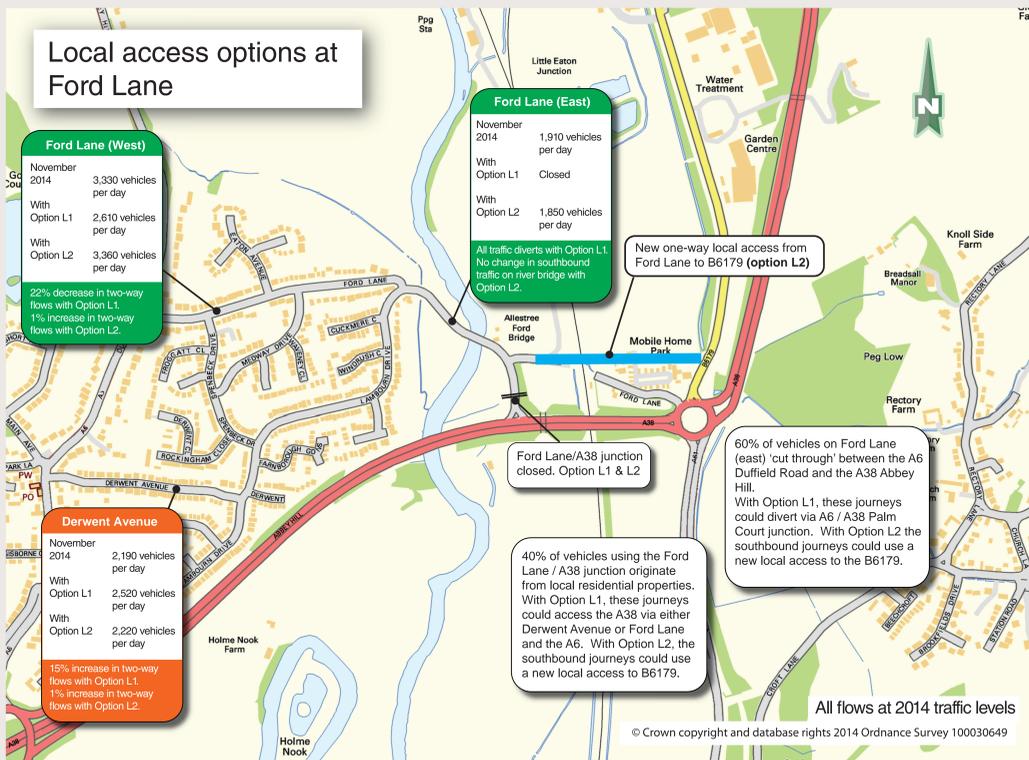
Derby Junctions Improvements **A38**

Public consultation exhibition

Local access options at Ford Lane

With the preferred option at Little Eaton junction, the existing direct access from Ford Lane onto the A38 would be closed. We are presenting two options regarding

the future local access arrangements onto the A38 as detailed below.



Option L1 Close Ford Lane. No new link provided	Option L2 Close Ford Lane and provide new one-way link to the B6179
<p>Benefits</p> <ul style="list-style-type: none"> Reduced traffic flows on Ford Lane. Lower cost of construction. No additional land required. Removes 'cut-through' traffic from Ford Lane. 	<p>Benefits</p> <ul style="list-style-type: none"> Shorter journeys for some residents in the Ford Lane/ Derwent Avenue area. Maintains existing southbound traffic movements.
<p>Impacts</p> <ul style="list-style-type: none"> Traffic is diverted via the A6 (Palm Court) junction which results in an increase of some journey lengths from the Ford Lane/ Derwent Avenue residential area. The number of local accesses into the Ford Lane/ Derwent Avenue residential area is reduced from three to two. Increased use of Derwent Avenue junction with the A6. 	<p>Impacts</p> <ul style="list-style-type: none"> Increased cost of construction including the need for an additional bridge over the railway. Some land take required with knock on environmental implications. Traffic growth will lead to an increase in southbound 'cut-through' journeys.

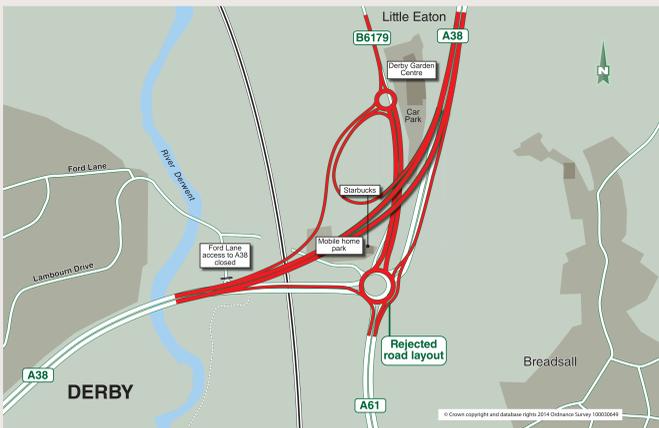
Derby Junctions Improvements **A38**

Public consultation exhibition

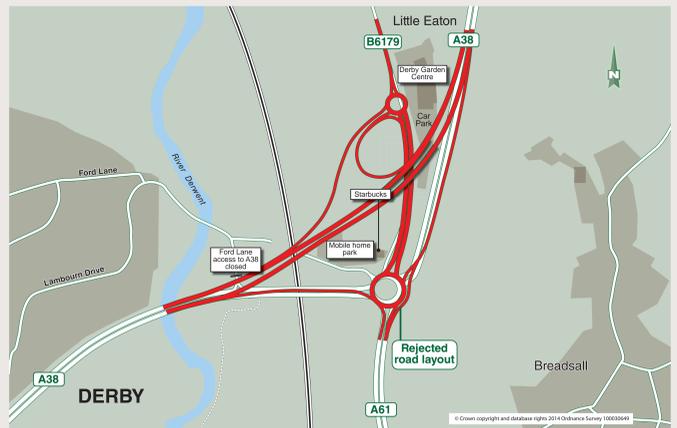
A38/A61 Little Eaton junction

Options we have considered and rejected

The plans below show the options presented at the public consultation in 2003.



Option 1



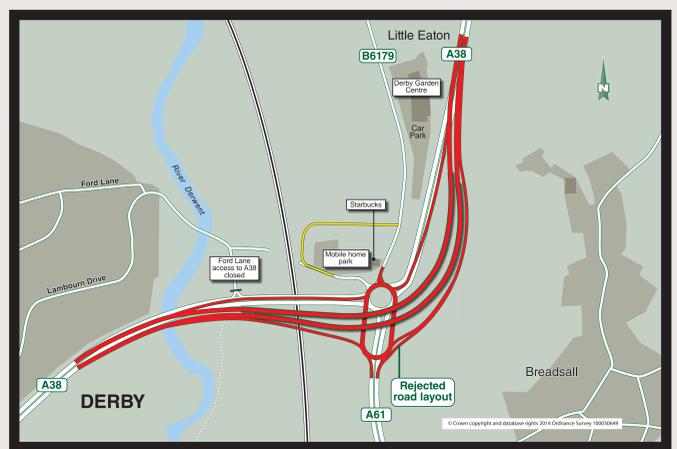
Option 2

Options 1 and 2 were not progressed following the consultation due to low support from the public, and the impacts on both local residents and commercial premises.

Option 3 was subsequently refined to:

- Provide a more compact footprint.
- Reduce impacts on the River Derwent flood plain and Derwent Mills World Heritage Site.
- Reduce both construction costs and traffic disruption during construction.
- Retain existing access arrangements.

This option became the current preferred option as shown on the previous display board.



Option 3

Derby Junction Improvements **A38**

Public consultation exhibition

Environmental considerations

A range of environmental surveys are currently being undertaken to define existing environmental conditions in the vicinity of the scheme. The potential for the scheme

to affect the identified sensitive receptors will then be assessed. This will consider the following:

Air quality	Impacts on local residents due to dust and traffic emissions.
Noise and vibration	Potential for the scheme to change noise levels at local properties.
Landscape, townscape and visual effects	Impacts on the prevailing landscape and views from local properties.
Road drainage and the water environment	Impacts on surface water (e.g. the River Derwent), groundwater and flooding risks.
Cultural heritage and archaeology	Impacts on the Derwent Valley Mills World Heritage Site, listed buildings and buried archaeology.
Ecology and nature conservation	Impacts upon local wildlife habitats, such as the Local Wildlife Site at Kingsway junction, and protected species, such as bats, birds, badgers.
Geology and soils	Impacts due to the disturbance of potentially contaminated land and impacts upon soil quality.
Materials	Impacts as associated with the use of resources and the generation and management of waste.
Effects on all travellers	Impacts on vehicle travellers, pedestrians, cyclists and equestrians.
Community and private assets	Impacts on community facilities including homes, businesses, potential developments, public open space and agricultural land.

As part of the assessment we will:

- Define measures needed to avoid environmental impacts (e.g. by changing the scheme design).
- Define mitigation and management actions needed to minimise environmental impacts caused by the

scheme (e.g. noise barriers, landscape planting, road runoff attention etc.).

The findings of the impact assessment will be reported in an environmental assessment report



Derby Junctions Improvements **A38**

Public consultation exhibition

What work is currently happening?

In parallel to this consultation, we are working on a number of aspects of the scheme including:

- A variety of surveys such as environmental, topographical and traffic counts.
- Developing a detailed traffic model to provide the traffic forecasting data required to aid the scheme design.
- Consultation with key stakeholders.

- Environmental assessment of the potential impacts of the scheme.
- Assessment of specific areas of the design including street lighting provision and flood risk assessments.

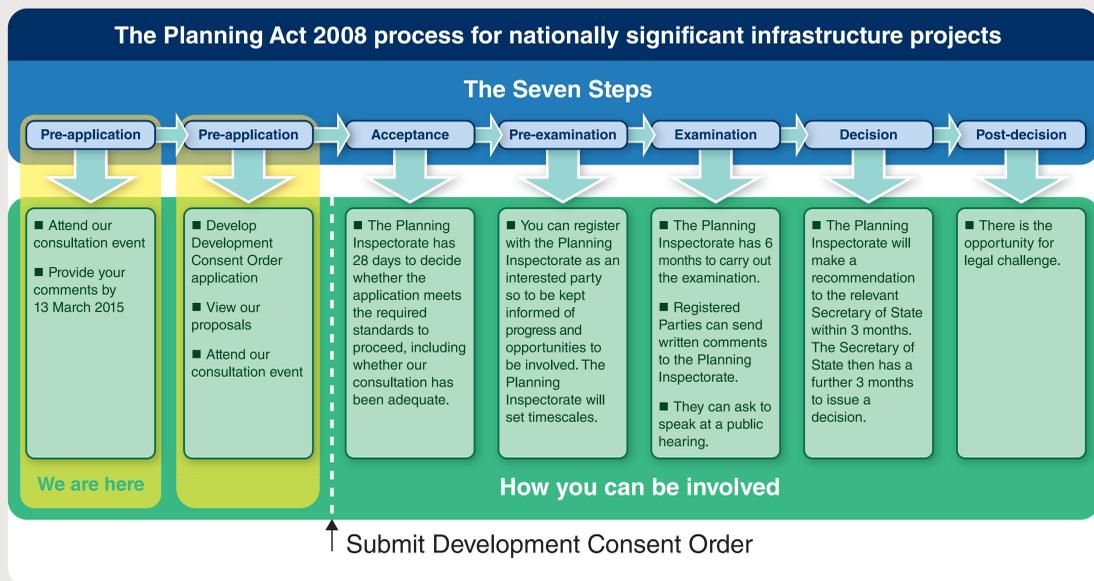
The proposals shown at this consultation are subject to the outcomes of these assessments.

The Planning Act 2008

The scheme is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) in order to obtain permission to construct the scheme. The application will be made to the Planning Inspectorate who will examine the application and make a recommendation to the

Secretary of State for Transport who will make a decision on whether or not the project should go ahead. We currently intend to make our application by spring 2017.

Prior to the application, we will undertake further public consultation to confirm the scheme proposals. These will take account of the outcomes of this consultation exercise.



Derby Junctions Improvements **A38**

Public consultation exhibition

What happens next?

We would like to thank you for attending this consultation event and we hope that it has been helpful to you. Your views are important to us and will help inform the further development of our proposals.

Following this consultation we will consider your responses as we develop the scheme proposals further. We will produce a feedback report which will provide a

summary of comments and a description of how these have influenced the scheme proposals.

We will then undertake a formal consultation exercise before we submit our application for a Development Consent Order to construct the project. At this stage there is no fixed timescale leading to the commencement of construction.

Contact us

The Highways Agency, an executive agency of the Department for Transport, is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for transport.

The Agency's aim is: Safe roads, reliable journeys, informed travellers.



Visit our website:

<http://www.highways.gov.uk/roads/road-projects/a38-derby-junctions/>



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