

A38 Derby Junctions

Statutory public consultation
exhibition 2018

Welcome



A38 Derby Junctions scheme

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Why do we need the scheme?

The A38 is an important route connecting Birmingham to Derby and through to the M1 at junction 28.

Where the road passes through Derby, long distance traffic interacts with a large volume of vehicles making local journeys. These interactions create congestion and delays at the following three existing roundabout junctions to the west and north of Derby city centre:

This consultation is focused on elements such as:

The proposed locations of pedestrian and cyclist crossings

- The need for noise and/or visual barriers along the scheme and the type of barriers you think we should use
- The need for screening barriers at Little Eaton junction
- The impact on areas of public open space
- The wider environmental impact of the scheme, and how else we could reduce this.

It is important that you share your views so that they are taken into consideration as we develop the scheme.

Scheme location plan



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Reducing congestion, improving reliability and safety, and facilitating regional growth

Through delivering our proposed improvements, we intend to:

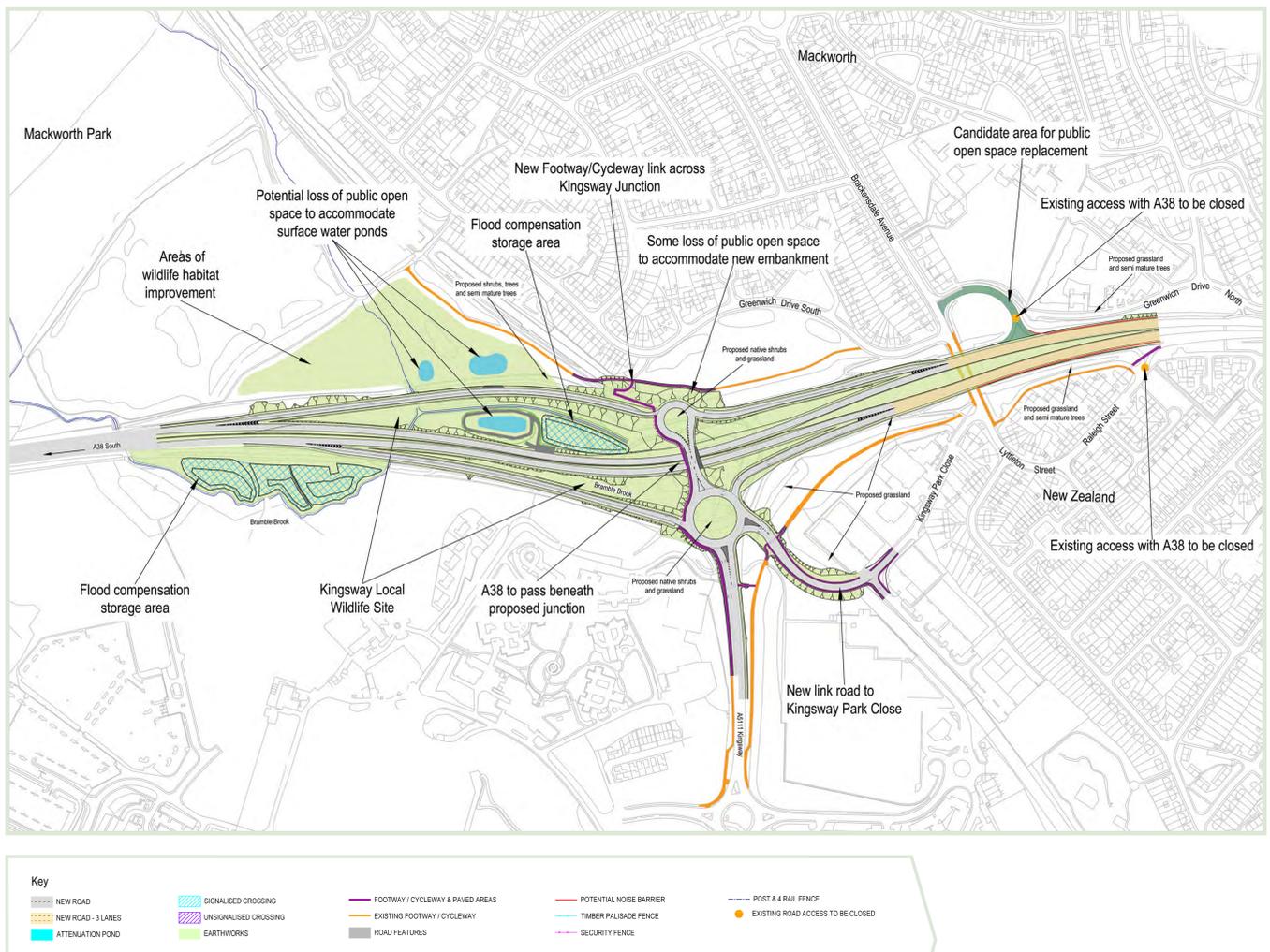
- Reduce congestion and improve the reliability of journey times between Birmingham, Derby and the M1
- Help facilitate regional development and growth
- Improve safety for all road users, and for those people living near the junctions
- Connect people by maintaining existing crossings and ramps or provide new means for cyclists, pedestrians and disabled users to cross the road.



A38 Derby Junctions scheme

Statutory public consultation exhibition 2018

Kingsway junction: key features



- The A38 will be lowered to pass underneath the modified junction in a new underpass with 2 new roundabouts and a new bridge to carry traffic over the lowered A38.
- New slip roads will be built between the lowered A38 and the new ground level roundabouts to allow people to join and leave the A38 and use the local roads.
- The A38 will be widened to 3 lanes in each direction between the Kingsway junction and Markeaton junction, with the speed limit increased from 40mph to 50mph.
- A new pedestrian and cycle route will be provided across the new bridge in the centre of the junction to link the residential areas west of the A38 with the A5111 and the Kingsway Retail Park.

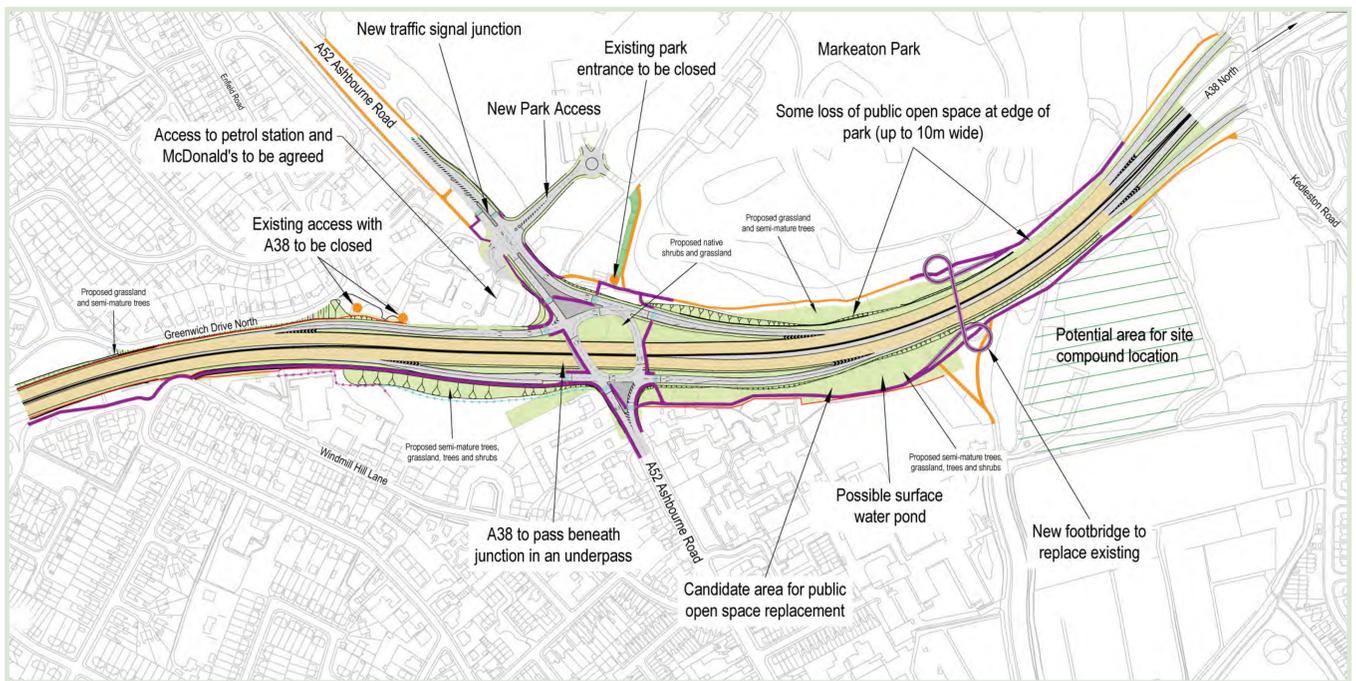
- For safety reasons, there will no longer be access to or from the A38 at the Brackensdale Avenue and Raleigh Street junctions.
- Habitats within the designated Local Wildlife Site will be lost as the new A38 route will pass through the centre of the existing junction. However, proposals for replacement areas are being developed.
- There will be some loss of public open space from Mackworth Park and next to Greenwich Drive South to accommodate the northern roundabout.

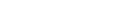
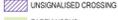
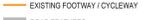
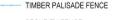
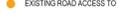
We would like your thoughts on whether barriers should be provided between Kingsway and Markeaton junctions and what types of barrier should be used.

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Markeaton junction: key features



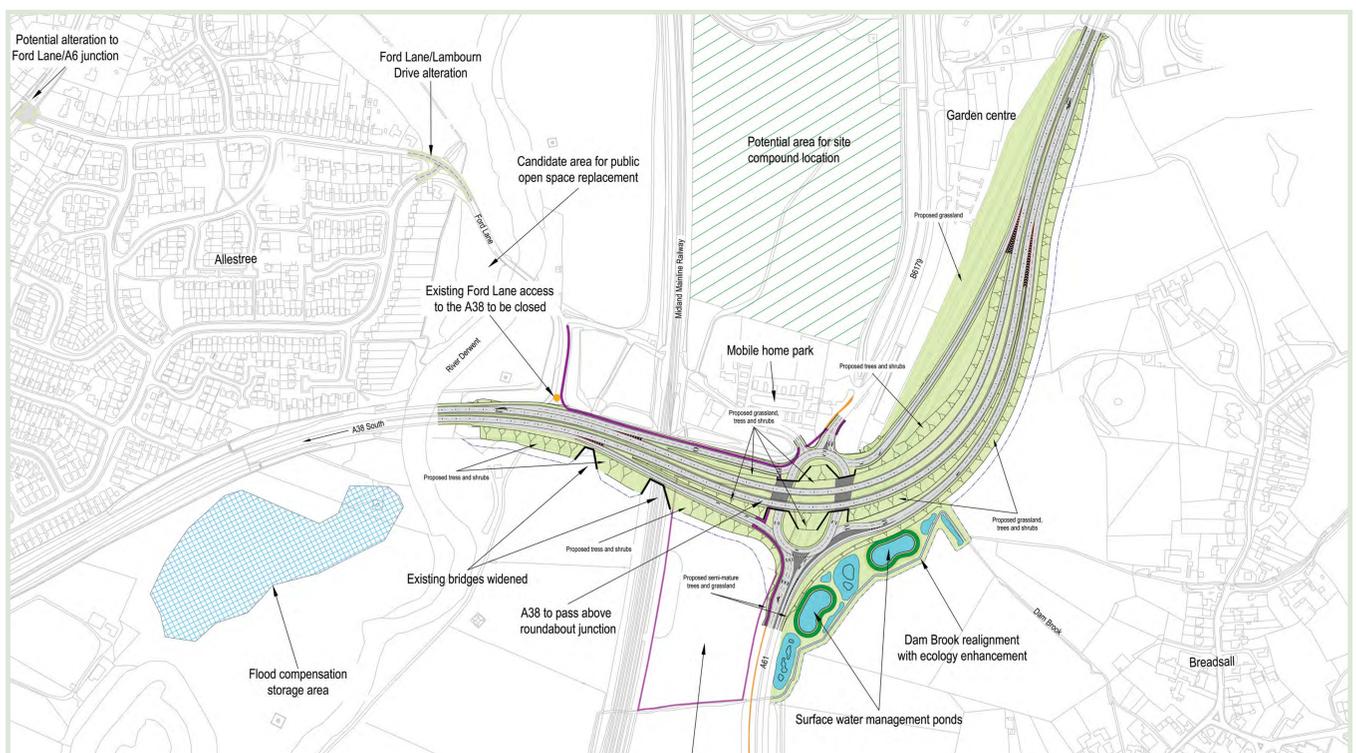
Key				
				
				
				

- The A38 will be lowered to pass underneath a modified signalised roundabout, in a new underpass with two new bridges to carry the A52 traffic across the lowered A38.
- New slip roads will be built between the lowered A38 and the new ground level roundabout to allow people to join and leave the A38 and use the local roads.
- The A38 will be widened to three lanes in each direction between Markeaton junction and Kedleston Road junction
- There will be signal controlled crossings around the new junction.
- There will be a new pedestrian footbridge over the A38 that provides improved access for all pedestrian, cyclist and disabled users.
- The uncontrolled pedestrian and cyclist crossing point between Thurcroft Close and Greenwich Drive North will be removed.
- There will be changes to the way you access Sutton Close, two properties on Ashbourne Road, Markeaton Park, the existing petrol station and McDonalds.
- For safety reasons vehicle access to and from the A38 at Enfield Road will be closed permanently.
- A small amount of land will be lost from Markeaton Park, and a small number of trees next to the A38 will be removed. However, proposals for replacement areas are being developed.

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Statutory public consultation exhibition 2018

Little Eaton junction: key features



Key				

- Two new bridges will be built to carry the A38 traffic over the new roundabout on a flyover.
- The existing roundabout will be extended to the south and new slip roads will be built. The dedicated A38 to A61 southbound segregated lane will be kept.
- The existing bridge over the railway will be widened to carry the new southbound A38 carriageway.
- The existing national speed limit on the A38 will be kept, although an advisory 50mph limit will be displayed on the bend through the junction.
- All existing footways and cycleways will be maintained. Signal controlled crossings will be provided for users to cross the slip roads.
- Access to and from the A38 at Ford Lane will be closed permanently.
- Part of the existing River Derwent floodplain will be lost due to the new junction, but we'll replace it with a compensation area to the west of the River Derwent. There will be no increase in flood risk.
- The area will look different particularly in the short term due to the loss of existing plants and trees, but the impact of this will reduce over time as proposed replacement landscaping planting establishes.
- Environmental barriers, along the main A38, are being considered on the approaches to the junction. These barriers could be timber, synthetic or earth bunds. Assessments are continuing on which form of barrier will be most effective, but we welcome your views on this.

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Statutory public consultation exhibition 2018

Environmental impact

We always look to minimise the potential effects of road building, operation and maintenance on the environment and we seek to work in as sustainable a way as possible.

We are currently carrying out assessments to understand the potential environmental impacts and subsequent effects of the scheme. This includes identifying what we can do to reduce any impacts our work might have.

We have summarised the expected impact of our proposals in a Preliminary Environmental Information Report (PEIR).

This document, along with a non-technical summary of the PEIR can be found on our webpage (www.highwaysengland.co.uk/A38-Derby-Junctions), or can be read at this exhibition or any of the consultation deposit points.



A38 Derby Junctions scheme

Statutory public consultation exhibition 2018

Different types of noise and visual barriers

One of the things we'd really value your input on is the use of noise and/or visual barriers around the scheme – specifically whether they are needed, and, if they are, what types you think should be used. The types of barrier that could be used are shown below.

Timber barrier

These would provide visual screening and would be effective in reducing noise. In some situations, the barriers can be considered to be visually intrusive though.

Timber barrier with climbing vegetation

These are similar to the solid timber barriers described above, but they're supplemented with appropriate landscape planting. This will grow up the fence to give a more natural looking appearance over time.

Earth bunds

These can provide visual screening and reduce noise levels. Bunds are not as effective at reducing noise as the timber barriers described above though, and they require a lot of land. They could be used at Little Eaton between Breadsall and the A38 to provide screening of the A38 southbound diverge slip road and the A61 southbound link road.

The location, space available and visual impact need to be taken into account when considering which form of barrier should be used.

Further details about the impact of each type of barrier can be found in the Preliminary Environment Information Report.



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Scheme construction

If development consent for the proposed scheme is granted, construction of the main works would be expected to start in 2021, with the scheme being fully open to traffic in 2024.

Once the scheme proposals are finalised, a traffic management plan will be drawn up, together with a construction phase plan. This will detail exactly how the works will be undertaken and how local traffic will be managed.

We take the impact of construction very seriously, and will closely consider the effect that it might have on both local communities and the environment at all stages of the development, planning and decision-making process.

We will work closely with local communities, relevant local authorities, environmental bodies and major employers as our work progresses into the construction phase.

We will also develop a Construction Environmental Management Plan (CEMP), which will actively consider the impact that our works will have on the following elements:

- noise
- air quality
- landscape and visual impacts
- nature and conservation
- drainage
- geology
- materials

More information about the impact that the proposed scheme may have on these elements can be found in our Preliminary Environmental Impact Report (PEIR).



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Statutory public consultation exhibition 2018

What happens next?

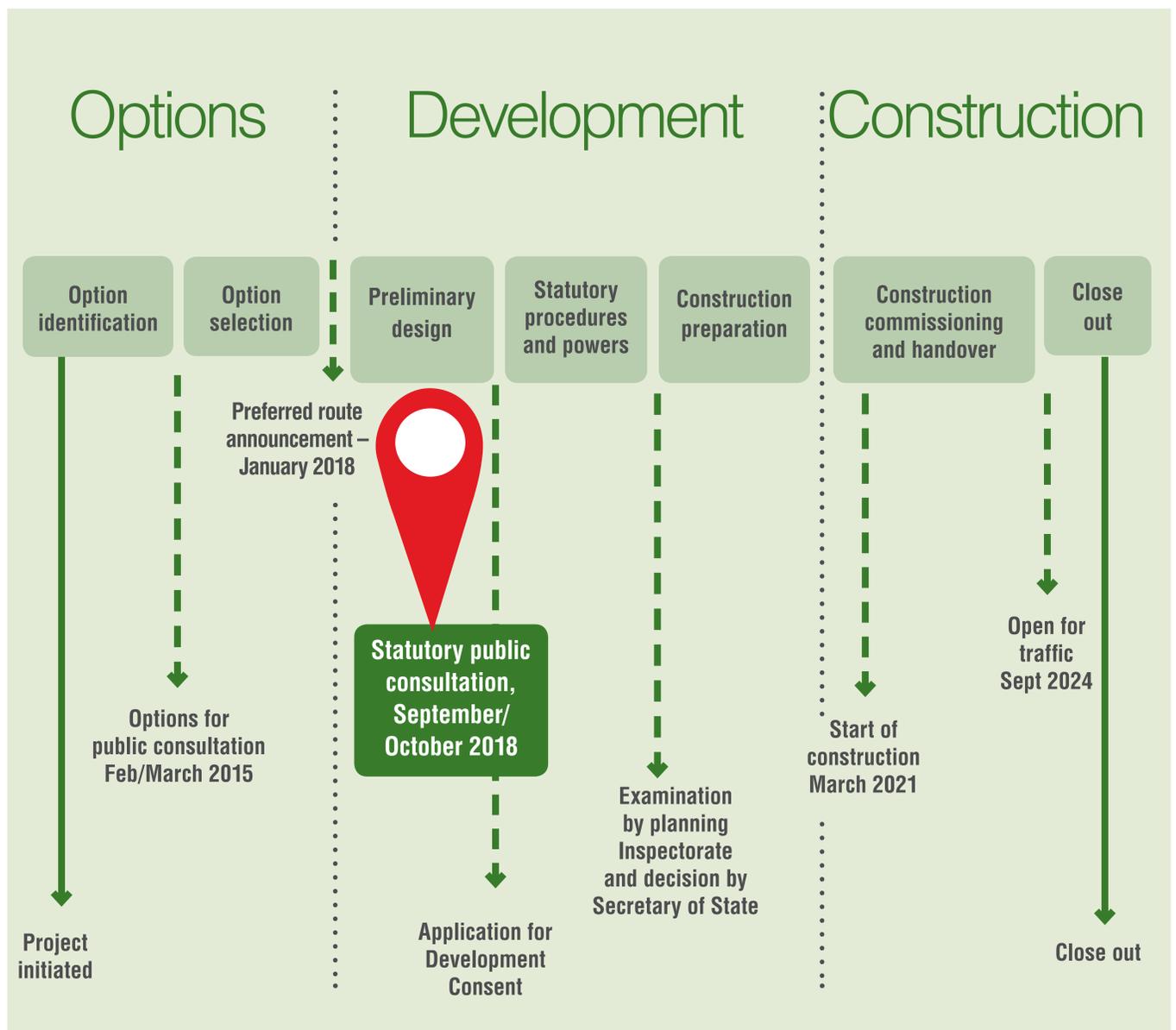
Please make sure you take the opportunity to have your say as part of this consultation. When you are ready please complete the questionnaire we have provided. This can be filled in and left with us at today's event, or posted back to us for free by sending it to:

FREEPOST A38 DERBY JUNCTIONS

If you would prefer to you can also fill in the questionnaire online by following the links on our webpage: www.highwaysengland.co.uk/A38-Derby-Junctions

Remember the statutory public consultation will close at midnight on Thursday 18 October 2018.

The process for this scheme's development is explained in the diagram below.



More information about the process can be found on the Planning Inspectorate's website, <https://infrastructure.planninginspectorate.gov.uk>