

# **A38 Derby Junctions**

## **Report on Public Consultation**

**Report No: 47071319-URS-02-PCF-PM-009**  
**January 2016**

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## EXECUTIVE SUMMARY

### General

Highways England (formally Highways Agency) intends to improve the three existing, at-grade junctions on the A38 at Derby, namely the:

- A38/A5111 Kingsway roundabout
- A38/A52 Markeaton roundabout
- A38/A61 Little Eaton roundabout

As part of the scheme development, Highways England held a non-statutory consultation exercise to:

- Raise awareness and understanding of the need and rationale for the proposed junction improvements.
- Obtain objective feedback to enable the scheme design to be refined and developed prior to statutory consultation in advance of Development Consent Order (DCO) application planned for 2017.

### Scheme Proposals

The scheme, as shown at consultation, involves the following key elements:

- Lowering the A38 to pass under the existing junctions, with construction of associated overbridges and slip roads for the local road network, at Kingsway and Markeaton junctions.
- Construction of the A38 on a new embankment to the south and east of the existing junction at Little Eaton, with construction of associated overbridges and slip roads for the local road network.
- Widening the A38 to 3 lanes in both directions between the Kingsway junction and Kedleston Road. Speed limit increased to 50mph along the same extents.
- Closure of local accesses to the A38 at Brackensdale Avenue, Raleigh Street and Enfield Road.
- Closure of existing A38 accesses to Esso petrol station and McDonald's. Provision of new access on the A52.
- Closure of the existing access from Ford Lane onto the A38.

The scheme constitutes two separate Nationally Significant Infrastructure Projects (NSIP) under Section 14 of the Planning Act (as amended by the Highways and Railways (Nationally Significant Infrastructure Project) Order 2013 and others) ("PA 2008") as it comprises of the alteration to a highway where the speed limit for any class of vehicle is expected to be 50mph or greater, the area of development exceeds 12.5 hectares (ha) and the Secretary of State is the highway authority.

This report sets out how Highways England has carried out the non-statutory consultation, the responses received and examines responses to the issues raised along with next steps for the scheme development.

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## **Non-Statutory consultation**

Prior to making an application to the Planning Inspectorate, consultation must be undertaken in accordance with the requirements of the Planning Act 2008 and associated guidance. Although this current consultation is not part of the statutory process, Highways England has, as far as practicable, based the consultation process on the statutory requirements.

Highways England's best practice is to hold a non-statutory consultation at the early phases in scheme development, to ensure that public views are incorporated into the scheme design at an early stage.

The consultation period was from 2 February 2015 to 13 March 2015. The main exhibition event was held at the University of Derby on Friday 6 February 2015 and Saturday 7 February 2015. Supplementary exhibitions were held at Breadsall Memorial Hall, Little Eaton Village Hall and Mackworth Youth and Community Centre. The events were publicised through a combination of leaflet drops, formal letters and press releases as well as through the Highways England website, local community groups and large local employers.

Display boards were erected and consultation questionnaires were placed in local libraries and at the Derby City Council offices.

## **Overall consultation responses and results**

The exhibitions were attended by approximately 1200 visitors. In total 739 responses were received comprising 699 questionnaires and 40 letters. 41% of questionnaires were received online via the project's Survey Monkey pages.

Overall, 81% of consultees agreed with the need for improvements to the junctions, 17% disagreed and 2% did not provide a response.

Of the 17% that disagreed, the main reason cited was that the recent improvement works as part of the Pinch Point scheme were sufficient. The Pinch Point scheme was delivered as a short term solution to the congestion experienced at the Markeaton and Little Eaton junctions.

## **Kingsway Junction specific consultation responses and results**

70% of responses were supportive of the Kingsway option, 11% disagreed with the proposed preferred option and the remaining 19% indicated no preference.

Mickleover and Darley Abbey are the most receptive to the need for the proposed improvements at Kingsway Junction, with 100% and 85% of respondents agreeing respectively. With Mackworth, Markeaton and Littleover being the least receptive for the need for improvements, with 66%, 67% and 80% agreeing respectively.

The main concerns raised by those opposed to the preferred Kingsway option were the closure of existing local access routes onto the A38 and safety concerns regarding the proposed dumbbell roundabout arrangement.

Overall 30% of respondents had no preference to which local access route was chosen, 27% preferred option K2, which was to provide an access route via Kingsway Park Close, 27% preferred K3, which was to provide no local access, 12% preferred K1, which was to provide an access route through Greenwich Drive South, with the remaining 4% preferring a combined K1 and K2 solution. It should be noted that a combined K1 and K2 solution was not an option offered to the public.

## **Markeaton Junction specific consultation responses and results**

Overall 67% of consultees agreed with the proposed Markeaton junction layout, 14% disagreed with the proposal and 19% had no preference to the junction layout.

Mickleover, Darley Abbey and Littleover are the most receptive to the need for proposed improvements at Markeaton, with 92%, 85% and 83% of respondents agreeing respectively with the need for improvements. With Derby Centre, Markeaton (inc Queensway) and Mackworth being the least receptive for the need for improvements, with 43%, 38% and 27% disagreeing respectively.

The main concerns raised by those opposed to the preferred Markeaton option were:

- The recent Pinch Point improvement scheme sufficiently dealt with the congestion issues.
- The impact to local residents and business, this primarily focused around the closure of existing local access routes onto the A38.
- The highway alignment impacting on residential properties.

As a result of the proposed works the existing footbridge that crosses the A38 north of Markeaton junction needs to be demolished. Overall 49% of respondents were in favour of providing a new footbridge, 30% had no preference and 21% felt that there was no need to replace the pedestrian footbridge.

## **Little Eaton Junction specific consultation responses and results**

Overall 63% agreed with the proposed Little Eaton junction layout, 28% disagreed with the proposal and 9% had no preference to the junction layout.

Mickleover, Little Eaton, Darley Abbey and Allestree were the most receptive to the need for proposed improvements at Little Eaton, with 100%, 93%, 85% and 78% of respondents agreeing respectively with the need for improvements. Breadsall was the least receptive for the need for improvements, with 88% disagreeing with the preferred option.

Of the 28% of respondents who rejected the proposed Little Eaton option the main concerns raised were the loss of greenbelt land and the highway alignment effects on the Breadsall community, including visual, air and noise impacts.

It should be noted that following the supplementary exhibition in Breadsall on 26 February, Breadsall Parish Council arranged a community meeting. As a result of the meeting, the community has formed the Breadsall A38 Action Group. Highways England has engaged with the Action Group to understand the aims and concerns of the group while providing information on the consultation process and the junction proposals.

As a result of the proposed works the existing access from Ford Lane onto the A38 is to be closed. Overall 38% of respondents indicated their preference for providing an access road onto the B6179 to mitigate the closure of Ford Lane access, 36% had no preference and 26% felt that there is no need to provide a new local access route.

## Consultation responses outside current scope

During the consultation period, Highways England also received a number of comments that were deemed to be outside the current scope of the scheme. As the majority of these comments relate to matters on the local road network, the comments have been provided to the local highway authorities, Derby City Council and Derbyshire County Council.

Comments with regards to non-motorised users (NMU) have been used to develop an outline design for NMU facilities including crossing points, footways, footpaths, bridleways and cycle routes. Relevant consultees will be invited to comment on the proposals.

## Alternative Options

We received lots of feedback and some respondees gave further ideas on possible options for Highways England to consider. For the purpose of this report and other communications these ideas are referred to as 'alternative options'.

All alternative scheme options have been examined and assessed. The assessment methodology is summarised below:

- All alternative options examined using an Initial Assessment framework based upon scheme objectives, deliverability and feasibility.
- Alternatives scoring above a minimum pass mark in each section of the Initial Assessment framework will be subject to a more detailed assessment and production of an Alternative Options Report.

The alternative options which passed the Initial Assessment and are to be further assessed are:

- Little Eaton - Option 2, as previously published during 2003 public consultation process.
- Little Eaton - Option 3A, as proposed by Breadsall Parish Council.
- Little Eaton – Southern Sweep Option as proposed by Cllr. Abey Stevenson.
- Kingsway - alternative eastern roundabout layout as proposed by Consultee J.

Additionally, an assessment will be carried out to compare Kingsway local access options K1 and K2. This will also take account of the consultation feedback and will enable the preferred arrangement to be identified.

## Conclusions and next steps

The following paragraphs summarise the project team's actions in response to the consultation feedback and alternative options' assessment.

Kingsway junction:

- Alternative options assessment to be undertaken for local access options K1 and K2 to determine the preferred arrangement.
- Alternative options assessment to be undertaken for Consultee J's proposal for an alternative eastern roundabout layout.

### **Markeaton junction:**

- Following the Initial Assessment of alternative options, no viable alternatives were identified. Consequently, the design will be progressed in accordance with the layout published in the consultation.
- The design will include the provision of a replacement footbridge to Markeaton Park.
- Design options will be developed for the proposed junction/access from the A52 for Markeaton Park, McDonalds and the Esso station. This shall be developed in consultation with the operators of each site and Derby City Council.

### **Little Eaton junction:**

- Before design progresses it is important to fully consider the alternative options proposed, particularly in respect of the concerns raised by the community in Breadsall.
- Consequently, alternative options assessments will be conducted for the following layouts which passed the Initial Assessment:
  - Option 2, as previously published in 2003
  - "Option 3A", as proposed by Breadsall Parish Council
  - "Southern Sweep Option", as proposed by Cllr Abey Stevenson and supported by the Breadsall A38 Action Group
- Due to the mixed consultation results, the link road from Ford Lane to the B6179 will not form part of the scheme design at this time. Following completion of the new traffic model in late 2015, the arrangement will be reviewed to determine the impact of closing the access road and the relative monetary benefits and disbenefits associated with the provision of a new link.

Engagement with statutory consultees will continue, as appropriate, throughout the development of the scheme.

Having sought initial views and ideas on our proposals through this non-statutory consultation, we have now got to a stage where we understand implications and this has led to extra assessment being required prior to formal announcement at the end of this year. Following this, statutory consultation will be undertaken prior to Development Consent Order (DCO) application.

## INTRODUCTION

### 1.1 Purpose and Structure of the Consultation Report

1.1.1 The purpose of the Consultation Report is firstly, to capture the early development of the scheme and the decision-making processes in place and secondly, to provide a detailed account of the consultation undertaken by Highways England<sup>1</sup> on the scheme to-date and summarise the feedback received. Although the recent consultation was not intended to satisfy the requirements of the Planning Act 2008, Highways England has, as far as practicable, based the consultation process on the statutory requirements

1.1.2 This Consultation Report is structured as follows:

- **Section 1** provides an introduction to the scheme and a brief background to its development. This section also provides an outline of the scheme proposals.
- **Section 2** sets out the consultation strategy and defines the boundary of the Consultation Area.
- **Sections 3 to 7** details the consultation undertaken and presents an analysis of the consultation responses.
- **Section 8** details Highways England's responses to the key issues raised by consultees.
- **Section 9** details responses received that were outside the current scope of works.
- **Section 10** details the alternative options received within the consultation responses; and the initial assessment of these options.
- **Section 11** summarises the key issues and outcomes and gives an outline of the next steps following completion of the consultation report.

### 1.2 Introduction to the Scheme

1.2.1 The A38 is the strategic route from Birmingham to Derby and through to the M1 at Junction 28. It carries significant volumes of north-south long distance traffic. Where the A38 passes through Derby, significant volumes of traffic making local journeys cross, join and leave the A38 which disrupts, and is disrupted by, the strategic traffic. This results in congestion and delay at the three at-grade roundabout junctions, to the west and north of Derby City Centre. A location plan showing the position of the junctions is shown in Figure 1.1. The three junctions are:

- A38/A5111 Kingsway roundabout
- A38/A52 Markeaton roundabout
- A38/A61 Little Eaton roundabout

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<sup>1</sup> From April 2015 Highways Agency became Highways England. Highways England is the new government owned company responsible for modernising, maintaining and operating England's motorways and major A roads.

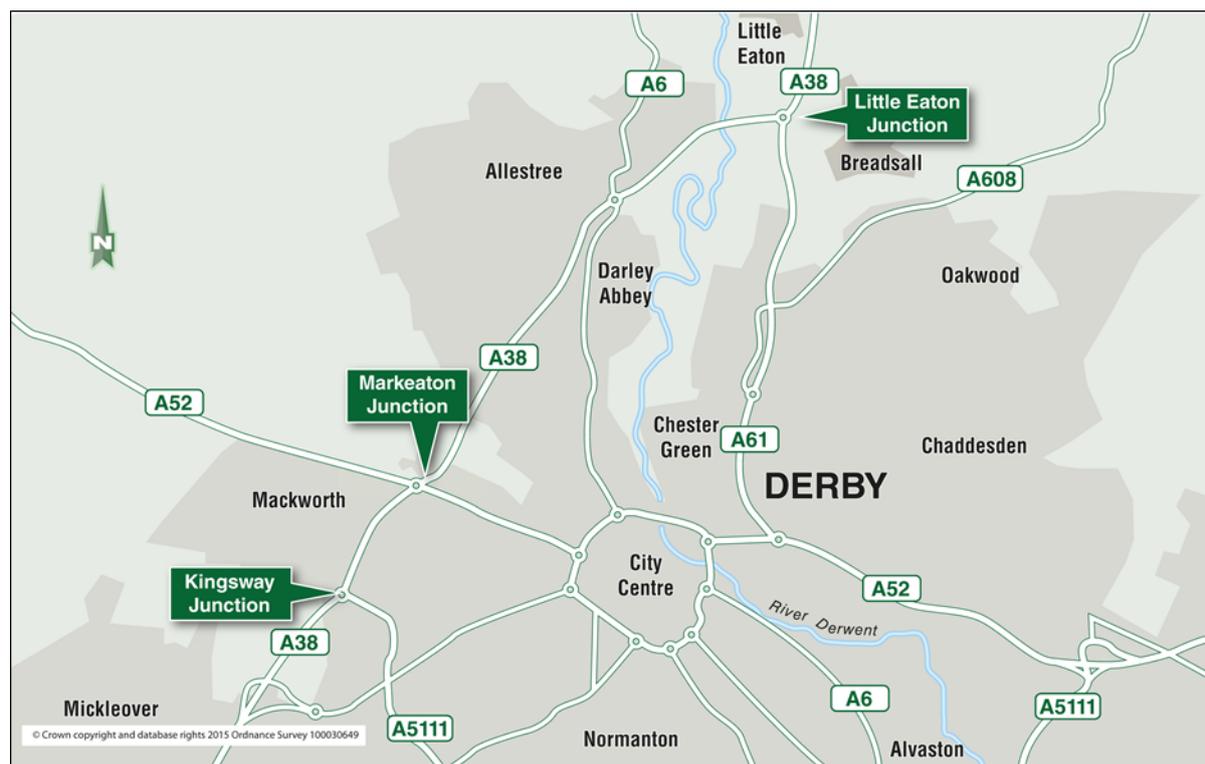


Figure 1.1: Junction Location Plan

1.2.2 The free-flow of traffic on the A38 as it passes the west of Derby is currently constrained by the at-grade roundabout junctions at Kingsway, Markeaton and Little Eaton. Several proposals have been developed to address congestion at these junctions, most recently via the Government’s ‘Pinch Point’ schemes, however these interim schemes were not intended to provide long-term relief from existing traffic congestion. As such, it has been identified that a grade-separated scheme on the A38 is still required.

1.2.3 The proposed A38 Derby Junctions scheme aims to improve economic competitiveness, the environment, journey time reliability and increase capacity, and to improve safety for both road users and non-motorised users

### 1.3 Scheme History

1.3.1 Development of the Scheme commenced in April 2001, when Highways England undertook the Road Based Study (RBS) to consider options for dealing with congestion and safety, environmental impacts, economic, accessibility and integration problems associated with the three roundabout junctions on the A38 Trunk Road route through Derby.

1.3.2 The Study consulted on a number of options including short, medium and long term solutions. The outcome of the Study was that the junctions should be grade-separated.

1.3.3 Following a public consultation in 2002, consultants were appointed to further develop the design options for grade-separation. Note: The short and medium term options have since been implemented by Highways England through a series of improvements between 2004 and 2015 via the Government’s ‘Pinch Point’ schemes, which aimed to provide short term congestion relief to the Markeaton and Little Eaton junctions.

- 1.3.4 The Road Based Study was independently reviewed early in 2003 and a number of operational and design limitations were identified with the preferred options for the grade separation of the three junctions. Recommendations were made for further development of the scheme, in particular at Little Eaton.
- 1.3.5 Further preliminary design work was undertaken and a supplementary public consultation on the revised options for the Little Eaton junction was undertaken in October 2003.
- 1.3.6 Following a cost challenge workshop, the scheme was put on the list of regionally important schemes for the Regional Transport Board (RTB), to decide on the priority of the scheme. Pending a decision by the RTB, work was stopped in April 2005 and the scheme remitted.
- 1.3.7 In January 2007 work commenced to prepare the required information to facilitate a decision by the Secretary of State to include the A38 Derby Junctions in the Major Schemes Programme.
- 1.3.8 The scheme was put on hold in 2008 following a funding review. In January 2014, Highways England commissioned a review of the scheme prior to it being re-commenced. The review highlighted that stakeholder engagement would be key to the successful delivery of the scheme. The Scheme was re-commenced in July 2014.

#### **1.4 Previous Consultations**

- 1.4.1 To date, the following consultation has been undertaken for the Scheme:
- 1.4.2 As part of the RBS, a Project Management Group (PMG) was set up in order to consult with key stakeholders. This included Freight Transport Association, Government Office for East Midlands, Highways England, Derby City Council, Derbyshire County Council, Transport 2000, East Midlands Transport Activists, Round Table, Faber Maunsell, DfT, East Midlands Development Agency, East Midlands Local Government Association and Arriva Fox County.
- 1.4.3 Following on from the set-up of the PMG, consultation with residents and businesses within the local area was undertaken. In June 2001 Newsletter No.1 (31,000 copies) was hand delivered to local areas of Derby which had been identified as being impacted by the proposed scheme. The newsletter gave details of reply to postal address, telephone hotline, e-mail address and website.
- 1.4.4 A Wider Reference Group (WRG) was set up in 2001 as part of the consultation strategy which included key people and organisations. The group members were advised by Derby City Council and added to the PMG.
- 1.4.5 In October 2001, a further newsletter (No.2) and pre-public exhibition questionnaire (35,000 copies) was distributed in the Derby Trader newspaper and hand delivered to the same premises as Newsletter No.1 in order to communicate the latest developments on the scheme. An advert was placed in the local press (Derby Express) advising where further copies of the leaflet could be obtained.
- 1.4.6 In November 2001, a public exhibition, presentation and question and answer session was held.

- 1.4.7 In March 2002, Highways England issued a press release and Newsletter No. 3. Copies (39,500) of which were distributed in the Derby Express and hand delivered to premises fronting the A38, local schools, council offices, colleges and the University of Derby. The second WRG meeting coincided with release of newsletter No 3.
- 1.4.8 In June 2002 a presentation and question and answer session was held to provide an update to the elected members of Derby City Council and Derbyshire County Council on the scheme.
- 1.4.9 In July 2002, two Highways England press releases and Newsletter No. 4. (74,500 copies) were distributed in the Derby Express and Derby Trader and hand delivered to premises fronting the A38, local schools, council offices, colleges, university, local shops and parish councils. WRG meeting No. 3 was held prior to a public exhibition where all materials publicising the exhibition being made available to the members of the WRG.
- 1.4.10 The RBS was submitted and was followed by a press release in April 2003 by the Department for Transport (DfT) announcing the Secretary of State (SoS) approval in principle for the scheme.
- 1.4.11 The PMG and WRG were disbanded following the completion of the RBS.
- 1.4.12 Between October and December 2003, a press release and radio interview by Highways England and a Supplementary Public Consultation on the revised options at Little Eaton were undertaken. 2,000 leaflets and questionnaires were hand delivered and posted to parties directly affected, including statutory consultees and other interested parties. The report on the revised options for Little Eaton, together with layout plans and leaflets were deposited at the District, City and County Council Offices. A two day public exhibition was held in Little Eaton during this period.
- 1.4.13 Issues identified by the local residents during the Little Eaton consultation were taken into account and a preferred option designed. After the consultation exercise the junction options report (D0KHCC/PM/005) was produced and published in March 2004 which recommended the preferred option. It should be noted that the current preferred Little Eaton option presented at the public consultation was a slightly altered version of the preferred option given in the junction options report (D0KHCC/PM/005); details of the current preferred option are given in section 1.9.
- 1.4.14 The approach to the recent non-statutory consultation, held in February and March 2015, as part of the scheme options development phase, is described in section 2 of this report.

## **1.5 Scheme Proposals**

- 1.5.1 The scheme involves upgrading the following three existing junctions:
- A38/A5111 Kingsway junction;
  - A38/A52 Markeaton junction; and
  - A38/A61 Little Eaton junction.

## 1.6 A38/A5111 Kingsway junction

1.6.1 Views were sought on the following proposals as shown in Figure 1.2:

- A38 being lowered to pass underneath the existing roundabout, in a new underpass.
- Construction of two new roundabouts (dumbbell arrangement) and a new bridge at existing ground level to carry the traffic across the lowered A38.
- Existing A38 carriageways to be generally converted into the junction slip roads.
- A38 widened to three lanes in each direction between the Kingsway junction and Kedleston Road.
- Speed limit increase from 40mph to 50mph.
- The closure of existing access road onto the existing A38, and subsequent options for local access:
  - Option K1 – access via Greenwich Drive South
  - Option K2 – access via Kingsway Park Close
  - Option K3 – no replacement of existing local accesses

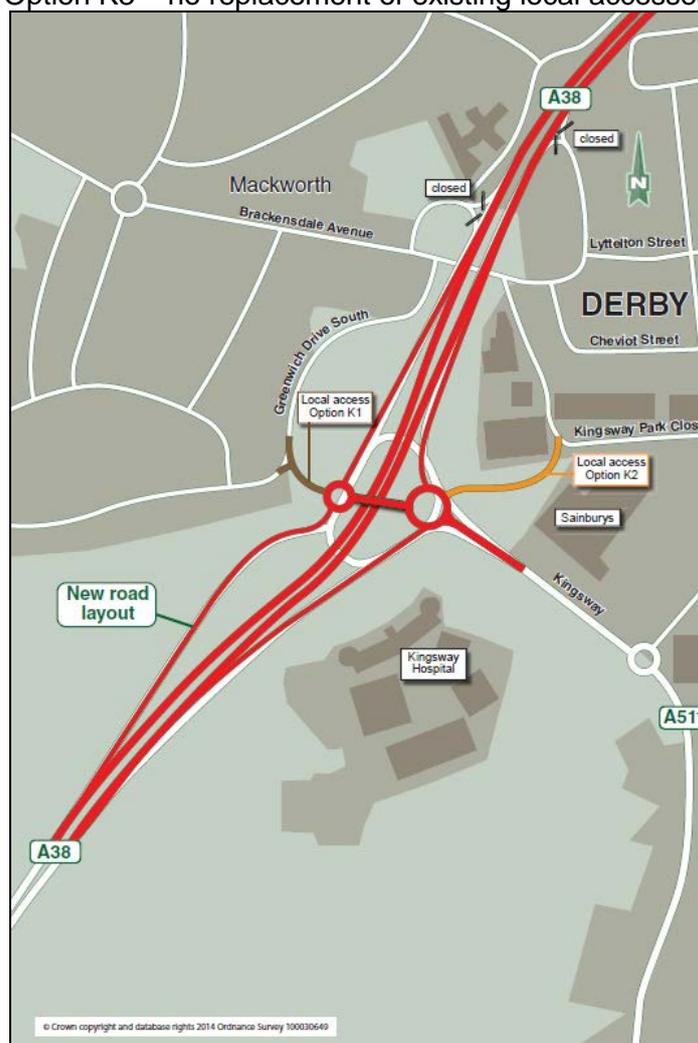


Figure 1.2: A38/A5111 Kingsway Junction Consultation Proposals

## 1.7 A38/A52 Markeaton junction

1.7.1 Views were sought on the following proposals as shown in Figure 1.3:

- 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.
- Construction of new slip roads to permit all turning movements at the junction.
- Access to Esso petrol station and McDonald's being modified (access on A38 will be closed and revised access to be provided on A52).
- The existing pedestrian footbridge over the A38 Queensway is to be demolished to accommodate the widened A38; views were sought on whether the footbridge should be replaced.



Figure 1.3: A38/A52 Markeaton Junction Consultation Proposals

## 1.8 A38/A61 Little Eaton junction

1.8.1 Views were sought on the following proposals as shown in Figure 1.4:

- 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.
- The A38 will remain a two lane dual carriageway.
- New bridge over the railway for the southbound carriageway. Existing Railway Bridge retained for the northbound carriageway.
- The existing national speed limit on the A38 will be retained.
- The closure of existing Ford Lane access road onto the existing A38, and subsequent options for local access:
  - Option L1 – existing Ford Lane junction to A38 closed.
  - Option L2 – existing Ford Lane junction closed and new one-way local access from Ford Lane to B6179.

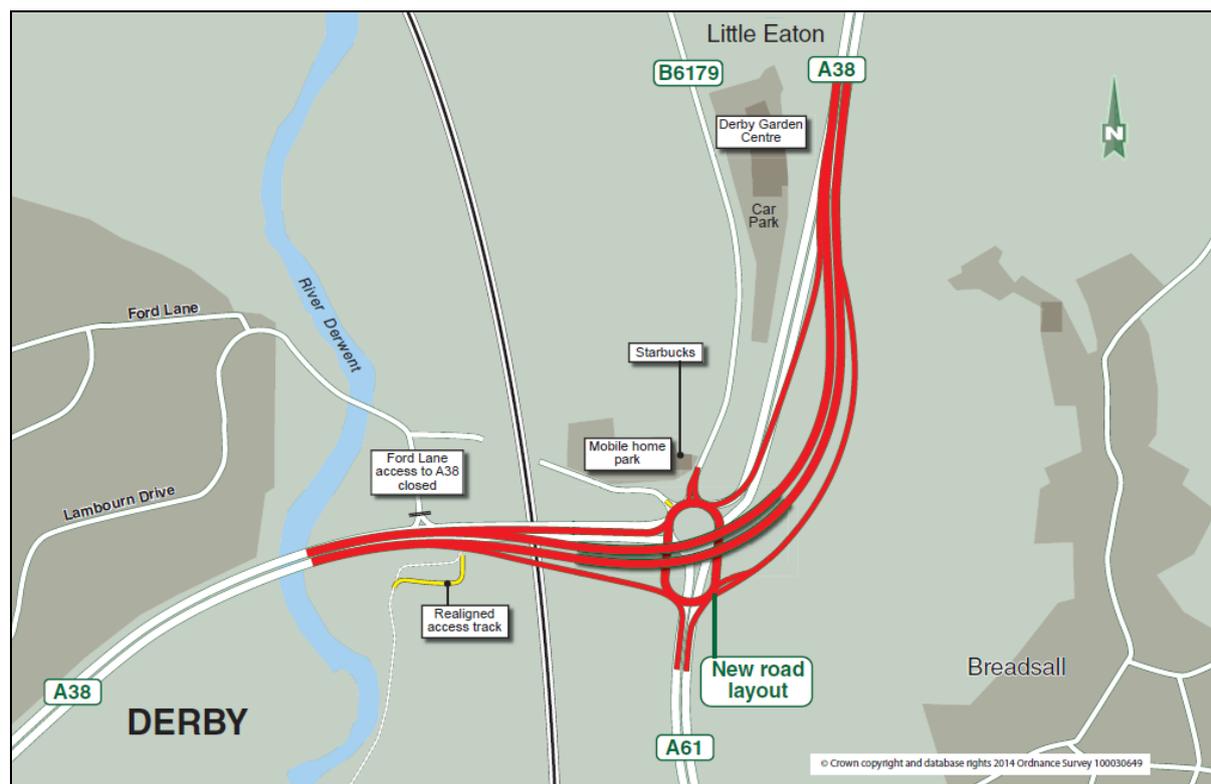


Figure 1.4: A38/A61 Little Eaton Junction Consultation Proposals

## 2. APPROACH TO CONSULTATION

### 2.1 Introduction

2.1.1 This section sets out Highways England's overall approach to its consultation activity.

2.1.2 The consultation was undertaken in accordance with the Public Consultation Strategy (Document reference 47071319-URS-02-PCF-PM-004).

2.1.3 Highways England's best practice is to hold a non-statutory consultation at the early phases in scheme development. This is to ensure that public views are incorporated into the scheme design at an early stage, as well as actively engaging and making the public aware of the scheme during its early development. Where required, as is the case with this scheme, this is then followed with a statutory consultation.

2.1.4 The aims of the non-statutory public consultation were to:

- Raise awareness and understanding of the need and rationale for the proposed junction improvements.
- Obtain objective feedback to enable the scheme design to be refined and developed prior to statutory consultation in advance of the Development Consent Order (DCO) application planned for 2017.

2.1.5 This would be achieved by:

- Presenting a suitable level of information on the scheme to cascade factual information to the attendees, ensuring that they are not misinformed about the scheme.
- Setting out the background to the scheme as a whole, covering information such as:
  - The need for the junction improvements.
  - The conclusions of our work to date to establish our preferred option.
- Providing information relating to engineering, environment, community and property issues previously identified and our proposals for avoiding, minimising or mitigating these issues.

2.1.6 The proposed highway improvements are classed as Nationally Significant Infrastructure Projects (NSIP) under the Planning Act 2008. As such, Highways England will be required to make an application for a DCO to construct the Scheme. As far as practicable, Highways England has based the consultation approach on the current guidance associated with the Planning Act. This includes:

- Department of Communities and Local Government (DCLG), 'Planning Act 2008: Guidance on the pre-application process.' January 2013.
- The Planning Inspectorate Advice Note Two: 'Working together on nationally significant infrastructure projects (Version 2)'. April 2013.
- The Planning Inspectorate Advice Note Eight: 'How to get involved in the planning process.' April 2012.
- The Planning Inspectorate Advice Note Eleven: 'Working with public bodies in the infrastructure planning process.' (Version 3). April 2012.

- The Planning Inspectorate Advice Note Fourteen: 'Compiling the consultation report (Version 2)'. April 2012.
- The Planning Inspectorate Advice Note Sixteen: 'The developer's pre-application consultation, publicity and notification duties.' (Version 1). April 2012.

2.1.7 The consultation period was from 2 February 2015 to 13 March 2015.

## 2.2 Consultation Area

2.2.1 DCLG guidance requires project promoters to determine, as an initial task the area within which it should consult. Furthermore, Section 47 of the Planning Act 2008 requires promoters to consult people living 'in the vicinity of the land'.

2.2.2 In defining a consultation boundary, the Act recognises that the term 'vicinity' will vary depending on the size and impact of the project on local people and that consultation for long, linear schemes for example, will necessarily be different from that for a new power station.

2.2.3 Highways England's consultation strategy identified different methods for promoting the consultation among different stakeholder groups including travelling public using the strategic road network and local communities:

- Letters were sent to all Section 42 prescribed consultees.
- Advertising leaflets were delivered to all residents and businesses within a defined consultation boundary.
- The Highways England website, press releases and announcements using social media were used to promote the consultation and exhibitions among the wider public and consultees.

2.2.4 The boundary of the consultation area is shown in brown on the plan contained in Appendix A.

2.2.5 Whilst a key focus of the consultation activity has been on those living within the consultation boundary, this has nonetheless been set within a wider programme of public and stakeholder engagement, as described elsewhere in this report.

## 2.3 Who Was Consulted?

2.3.1 The consultation strategy was based on a two stage process:

- **Stakeholder Engagement:** Consultation with identified key stakeholders, including relevant local authorities and the local community within a defined consultation area.
- **Formal Consultation:** Formal consultation with the local community and relevant prescribed statutory consultees, including technical and regulatory organisations, relevant statutory undertakers, and local authorities, and those persons with an interest in the land required for the proposed development.

2.3.2 For ease of reference this report will use the same strands of consultees classification as outlined in the Planning Act 2008.

### 2.3.3 The strands of consultees are:

- **Section 42** which includes:
  - **Prescribed Consultees:** this refers to statutory bodies as prescribed in in Regulation 3 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, including for example the relevant Health Board, Fire and Rescue Authorities, Environment Agency, Natural England, etc. The full list of the prescribed bodies consulted with can be found in Appendix B.
  - **Local Authorities:** Whose land the proposed scheme falls within, as well as their neighbouring authorities. The host local authorities for the scheme are Derby City Council (DCiC) and Derbyshire County Council (DCC). The full list of the local authorities consulted is included in Appendix B.
  - **Land Interests:** Landowners, lessees, tenants, occupiers and those with an interest in the land, this includes those who land would be subjected to compulsory acquisition as part of the DCO and those whose land may be affected by the development.
- **Section 48** publication requirements were not appropriate to a non-statutory consultation.

2.3.4 Note: members of communities identified as being outside the immediate vicinity of the junctions and respondents who fall outside the strands given above have been included in “Other Consultees” strand. Although this is not strictly in accordance with Planning Inspectorate guidance, given the urban nature of the junction locations, the purpose was to enable trends and differences to be identified between responses from local communities and wider consultees.

2.3.5 A combined consultation was undertaken, in which the same materials and timescales for comments were used across the strands.

## 2.4 Consultation materials

2.4.1 The consultation materials consisted of:

- A consultation brochure, including a questionnaire
- Consultation event boards
- Consultation un-manned boards
- Scheme layout plans
- Scheme photomontages
- 3D visualisation video

2.4.2 Further detail on each of the consultation materials is provided below.

## 2.5 Consultation brochure and questionnaire

2.5.1 The consultation brochure is contained in Appendix C. This set out:

- The background of the Project
- The purpose and aims of the consultation
- Details of the three improvement areas
- The questionnaire
- Contact details and details on receiving consultation materials in another format e.g. braille

2.5.2 The questionnaire included in the consultation leaflet allowed respondents to provide comments on each improvement area and the scheme in general. A copy of this can be found in Appendix D. Respondents were able to return the questionnaire by freepost, hand it in at the consultation events, or complete the questionnaire online via a link on the scheme webpage. A telephone number and email address were provided to enable any queries about the consultation to be answered.

## 2.6 Consultation event boards

2.6.1 The consultation event boards were used at all the consultations outlined in section 2.11 and 2.12. Table 2.1 outlines the content of the consultation event boards

Board No	Board Title	Details
01	Welcome	
02	Introduction to the scheme	Outlines scheme proposals and explains the purpose of the consultation.
03	Recent Improvements	Explains recent improvements and how the proposed scheme fits into the recent improvements. This is shown via a timeline covering the period from 2001.
04	Kingsway: Preferred Option	Outlines the proposals for the preferred Kingsway junction, highlighting the potential benefits and issues of the option.
05	Access options: Mackworth	Outlines the reason for closing local access roads, and outlines potential access routes for local residents.
06	Kingsway: Options previously considered	Outlines the previous proposals considered for the Kingsway junction, explaining why the options were not progressed.
07	Markeaton: Preferred Option	Outlines the proposals for the preferred Markeaton junction, highlighting the potential benefits and issues of the option.
08	Markeaton: Options previously considered	Outlines the previous proposals considered for Markeaton junction, explaining why the options were not progressed.

Board No	Board Title	Details
09	Little Eaton: Preferred Option	Outlines the proposals for the preferred Little Eaton junction, highlighting the potential benefits and issues of the option.
10	Access options: Ford Lane	Outlines the reason for closing local access roads and outlines potential access routes for local residents.
11	Little Eaton: Options previously considered	Outlines the previous proposals considered for the Little Eaton junction, explaining why the options were not progressed.
12	Environmental considerations	Outlines environmental activity which is set to be carried out for the scheme
13	Scheme timeline – what work is currently happening, Planning Act and what happens next	Outlines what work is currently underway and timeline of future activities under the Planning Act 2008.
14	Project contacts	Indicating project website page, project email address and Highways England Customer Contact Centre telephone number.

Table 2.1: Summary of Consultation Boards

## 2.7 Un-manned Consultation boards

- 2.7.1 Un-manned boards were prepared as a ‘cut down version’ of the exhibition display boards. Details of locations of these are given in Table 2.2. In addition to the boards, questionnaires, booklets and contact cards were left for the consultees to take away.
- 2.7.2 Not all consultees would want to take a brochure and would refer to the information available on the internet. The contact cards provided links to the consultation resources on the Highways England website and contact details of the Highways England project team, as listed at the back of the consultation brochures.

Location	Dates	
	From	To
Allestree Library	24 February	13 March
Derby Central Library	12 February	23 February
Mackworth Library	2 March	13 March
Mickleover Library	17 February	28 February

Table 2.2: Summary of unmanned library exhibitions

## 2.8 Scheme layout plans

2.8.1 The scheme layout plans were in the format of engineering A0 plans and were displayed at the consultation exhibitions. They enabled consultees to explore the proposals in more detail. The layout plans supplemented the consultation leaflet, consultation brochure and exhibition boards. The plans were available to view and discuss at the consultation events, and were issued to consultees upon request. The scheme layout plans are contained in Appendix E.

## 2.9 Scheme photomontages

2.9.1 Photomontages were displayed at the exhibitions to show consultees how the scheme may look after completion and to understand the potential visual impacts of the scheme. The photomontages, which are included as Appendix F, were also provided to consultees upon request.

## 2.10 3D visualisation video

2.10.1 A 3D flyover video was displayed at the consultation events. It allowed consultees to see what the scheme is expected to look like, helping individuals to better interpret the scheme proposals. The 3D visualisation was available on the Highways England YouTube website and accessible via the scheme webpage. The visualisation was also provided to the Derby Telegraph, who provided a link on their website and Facebook page.

## 2.11 Consultation activities

2.11.1 Consultation with the local and wider community was carried out in accordance with the proposals set out in the Public Consultation Strategy. The distribution area is shown in Appendix A. This included:

- **The main consultation event** held at the University of Derby Enterprise Centre was on Thursday 5 February 2015 (18:00-20:00), Friday 6 February 2015 (10:00-20:00) and Saturday 7 February 2015 (09:00-16:00). The Thursday session was dedicated to VIPs, and invitations were sent to local MPs, MEPs and councillors. A dedicated press session was also allocated for the Friday morning (10:00-12:00). The exhibition was then opened to the public for the remainder of the consultation event.
- The event displayed the consultation boards and was attended by the project team to respond to questions. A 3D video of the scheme was displayed and both consultation brochures and questionnaires were available.
- **The scheme website** was uploaded with all consultation materials including the brochure, display boards and a link to the 3D video. The website address was advertised in the consultation leaflets, letters to Section 42 consultees, press releases, consultation brochures, exhibition display boards, social media announcements and via contact cards. The questionnaire was available at the scheme website via a link to the scheme's Survey Monkey page. These materials were also readily available on [www.gov.uk](http://www.gov.uk).
- **The consultation leaflet** was distributed advertising the consultation period to around 5,000 residents and businesses in Little Eaton, Breadsall, Allestree, Mackworth and New Zealand, advertising the consultation period and exhibition. The distribution area is shown in Appendix A.

- **Community facilities and local employers** also received materials promoting the consultation and the exhibitions. This included leaflets, electronic presentations and display boards. Table 2.3 gives the locations and details what materials were used at the community facilities and for local employers.
- Meetings with local residents, businesses and groups were held to discuss any concerns about the proposed scheme. Several meetings took place during the consultation period.

Organisation / Location	Contact Cards	A5 Leaflet	A4 Leaflet	Electronic Correspondence
Derbyshire County Council	50	100	5	
Derby City Council	50	200	5	Emailed poster for Intranet and PowerPoint presentation for the AV screens.  Information was posted on Your City Your Say website.
Neighbourhood Boards		50	5	
Rolls-Royce	50	50	5	Emailed leaflet for Intranet.
Toyota Manufacturing Company	50	50	5	Emailed leaflet for Intranet
Bombardier	50	50	5	Emailed leaflet for Intranet
Derby Hospitals NHS Foundation Trust	50	100	5	Emailed leaflet for Intranet
Co-operative Stores and Post Office, Little Eaton		100	4	
Derby Garden Centre			1	
Little Eaton Village Hall			8	
Breadsall Village Store and Community Notice Board		20	1	
McDonalds			1	
Darley Abbey Hall	50	50	5	
Starbucks			1	

Table 2.3: Consultation Materials Used at Community Facilities and Local Employers

## 2.12 Supplementary Consultations

2.12.1 Following requests from Breadsall and Little Eaton Parish Councils and Chris Williamson MP, the following supplementary consultations were held:

- Breadsall Memorial Hall on Thursday 26 February 2015 (15:00-20:00)
- Little Eaton Village Hall on Monday 2 March 2015 (14:30-19:30)
- Mackworth Youth and Community Centre on Thursday 26 March 2015 (16:00-20:00)

2.12.2 The exhibition at Mackworth was held after the formal consultation period due to the timing of the request from Chris Williamson MP. However, as the consultation was non-statutory and the objective was to obtain comprehensive feedback to assist the further development of the scheme it was agreed that all results and feedback obtained would be included in the feedback analysis.

2.12.3 Promotion of these events was coordinated with the local Parish Councils and community groups. For Little Eaton and Mackworth, Highways England provided leaflets which were distributed in the local communities. For the Breadsall event, the Parish Council produced and distributed advertising leaflets. It should be noted that these leaflets were not agreed with Highways England.

2.12.4 The scheme webpage was also updated with details of the supplementary consultations. The leaflets used to promote the supplementary events are contained in Appendix G.

## 2.13 Section 42 consultations with prescribed consultees

2.13.1 A consultation letter was issued to all Section 42 consultees. A copy is contained in Appendix H.

2.13.2 Highways England has set up a project Steering Group involving Derby City Council and Derbyshire County Council. The aim of the group is to provide a formal forum for consultation on all project-related matters; to obtain strategic input to the scheme development; and to enable the coordination of all day-to-day liaisons between the project team and the authorities. The Steering Group met on 15 December 2015 and on 17 February 2015, during the consultation period.

2.13.3 Highways England met with Breadsall Parish Council and Little Eaton Parish Council in advance of the consultation period to brief them on the proposals and understand any concerns. These meetings were held on 29 January 2015 and 3 February 2015 respectively.

## 2.14 Section 48 consultations – Duty to Publicise

2.14.1 As this consultation was non-statutory, a public notice in the local press was not required. The consultation events were publicised through a combination of leaflet drops, formal letters and press releases as well as through the Highways England website, local community groups and large local employers. The leaflets used are contained in Appendix G.

2.14.2 The press releases gave a general overview of the scheme, the dates for the consultation period and details of the consultation event. The consultation event was also publicised by Highways England's communications team on the regional Twitter feed and Facebook page.

2.14.3 The press release was picked up by a number of media outlets. A summary of the project media coverage is contained in Appendix I.

## 2.15 Non-Statutory Engagement

2.15.1 Section 1.4 of this report outlines the previous consultations undertaken for the scheme. As a result of these earlier activities, a number of stakeholders and consultees in the local area were already aware of Highways England's intentions to improve the junctions.

2.15.2 The project team has undertaken, and is continuing to carry out, ongoing engagement with statutory and non-statutory consultees as part of the development of the scheme.

2.15.3 Liaison with stakeholders, such as Environment Agency, Derbyshire Wildlife Trust, Eurogarages and other affected landowners and businesses, has occurred on an ongoing basis (before, during and after the consultation period).

2.15.4 Engagement with stakeholders is expected to continue following the consultation period, with a particular focus on discussing the issues, concerns and queries raised. This will help inform the refinements to the designs and assessment of the options identified by consultees. Examples include meetings with McDonald's and Eurogarages to facilitate outline design of the new access junction on the A52; meetings with the Parish Councils in Breadsall and Little Eaton with regards to further developing the design of the Little Eaton junction; and continued meetings of the Steering Group.

## 2.16 Exhibition Attendance and Effectiveness

2.16.1 Attendance of the exhibitions was counted using a counting clicker, which was operated by the exhibition greeter. Table 2.4 shows the number of people who attended each exhibition. Attendees were also asked to register via the attendance log, however not all attendees registered their attendance. As a result the data given in Table 2.4 is based on the counting clicker.

Exhibition	Number of attendees
Public Consultation – University of Derby Exhibition Centre	660
Supplementary consultation - Breadsall	182
Supplementary consultation – Little Eaton	153
Supplementary consultation - Mackworth	150
<b>Overall</b>	<b>1145</b>

Table 2.4: Number of Attendees per Exhibition

2.16.2 The objectives of the non-statutory consultation were to promote the scheme within the local community and among road users and to obtain feedback which can be used to support the further development of the scheme. Through the large numbers of attendees at consultation events and the high number of responses received, the consultation can be considered successful.

### 3. CONSULTATION FEEDBACK - GENERAL

#### 3.1 Overview

- 3.1.1 A total of 739 responses were received as a result of the consultation. These comprised 699 completed or partially completed questionnaires and 40 letters or emails. These were primarily from Section 47 consultees from the local or wider communities. Where prescribed consultees or land owners have completed questionnaires, these have been extracted and analysed along with other Section 42 consultee responses.
- 3.1.2 The majority of comments were received by questionnaire with 41% (289) of the questionnaires being completed online using Survey Monkey, and 59% (410) being completed using paper questionnaires. Table 3.1 shows the number of responses received by ward boundaries, it should be noted this was based on the address details given on the respondents questionnaire. If no postcode or address was given then the response has been included in 'Other Areas'. 'Other Areas' also cover consultees from outside the immediate vicinity of the junction locations. Table 3.2 shows the number of responses received by strand of consultee.
- 3.1.3 Of the 699 questionnaires, 694 included some degree of demographic information, which provided an understanding of the respondents that had been consulted. All 44 letters received provided some degree of demographic information.
- 3.1.4 It should be noted that all percentages quoted have been rounded to the nearest whole number.

Area	Number of questionnaires received	Percentage
Allestree	108	15%
Breadsall	137	20%
Darley Abbey	27	4%
Derby Centre	15	2%
Kingsway	51	7%
Little Eaton	93	13%
Littleover	22	3%
Mackworth	70	10%
Markeaton (inc Queensway)	33	5%
Mickleover	13	2%
Other Areas	130	19%
<b>Overall</b>	<b>699</b>	<b>100%</b>

Table 3.1: Questionnaires Received by Area

Consultee Strand	Count	Percentage
Section 42	60	8%
Section 47 (Local community)	549	74%
Other consultees	130	18%
<b>Overall</b>	<b>739</b>	<b>100%</b>

Table 3.2: Comments Received by Consultation Strand

3.1.5 Highways England received 32 responses outside the consultation period, with the latest responses being received on 8 April 2015. Some of these replies will have been in response to the exhibition held at Mackworth (see paragraph 2.12.2). Although these responses were received outside the consultation period, the responses have been included in the analysis contained in this report. These were included since the objective of the consultation was to obtain as much public feedback as possible to assist the development of the A38 improvement scheme. Consequently, not including the responses would be in conflict with the consultation objectives.

3.1.6 The majority of questionnaires received were from the over 65 years old demographic (36%), with the age ranges of 55-64 and 45-54 being 19% and 17% of responses respectively. Only 20% of questionnaires were received from people in the age range 16-44 years old. A breakdown is given in Figure 3.1.

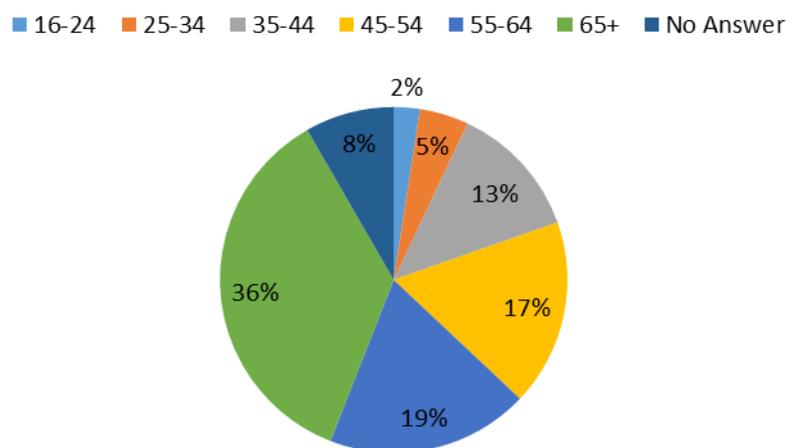


Figure 3.1: Age Range of All Responses Received

3.1.7 In terms of road use, questionnaire respondents demonstrated that a major use of the road was for residential (34%, 459 responses) and leisure (36%, 484 responses) purposes as presented in Figure 3.2. It should be noted that the total counts for the reason of travel differs from the total number of respondents, this is due to respondents selecting more than one option, all of which have been considered and included within the count.

■ Residential ■ Leisure ■ Business ■ Commute

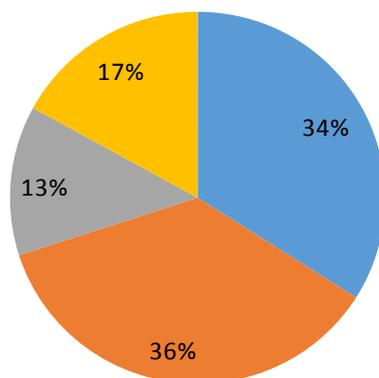


Figure 3.2: Reasons for Travel

3.1.8 Figure 3.3 shows that the majority of respondents use the A38 by car (69%, 623 responses), with the next most popular methods being non-motorised methods of travel, cycling (12%, 106 responses) and walking (11%, 100 responses). It should be noted that a majority of respondents were local to the proposed scheme, which may have skewed the data towards personal/family/recreational travel as opposed to commercial uses, where the A38 carries approximately 10% of heavy good vehicles (HGVs) on an average day. It should be noted that the total counts for the method of travel on the A38 differs from the total number of respondents. This is due to respondents selecting more than one option, all of which have been considered and included within the count.

■ Bus ■ Car ■ Cycle ■ Walk ■ Other ■ No Answer

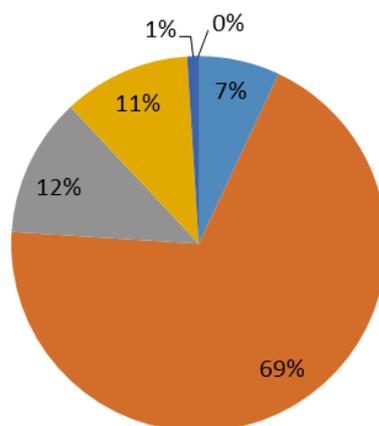


Figure 3.3: Method of Travel

3.1.9 The following sub-sections provide a summary of the issues and comments raised by respondents. The analysis of comments and issues raised involved:

- The logging of all comments in a database on an area by area basis.
- Categorisation of each comment into one or several issues (e.g. noise, congestion, access, etc.). This exercise was conducted with care to ensure that no comments were taken out of context. To safeguard against this risk, comments were considered in their entirety, with the possibility of several issues being raised within one comment. Where applicable, comments were also considered in relation to other comments made by the same respondent.
- A count of the number of time each issue was raised as well as the percentage of each issue compared to the total number of comments raised. It should be noted that where a particular respondent used the questionnaire to mark 'yes', 'no', 'no preference' or support a local access route, but did not make any further comments, this response has been used to assess the overall percentage of agreement with the proposals only.

3.1.10 Figure 3.4 shows the profile of responses received over time during the consultation period. In particular, there was an influx of responses received following the community meeting held in Breadsall by the Parish Council and Pauline Latham MP. The purpose of the meeting was to enable the organisers to gauge the public opinion within Breadsall in relation to the scheme proposals. Highways England was not invited and did not attend the event.

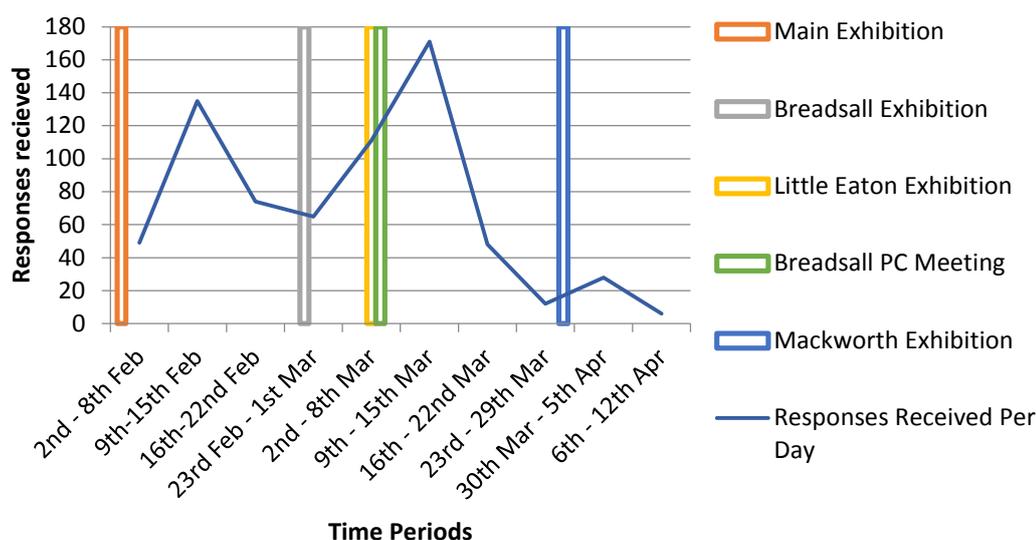


Figure 3.4: Breakdown of consultation responses over time

### 3.2 Specific feedback

3.2.1 Sections 4 to 7 provide a summary of key feedback received. Highways England response to these comments are contained in Section 8.

3.2.2 Comments within sections 4 to 7 have been grouped by consultee strand and by geographical area to clarify where any specific issues or considerations may apply. A schedule of all questionnaire responses received is contained in Appendix J along with copies of the letters received by Highways England.

3.2.3 Feedback has been considered separately for the following four groups of questions, which aligns itself with the approach taken with the consultation materials:

- Overall scheme (see Section 4)
- A38/A5111 Kingsway Junction (see Section 5)
- A38/A52 Markeaton Junction (see Section 6)
- A38/A61 Little Eaton Junction (see Section 7)

3.2.4 Section 9 provides a summary of comments not specific to a particular element of the scheme. These include:

- Comments made in relation to Question 18 'Please use this space to provide any further comments or suggestions in relation to the proposals'.
- Comments received in other formats (e.g. letters or emails) that could not be assigned to the group of questions outlined above.
- Comments referring to matters which are currently outside the scope of the scheme. These include suggestions for improvements on adjacent routes, typically managed by local authorities.

### **3.3 Comments considered being beyond the scope of the consultation**

3.3.1 As stated in the Planning Act 2008, applicants are advised to make it clear what is being consulted on; what is being settled and why; and what remains to be decided. Section 1 of this report set out the background to the scheme prior to the informal consultation period.

3.3.2 The press release explained that the purpose of the informal consultation was to present the current proposals and to gain the views of the public to help develop the scheme; this was also stated with the consultation leaflets.

3.3.3 All comments received during the consultation period were considered, however some suggestions were not fully assessed as they were beyond the scope of the consultation and the scheme. These included comments relating to the recent Pinch Point improvements carried out at the Little Eaton and Markeaton junctions and proposed improvement to other local routes, such as the A52. Whilst Highways England was unable to respond in depth to comments relating to the local road network, details have been provided to the relevant councils. A schedule of the matters raised is contained in Appendix K.

### **3.4 Themes**

3.4.1 The consultation feedback has been examined for general themes through the use of word clouds or "wordles". These visual representations depict the significance of keywords with font size or colour. The format is useful for quickly illustrating the most prominent themes to determine their relative importance.

3.4.2 The word clouds are contained in Appendix L.

### **3.5 Survey Monkey**

3.5.1 During the consultation period Highways England were made aware of an issue with the online questionnaire regarding the Kingsway access options. For Question 9 - Do you have any preference where the local access is? The K3 option (to provide no

new link route) and no preference responses were combined, meaning respondents could not clearly indicate if they had no preference or were in favour of not providing a new link. As a number of responses had already been received Highways England was not able to update the online questionnaire during the consultation period.

- 3.5.2 Where respondents have clearly indicated that they intended to give a response of no preference or K3, the answers have been manually updated within the schedule of responses contained in Appendix J. The analysis of consultation feedback has been undertaken using the updated schedule.

### **3.6 Leaflet Distribution**

- 3.6.1 In order to publicise the event, an A5-sized promotional leaflet was distributed to householders living close to the proposals. The general distribution area is shown in Appendix A. Further details are contained in Appendix M.
- 3.6.2 Deliveries were undertaken on Monday 26th January and Tuesday 27th January 2015.

## 4. CONSULTATION RESPONSES - OVERALL SCHEME

### 4.1 General

4.1.1 Overall the comments were supportive of the scheme proposals. This reflected in the comments on the questionnaire question 'Do you agree with the need for improvements at these junctions?' As shown in Figure 4.1, of the 699 respondents 567 (81%) agreed for the need to improve the existing junctions.

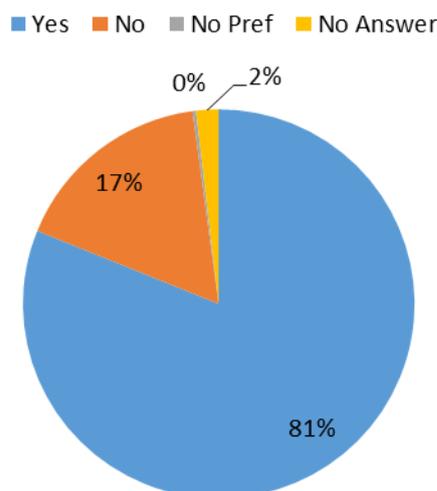


Figure 4.1: Do you agree with the need for improvements?

4.1.2 Many respondents provided positive comments noting the increased safety the proposed improvements would provide. Typical comments include:

*Ease traffic flow through Derby.*

*This is the only bottleneck between Birmingham and South Normanton, caused by roundabouts.*

*Improve air quality in immediate and surrounding areas by reducing pollution caused by stop-start traffic.*

*Decrease journey times, and associated costs.*

*Improve road safety in residential areas, particularly around the school entrance, by closing junctions.*

*Provide more direct access to industrial traffic, reducing its need to use residential streets.*

*Better flow of traffic.*

*It should have been done years ago.*

4.1.3 Many positive comments were received in relation to the scheme greatly reducing congestion and improving user's safety.

4.1.4 Potential concerns included the disruption and benefits of the Pinch Point improvement works. Tables 4.1 and 4.2 outline the range of benefits and issues raised by respondents. The tables show the total count of all references to a particular issue. It should be noted that the total counts raised differs from the total number of respondents, as each respondent may have one or more issue or benefit.

Furthermore, responses with no written responses have not been included within the count.

<b>Benefit</b>	<b>Count</b>	<b>%</b>
Ease Congestion	142	76%
Improve Safety	19	10%
Long Overdue	14	7%
Local/Through Traffic Conflict	6	3%
Reduce Commuting Time	2	1%
Improve Economy	2	1%
Benefit Derby	1	1%
Easier Access for Locals	1	1%
<b>Total</b>	<b>187</b>	<b>100%</b>

Table 4.1: Overall Benefits Categorisation

<b>Issue</b>	<b>Count</b>	<b>%</b>
Pinch Point Scheme Recently Completed	60	54%
Junctions have already improved following Pinch Point Scheme	12	11%
Focus on improving public transport	9	8%
Impact on Local Residents	8	7%
Increase in Pollution	8	7%
Money Should Be Spent Elsewhere	6	5%
Greenbelt Land	4	4%
Waste of Money	4	4%
Affect House Prices	1	1%
<b>Total</b>	<b>112</b>	<b>100%</b>

Table 4.2: Overall Issues Categorisation

## 4.2 Section 42 consultees

- 4.2.1 The majority of Section 42 responses were in relation to specific junctions and will therefore be further discussed in the subsequent sections of this report.
- 4.2.2 National Grid provided relevant instructions and advice to be considered during preliminary and detailed design of the scheme, advising on low and medium pressure gas transmission, which is located within close proximity to the scheme.
- 4.2.3 Natural England and The Coal Authority had no comments, observations or objections to the preferred proposed scheme.
- 4.2.4 One respondent questioned the value of the scheme, citing that increased traffic during construction and a high construction cost would negate any benefits from the scheme.

4.2.5 Some respondents with land interests questioned the timing of the proposed scheme, citing delays that occurred as a result of the Pinch Point improvement schemes and noting that the benefits of the recent improvement schemes have yet to be quantified.

### 4.3 Section 47 consultees

4.3.1 Overall the comments from Section 47 consultees were positive. This was reflected in the responses shown in Figure 4.2 to the questionnaire question ‘Do you agree with the need for improvements at these junctions?’ with 79% of the local communities agreeing for the need to improve the existing junctions and 19% disagreeing with the need to improve the junctions.

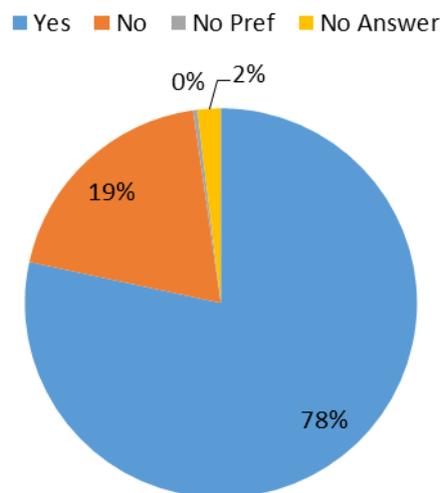


Figure 4.2: Do you agree with the need for improvements? (Section 47 consultees)

4.3.2 Little Eaton and Darley Abbey are the most receptive to the need for improvements, with 96% of respondents agreeing with the need for improvements, with Allestree giving the most positive responses 93 (87% of the residents of Allestree agree with the need for improvements). With Breadsall, Derby Centre, Mackworth and Markeaton being the least receptive for the need for improvements, with 36%, 40%, 28% and 28% disagreeing respectively. This is shown on Figure 4.3 and Table 4.3. It should be noted that the “no preference” responses have not been counted; this is due to the low number responses (2) received.

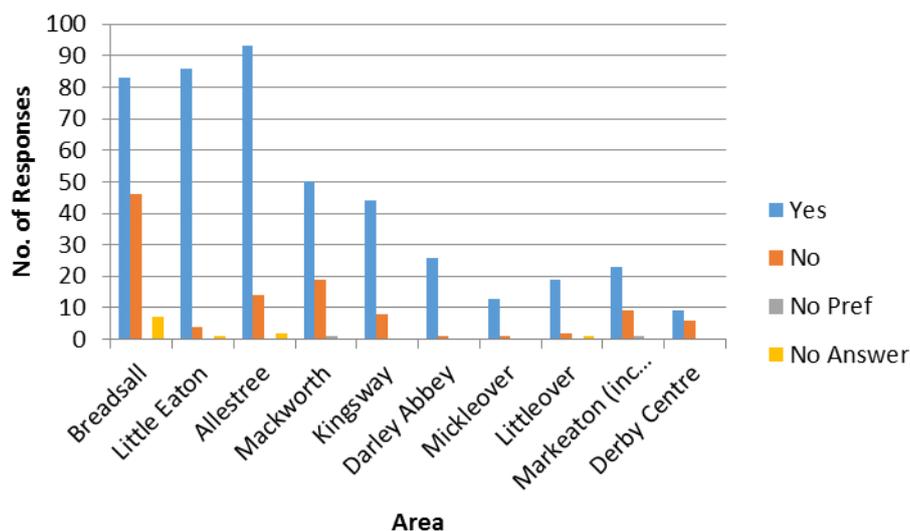


Figure 4.3: Graph showing breakdown number of responses to Q2 “Do you agree with the need for improvements?” (Section 47 consultees)

Area	Yes	No	No of responses
Allestree	87%	13%	107
Breadsall	64%	36%	129
Darley Abbey	96%	4%	27
Derby Centre	60%	40%	15
Kingsway	85%	15%	52
Little Eaton	96%	4%	90
Littleover	90%	10%	21
Mackworth	72%	28%	69
Markeaton (inc Queensway)	72%	28%	32
Mickleover	93%	7%	14

Table 4.3: Breakdown showing percentages of responses to Q2 “Do you agree with the need for improvements”? (Section 47)

4.3.3 The majority of concerns raised by the Breadsall community were focused around the previously completed Pinch Point scheme and the cost of the proposed junctions:

*Work on the Little Eaton Island has just been completed after months of disruption and, although it was to be an interim solution to the traffic congestion in this area, it appears, to all the people I have been in conversation with, to be working very well and to have solved the problem. I think work could be carried out in other areas on the roads into Derby which would be more beneficial.*

*We are happy with the recent improvements. The flyover will certainly be a very bad move for Breadsall.*

*A waste of taxpayers’ money, given the cuts in public funding on central services and national debt.*

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*The congestion is acceptable, money should be spent elsewhere whether it is on the highways or other departments.*

- 4.3.4 Other respondents cited increased air, noise and visual pollution as major concerns as well as suggesting improving public transportation and promoting non-motorised methods of transportation instead of carrying out the proposed works:

*Noise Pollution, damaging the green belt, Air pollution, Damage wild life habitat, Light pollution - Damage to village environment.*

*Pollution visual & noise. Not necessary to make major alterations.*

*I think that the money would be better spent educating people, making the public transport more reliable and much cheaper, and making cycling a more attractive means of travel for folk. It would help if kids went to local schools and parents given more flexibility so they don't need to clog up the roads first thing in the morning. Encourage children to walk to school too. It's a short-term resolution.*

*Would not need any further improvements in long term if government got serious about improving public transport.*

- 4.3.5 From the consultation feedback received, discussions with residents and meetings with the Parish Council, it is clear that the community in Breadsall would prefer a junction layout which takes the A38 further away from the village than the consulted proposal.

#### **4.4 Other consultees**

- 4.4.1 It should be noted that the majority of other consultees' responses were in relation to specific junctions and will therefore be further discussed in subsequent sections of this report.

## 5. CONSULTATION FEEDBACK - A38/A5111 KINGSWAY JUNCTION

### 5.1 General

5.1.1 Of the 739 responses received, Highways England received 625 responses in relation to Kingsway junction. Overall the comments were positive towards the Kingsway junction proposals. This is reflected in the questionnaire feedback, as shown in Figure 5.1 where 70% agreed with the proposed junction, 11% disagreed with the proposed and 19% had no preference to the junction layout. It should be noted that 89% of the respondents who have no preference to the junction are from communities and areas furthest away from the Kingsway Junction, e.g. Little Eaton, Breadsall, Allestree and 'other areas'.

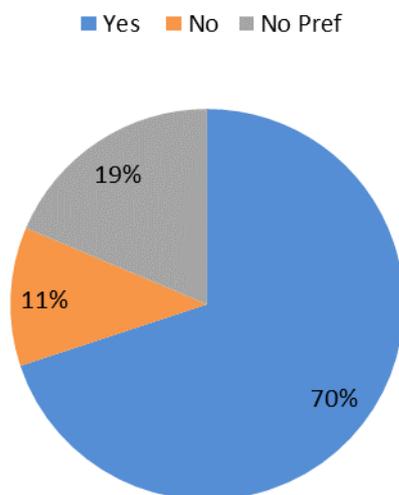


Figure 5.1: Overall response to Q7 (Kingsway junction) "Do you agree with the proposed preferred option in this area?"

5.1.2 Tables 5.1 and 5.2 outline the range of benefits and issues raised by respondents. The tables show the total count of all references to a particular issue. It should be noted that the total counts raised differs from the total number of respondents, as each respondent may have one or more issue or benefit. Furthermore, responses with no written responses have not been included within the count.

Benefit	Tally	%
Reduce Congestion	171	73%
Current Situation is Poor	16	7%
Improved Safety	10	4%
Least Impact On Environment	10	4%
Something Needed To Be Done	8	3%
Essential For The Future	5	2%
Less Pollution	5	2%
Least Visual Impact	5	2%
Reduces Rat Runs	3	1%
Better Access to City	2	1%
<b>Total</b>	<b>235</b>	<b>100%</b>

Table 5.1: Kingsway junction – Benefits categorisation

Issue	Tally	%
Removal of Local Access Roads	18	20%
Safety	16	18%
Improve Access to Retail Park	7	8%
Noise Pollution	6	7%
Increased Congestion on Local Roads	6	7%
Too Close to Residents Houses	6	7%
Roundabout Design	5	6%
Recent Works Are Adequate	4	4%
Loss of Public Open Space	3	3%
Light Pollution	3	3%
Threat To Local Wildlife	3	3%
Costs Too Much	3	3%
Improved Access to Royal Derby Hospital is Needed	3	3%
Flyover Preferred	3	3%
No Consideration for Cyclist/Pedestrians	3	3%
<b>Total</b>	<b>89</b>	<b>100%</b>

Table 5.2: Kingsway junction – Issues categorisation

5.1.3 The majority of concerns with regards to the Kingsway Junction are focused around local access options and safety, in which the proposed design speed is the issue. The main benefit that the respondents had for the proposals were the reduction in congestion currently experienced.

5.1.4 Highways England received 578 responses with regards to local access at Kingsway Junction. As shown in Figure 5.2, overall 30% had no preference to which local access route was chosen, 27% preferred option K2 (which was to provide an access route via Kingsway Park close), 27% preferred K3 (which was to provide no local access for local residence), 12% preferred K1 (which was to provide an access route through Greenwich Drive South), with the remaining 4% preferring a combined K1 and K2 solution. It should be noted that a combined K1 and K2 solution was not offered to the public as an option. The local communities furthest away from the proposed junction, such as Little Eaton, Breadsall, Allestree and 'other areas', formed 86% of the no preference responses.

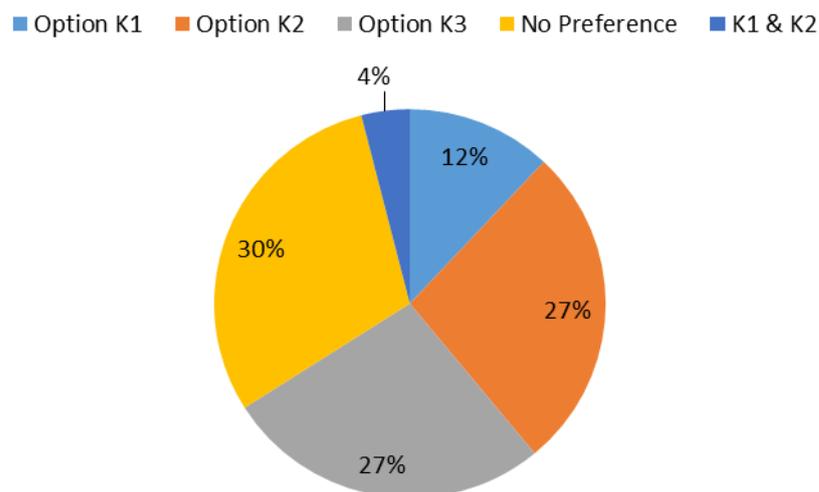


Figure 5.2: Overall response to Q9 regarding local access arrangements at Kingsway Junction

5.1.5 Highways England also received a number of alternative designs for Kingsway Junction. The alternative designs are outlined in Section 10 of the report.

## 5.2 Section 42 consultees

5.2.1 English Heritage confirmed that there is minimal historic environmental impact for the proposals outlined for the Kingsway Junction.

5.2.2 The Derby Almshouse Charity questioned the need to close off the local access road of Enfield Road.

5.2.3 Respondents with land interests also questioned the need to close several existing access routes.

## 5.3 Section 47 consultees

5.3.1 As noted in paragraph 5.1.1 the majority of section 47 responses of no preferences were received from areas furthest away from the proposed junction, i.e. Breadsall, Little Eaton and Allestree. As a result, the graph below shows the responses from the communities within the immediate vicinity of the junction (i.e. Mackworth, Kingsway, Darley Abbey, Mickleover, Littleover, Markeaton and Derby Centre). These results shown in Figure 5.3 indicate that these communities are very receptive to the proposed junction, with 82% agreeing with the proposed junction, 15% disagreeing and 3% having no preference.

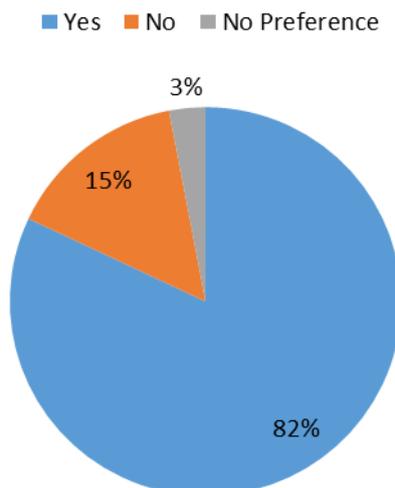


Figure 5.3: Responses to Q7 (Kingsway junction) “Do you agree with the proposed preferred option in this area?” (Section 47 consultees from immediate vicinity)

5.3.2 Mickleover and Darley Abbey are the most receptive to the proposed preferred solution at Kingsway Junction, with 100% and 85% of respondents agreeing respectively. With Mackworth, Markeaton and Littleover being the least receptive for the proposed preferred solution at Kingsway Junction with 30%, 23% and 20% disagreeing respectively. This is shown in Table 5.3.

Area	Yes	No	No Preference
Allestree	75%	9%	16%
Breadsall	38%	9%	53%
Darley Abbey	85%	15%	0%
Derby Centre	57%	14%	29%
Kingsway	80%	13%	7%
Little Eaton	76%	4%	20%
Littleover	80%	20%	0%
Mackworth	66%	30%	5%
Markeaton (Inc Queensway)	67%	23%	10%
Mickleover	100%	0%	0%

Table 5.3: Breakdown of responses to Q7 (Kingsway junction) “Do you agree with the proposed preferred option in this area?” (Section 47 consultees)

5.3.3 The majority of concerns raised by the Mackworth community were focused around the closure of the local access routes and the traffic being closer to local residents:

*Removing two existing accesses to Mackworth - Enfield & Brackensdale - leaving only access from A52. Removal of trees/boundary Greenwich Drive North/A38.*

*Junctions Brackensdale & Raleigh Street need to have existing slip roads.*

*Reducing access/egress into Mackworth estate from 4 to 2 is ridiculous. Making residents zig-zag through the estate for 1.7miles is unfair on residents of those streets. Increasing to 50mph makes far more noise.*

*Don't agree with adding a slip road onto a Residential street that is already busy and a bus route.*

*It brings traffic much too close to the houses on Greenwich Drive South.*

- 5.3.4 Other respondents cited having a dumbbell junction, comprising two roundabouts and a single overbridge, as a major concern as well as suggesting improving access to the Kingsway Retail Park and safety predominantly around traffic speed:

*The only aspect I don't agree with is the two roundabouts / one bridge option. It would be easier for LGV drivers to manoeuvre round one large roundabout than two small roundabouts. I took some photos of the area today and saw an articulated lorry come down Kingsway Park Close (KPC) and reverse into one of the premises. That vehicle would have come from the A38.*

*Not sure about the double roundabout. Sometimes these could still cause a 'grid-lock'*

*Provision needs to be provided to: a) Provide additional access to the Kingsway retail park. B) An express busway needs to be provided using the old rail track bed into the Friargate area of derby. C) Provide access to the new 700 house development being built on the Kingsway hospital site.*

*It's not really necessary. A bit of traffic restriction is a good thing in that it keeps traffic flows down. I don't really want the A38 to be a major trunk road. A lot of local traffic issues (queuing on the A38 for the retail park) could be fixed by improving the retail park access - particularly by banning right turns into the Curry's car park, as people waiting to turn right then hold up traffic on the access road and then right down to the A38.*

*Speed limit at side of park currently 40mph you are going to almost double this to 70. This is a residential area.*

- 5.3.5 With regards to the outlook of the local communities within the immediate vicinity of the proposed junction to the local access options, 49% of respondents preferred option K2 (access via Kingsway Park Close); 18% preferred option K3 (to provide no local access); 7% preferred option K1 (access through Greenwich Drive South); and 15% preferred a combined K1 and K2 solution. These results are shown in Figure 5.4.

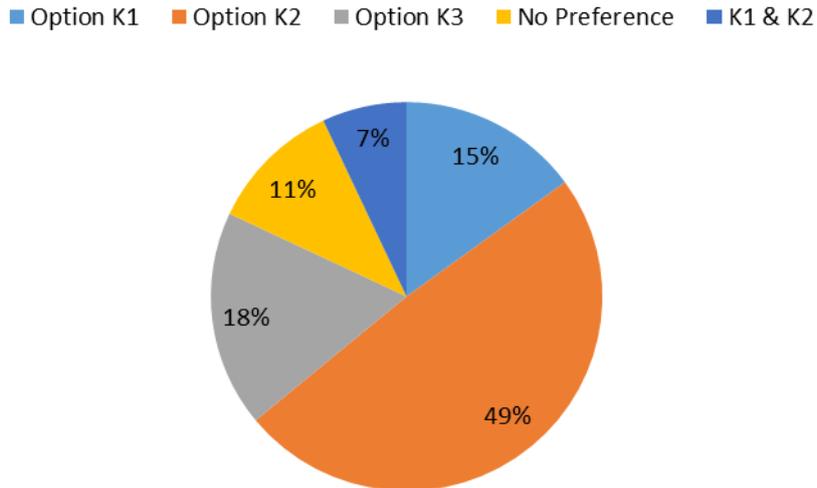


Figure 5.4: Chart showing the breakdown of responses to Q9 regarding local access arrangements (Section 47 consultees from immediate vicinity)

5.3.6 As shown in Figure 5.5, communities located furthest away from the junction, were predominantly in favour of no preference or the K3 option, which is to provide no local access.

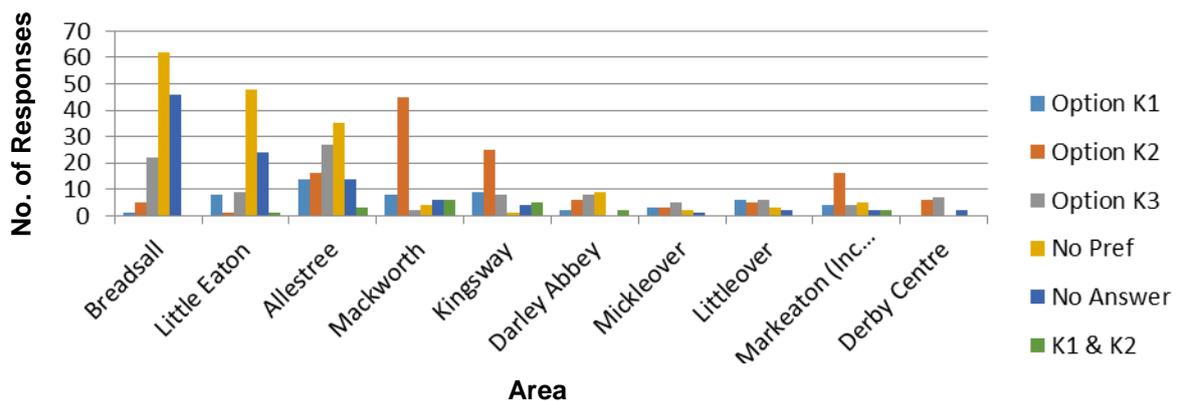


Figure 5.5: Geographical breakdown of responses to Q9 regarding local access arrangements at Kingsway (Section 47 consultees)

## 5.4 Other consultees

5.4.1 Overall the comments were supportive of the scheme proposals. This was reflected in the comments on the questionnaire in response to the question 'Do you agree with the need for improvements at these junctions?' 84% of the other consultees agreed for the need to improve the existing junctions, 6% disagreed with the need to improve the junctions and 10% gave no preference (see Figure 5.6).

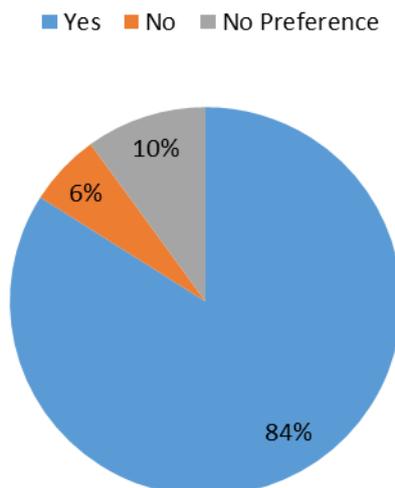


Figure 5.6: Responses to Q7 (Kingsway junction) “Do you agree with the proposed preferred option in this area?” (Other consultees)

5.4.2 It should be noted that all but 1 of the 115 respondents were residents from areas outside the vicinity of the proposed scheme.

5.4.3 Overall there were 7 residents from areas outside the vicinity of the proposed scheme, who disagreed for the need of improvements. Of those eleven responses only three provided comments, which are given below:

*Mostly agree, but not totally. At the Kingsway junction, on the roundabout to the east of the A38, do not allow local traffic. Then all traffic heading southbound towards these roundabout only needs to turn left towards the retail park. Then, all traffic from the retail park direction towards the A38 shouldn't have any need to give way because there should be no traffic. In fact, this shouldn't be a roundabout at all but the slip road southbound from the A38 should just continue onto the Kingsway road (A5111) and in the opposite direction, left lane for southbound and right lane for northbound A38 traffic. Northbound A38 traffic exiting at this junction could merge on the Kingsway road towards the retail park roundabout. There isn't very much of this type of traffic anyway. So in short, keep the small roundabout on the west of the A38 but change the east roundabout to be a merging slip road from the A38 north and south onto Kingsway and then a 2 lane system for heading north or south from Kingsway back onto the A38.*

*Would prefer to see a standard roundabout giving access to the A38 rather than the dumbbell design which may cause more delays particularly for traffic from Kingsway joining to go north on A38 i.e. continuing clockwise round Derby ring road.*

*Recent works & lights have made traffic move better at this island.*

5.4.4 Figure 5.7 shows that 44% of other consultees prefer no local access being provided at the Kingsway junction, 23% favouring the K2 option, 12% preferring K1, 2% in favour of a combined K1/K2 solution, with the remaining 19% either selecting no preference or not answering.

■ Option K1 ■ Option K2 ■ Option K3 ■ No Preference ■ No Answer ■ K1 & K2

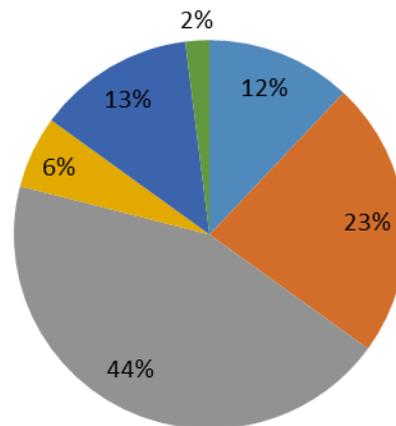


Figure 5.7: Chart showing the breakdown of responses to Q9 regarding local access arrangements (Other consultees)

5.4.5 The Derbyshire and Peak District Campaign for Better Transport questioned the need to provide grade separation at the Kingsway Junction and raised a concern of the preferred options ability to incorporate the previously proposed 'Mickmack' busway.

## 6. CONSULTATION FEEDBACK - A38/A52 MARKEATON JUNCTION

### 6.1 General

6.1.1 Of the 739 responses received, Highways England received 615 responses in relation to Markeaton junction. Overall the comments were positive towards the Markeaton junction proposals. This is reflected in the questionnaire feedback, shown in Figure 6.1, where 67% agreed with the proposed junction, 14% disagreed with the proposal and 19% had no preference to the junction layout. It should be noted that 81% of the respondents who have no preference to the junction are from communities and areas furthest away from the proposed Markeaton junction, e.g. Little Eaton, Breadsall, Allestree and areas classed as 'other areas'.

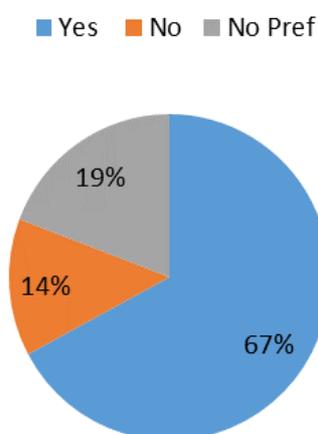


Figure 6.1: Overall response to Q11 (Markeaton junction) "Do you agree with the proposed preferred option in this area?"

6.1.2 Tables 6.1 and 6.2 outline the range of benefits and issues raised by respondents. The tables show the total count of all references to a particular issue. It should be noted that the total counts raised differs from the total number of respondents, as each respondent may have one or more issue or benefit. Furthermore, responses with no written responses have not been included within the count.

Benefit	Tally	%
Reduce Congestion	120	39%
Local/Through Traffic Separation Needed	41	13%
Improved Safety	33	11%
Least Visual Impact	31	10%
Least Impact On Environment	22	7%
Current Situation is Poor	20	6%
Something Needed To Be Done	11	4%
Minimal Green Belt Used	11	4%
Least Local Impact	11	4%
Better Access to City	8	3%
Less Pollution	3	1%
<b>Total</b>	<b>311</b>	<b>100%</b>

Table 6.1: Markeaton junction – Benefits categorisation

Issue	Tally	%
Recent Works Are Adequate	19	20%
No Consideration of Local Residents/Business	18	19%
Parkland Should Be Used And Houses Retained	14	14%
Safety Issues	10	10%
Increased Pollution	10	10%
Should Be A Flyover	10	10%
More Congestion	6	6%
No Consideration For Cyclists/Pedestrians	4	4%
Costs Too Much	3	3%
Proposed Speed Limit Too High	3	3%
<b>Total</b>	<b>97</b>	<b>100%</b>

Table 6.2: Markeaton junction – Issues categorisation

- 6.1.3 The majority of concerns with regards to the preferred Markeaton junction are focused around the impact on local business and residents, the need to purchase properties that are within the scheme footprint and the recent completion of the Pinch Point improvement works. The main benefit that the respondents had for the proposals was the reduction in congestion currently being experienced.
- 6.1.4 Highways England received 578 responses with regards to replacing the pedestrian footbridge to Markeaton Park. The existing footbridge needs to be demolished to accommodate the widened A38 carriageway. Overall 49% were in favour of providing a new footbridge, 30% had no preference and 21% felt that there no was no need to replace the pedestrian footbridge (see Figure 6.2).

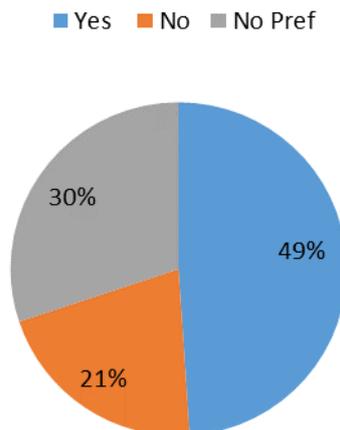


Figure 6.2: Overall response to Q13 regarding provision of a replacement footbridge

6.1.5 It should be noted that no alternative junction designs were received during the consultation period for Markeaton junction alone. The alternative designs for the overall scheme are outlined in Section 10 of the report.

## 6.2 Section 42 consultees

6.2.1 English Heritage were unclear on whether the lodge house at Markeaton Park would be demolished as part of the scheme. It was also recommended that surveys should be undertaken to determine the significance of heritage assets here, to feed into the impact assessment process.

6.2.2 A local business has formally objected the scheme on the basis of the consultation information not demonstrating how access would be maintained to their site.

6.2.3 The trusts running a local retirement and sheltered house has disagreed with the proposed junction, due to the potential disruption to its residents.

## 6.3 Section 47 consultees

6.3.1 As noted in paragraph 6.1.1 the majority of “no preference” responses were received from areas furthest away from the proposed junction (i.e. Breadsall, Little Eaton and Allestree). As a result, Figure 6.3 shows how the communities within the immediate vicinity of the junction, i.e. Mackworth, Kingsway, Darley Abbey, Mickleover, Littleover, Markeaton and Derby Centre responded. These results show that communities within immediate vicinity of the junction are very receptive to the proposed junction, with 70% agreeing with the proposed junction, 22% disagreeing and 8% having no preference.

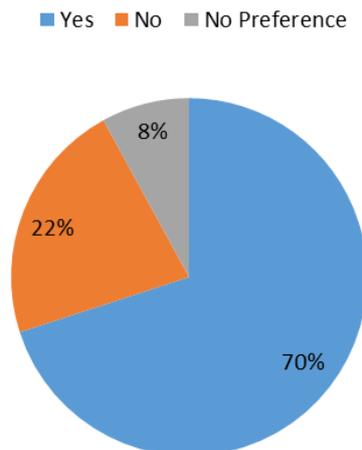


Figure 6.3: Responses to Q11 (Markeaton junction) “Do you agree with the proposed preferred option in this area?” (Section 47 consultees from immediate vicinity)

6.3.2 Mickleover, Darley Abbey and Littleover are the most receptive to the proposed preferred solution at Markeaton Junction with 92%, 85% and 83% of respondents agreeing respectively with the need for improvements. With Derby Centre, Markeaton (inc Queensway) and Mackworth being the least receptive for the to the proposed preferred solution at Markeaton Junction, with 43%, 38% and 27% disagreeing respectively. This is shown in Figures 6.4 and Table 6.3.

Area	Yes	No	No Preference
Allestree	78%	9%	13%
Breadsall	35%	8%	57%
Darley Abbey	85%	15%	0%
Derby Centre	57%	43%	0%
Kingsway	68%	13%	19%
Little Eaton	79%	4%	17%
Littleover	83%	17%	0%
Mackworth	66%	27%	8%
Markeaton (inc Queensway)	59%	38%	3%
Mickleover	92%	0%	8%

Table 6.3: Geographical breakdown of responses to Q11 “Do you agree with the proposed preferred option in this area?” (Section 47 consultees)

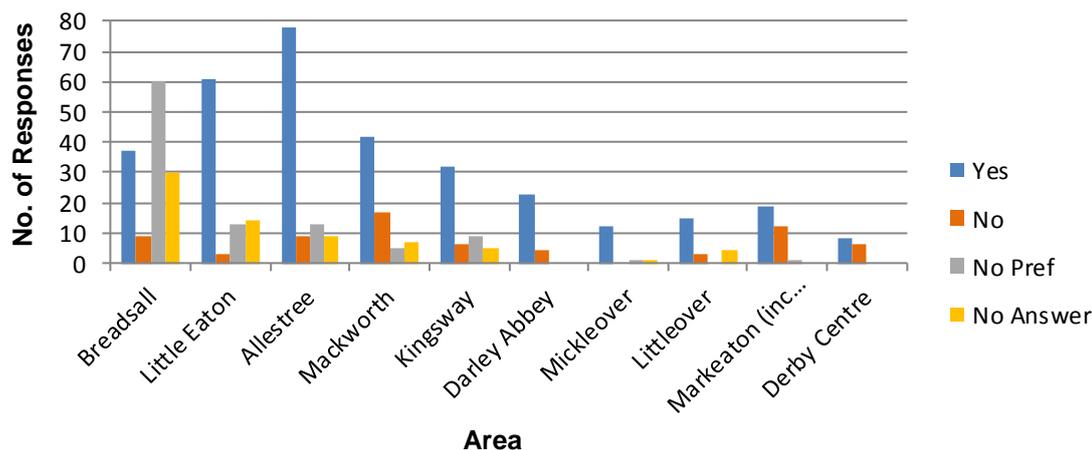


Figure 6.4: Geographical breakdown of responses to Q11 “Do you agree with the proposed preferred option in this area?” (Section 47 consultees)

- 6.3.3 The majority of concerns raised by the Derby Centre, Markeaton (inc Queensway) and Mackworth communities were focused on the improvements made by the recent pinch point scheme negating the need for the proposed works and the impact on local businesses and residents:

*The disruption of creating the new junction will go on for many months just after a long period of disruption which has created adequate improvement.*

*Demolition of houses in Queensway & Ashbourne Road is unacceptable just for a free flow of traffic on A38. Closure at access via Enfield Road and Brackensdale Road will bring higher volumes of traffic at Prince Charles Avenue and A52 where access at the moment is suicidal & will the hand make when all the new housing estates are build.*

*Recent improvements have solved any issues. The impact on local health & wellbeing would be too great.*

*It will cut off the estate, increase my daily journey times significantly, and reduce exits from the estate by 50%, forcing traffic along a narrow residential street. The project will affect my property.*

- 6.3.4 Other respondents raised concerns around the need to demolish several properties within the footprint of the scheme, increased pollution and questioned the design of the scheme, primarily around safety and the underpass solution itself:

*Possibly take a bigger portion of the park instead of taking the houses on Queensway to make the improvements.*

*Alien nightmare scenario, hideous. Disagree with loss of Queensway houses, proximity & impact on Royal school for Deaf (vibration, noise of years of construction work), and on Markeaton park (during & after construction). Disagree on need to increase speed limit.*

*A flyover at Markeaton would be cheaper and quicker to build. I appreciate an underpass is less visually detrimental to the parkland nearby but frankly if it saves half a billion it's worth it.*

6.3.5 With regards to the provision of a replacement footbridge, the local communities within the immediate vicinity of the proposed junction responded as follows: 56% in favour of providing a new footbridge; 25% against providing a new footbridge; and 19% had no preference. These results are shown in Figure 6.5.

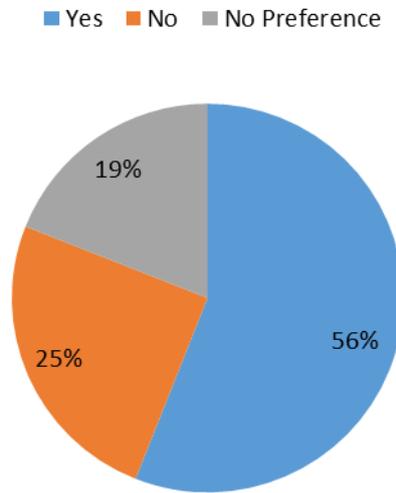


Figure 6.5: Responses to Q13 regarding provision of a replacement footbridge (Section 47 consultees from immediate vicinity)

6.3.6 As shown in Figure 6.6 communities located furthest away from the junction had predominantly no preference as to whether a replacement footbridge should be provided. The proportion preferring that a footbridge be provided was significantly higher than those not wanting a replacement, particularly in Allestree.

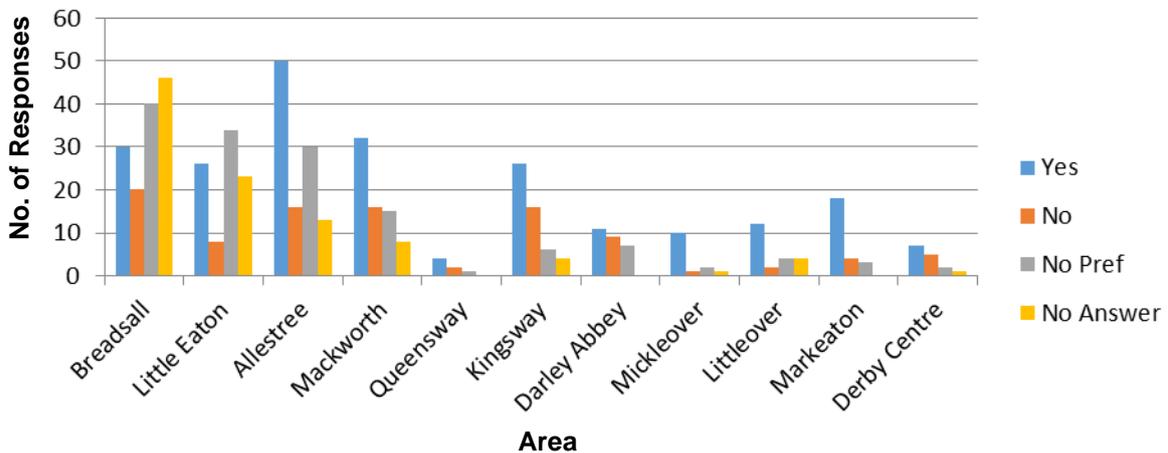
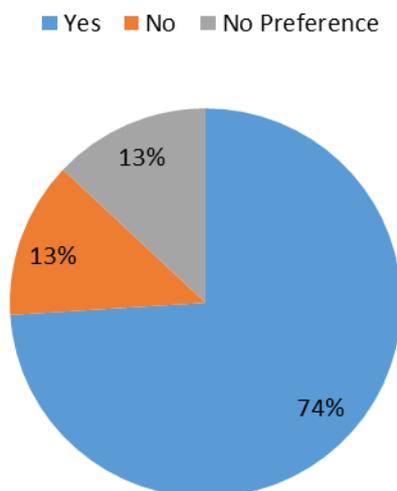


Figure 6.6: Geographical breakdown of responses to Q13 regarding provision of a replacement footbridge (Section 47 consultees)

## 6.4 Other consultees

6.4.1 Overall the comments were positive. This reflected in the comments on the questionnaire question 'Do you agree with the need for improvements at these junctions?' 74% of the other consultees agreed with the need to improve the existing junctions, with 13% disagreeing with the need to improve the junctions and 13% gave no preference (see Figure 6.7).



6.4.2 Figure 6.7: Responses to Q11 (Markeaton junction) "Do you agree with the proposed preferred option in this area?" (Other consultees)

6.4.3 Overall there were 14 residents from areas outside the vicinity of the proposed scheme who questioned why the preferred option isn't a flyover and the need to demolish properties:

*Wouldn't putting the A38 across the roundabout on a flyover make more sense? And mean less excavation at this location?*

*The proposal involves demolishing a lot of houses. Why can the road not be moved into the park? New trees could be planted, and if required, additional land could be made available at the western side of the park.*

6.4.4 Figure 6.8 shows that 29% of other consultees have no preference in providing a new pedestrian footbridge; with 20% preferring not to provide the new pedestrian footbridge and 51% in favour of providing a new pedestrian footbridge.

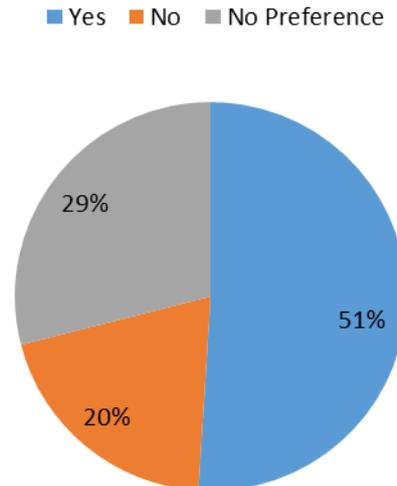


Figure 6.8: Responses to Q13 regarding provision of a replacement footbridge (Other consultees)

- 6.4.5 The Derbyshire and Peak District Campaign for Better Transport were in general supportive of the Markeaton proposal and considered an underpass to be the recommended option. They would also like to see “a comprehensive scheme to safely deal with” traffic at McDonald’s, Esso petrol station and Markeaton Park. They also consider that any “works required as a consequence of the main A38 scheme should be funded as part of it” such as potential improvements to the A52 / Prince Charles Avenue junction.
- 6.4.6 The Derbyshire and Peak District Campaign for Better Transport were in favour of providing a replacement footbridge.

## 7. CONSULTATION FEEDBACK - A38/A61 LITTLE EATON JUNCTION

### 7.1 General

7.1.1 Of the 739 responses received, Highways England received 645 responses relating to Little Eaton junction. Overall the comments were positive towards the Little Eaton junction proposals. This is reflected in the questionnaire feedback, where 63% agreed with the proposed junction, 28% disagreed with the proposed junction and 9% had no preference to the junction layout. It should be noted that 67% of the respondents that disagreed with the proposed preferred solution were from the Breadsall community. The results are shown in Figure 7.1.

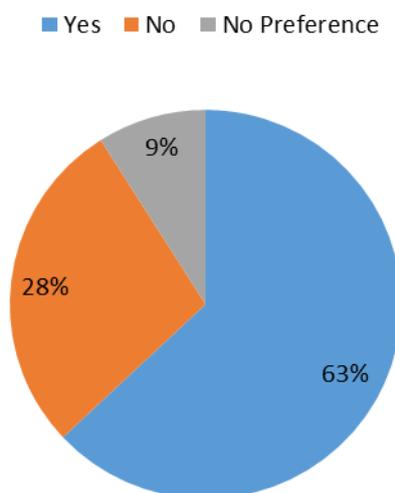


Figure 7.1: Overall response to Q15 (Little Eaton junction) “Do you agree with the proposed preferred option in this area?”

7.1.2 Tables 7.1 and 7.2 outline the range of benefits and issues raised by respondents. The tables show the total count of all references to a particular issue. It should be noted that the total counts raised differs from the total number of respondents, as each respondent may have one or more issue or benefit. Furthermore, responses with no written responses have not been included within the count.

7.1.3 The majority of concerns with regards to the preferred Little Eaton Junction were predominately focused around how the proposed alignment affects the local residents of Breadsall and uses Greenbelt land, as well as raising concerns of noise pollution as a result of the proposed route being a fly over. With the core perceived benefit being the reduction in congestion the proposed solution could deliver.

Benefit	Tally	%
Improve Traffic Flow	40	41%
Preferred Option is a Good Solution	19	20%
Reduce Congestion	13	13%
Improve Safety	7	7%
Long Overdue	5	5%
Safer	2	2%
Improve Access to Little Eaton	2	2%
Necessary to Relieve Congestion	2	2%
Better Aesthetics	2	2%
Make Commute Easier and Safer	1	1%
Current Junction at Little Eaton Dangerous	1	1%
Good Idea	1	1%
Least Impact on Existing Infrastructure	1	1%
Improve Journey Times	1	1%
<b>Total</b>	<b>97</b>	<b>100%</b>

Table 7.1: Little Eaton junction – Benefits categorisation

Issue	Tally	%
Highway Alignment	53	24%
Loss of Greenbelt Land	51	23%
Noise Pollution	42	19%
Visual Impact	14	6%
Air Pollution	10	4%
Light Pollution	10	4%
Ford Lane Used as a Rat-Run	10	4%
Recent Improvements have Worked	10	4%
Option 3 Unsafe	9	4%
Increased Flood Risk	5	2%
Affect Property Prices	4	2%
Pinch Point Scheme Recently Completed	3	1%
No New Link	1	0%
Current Junction at Little Eaton Dangerous	1	0%
Cost	1	0%
<b>Total</b>	<b>224</b>	<b>100%</b>

Table 7.2: Little Eaton junction – Issues categorisation

7.1.4 Highways England received 620 responses with regards to the local access route at Little Eaton Junction as a result of the closure of Ford Lane due to safety reasons. Overall 37% of respondents preferred option L2 which was to provide a new access road from the A38 onto the B6179, 37% had no preference and 26% felt that there is no need to provide a new local access route as a result of closing the Ford Lane access. The results are shown in Figure 7.2.

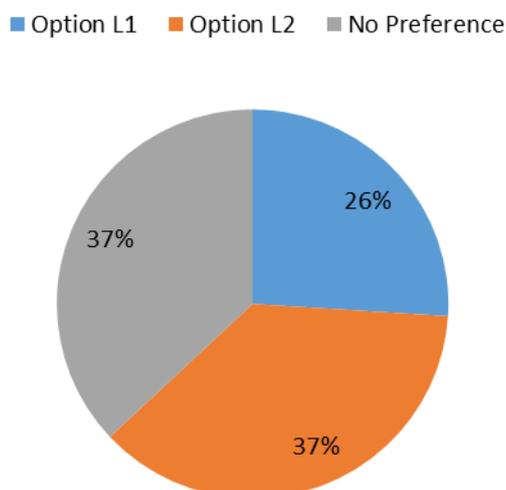


Figure 7.2: Overall response to Q17 regarding provision of a replacement link from Ford Lane

7.1.5 Highways England also received a number of alternative designs for Little Eaton Junction. The alternative designs are outlined in section 10 of the report.

## 7.2 Section 42 consultees

- 7.2.1 Little Eaton Parish Council support the proposed preferred option, as ‘overall it will impact on fewer local residential properties and fewer local businesses’ and the separating of local B6179 traffic and A38 traffic. Although supportive of the scheme the Parish Council raised concerns about noise pollution, local traffic issues during construction and access to the Little Eaton roundabout during construction.
- 7.2.2 Derbyshire County Council felt that as the preferred option is an evolution of the previously consulted option (2003), which Derbyshire County Council previously supported and recommended, there were no objections to the proposed junction presented at the recent consultation.
- 7.2.3 Pauline Latham (MP for Mid Derbyshire) consulted with various members of her constituency and raised concerns around noise and light pollution and the loss of greenbelt land. Attention was also drawn to an alternative option, which is outlined in more depth in Section 10.
- 7.2.4 Natural England highlighted that the impacts on the Derwent Valley Mills World Heritage Site and non-designated archaeology and preserved remains associated with the floodplain should be fully assessed within the environmental impact assessment.

7.2.5 Following the exhibition in Breadsall on 26 February, Breadsall Parish Council arranged a community meeting. As a result of the meeting, the community has formed the Breadsall A38 Action Group. Highways England has engaged in correspondence with the Action Group to understand the aims and concerns of the group while providing information on the consultation process and the junction proposals.

7.2.6 Due to restrictions on consultation activities during the General Election, an initial meeting with the Action Group was held on 9 June 2015.

### 7.3 Section 47 consultees

7.3.1 Unlike the previous junctions, there were few responses for no preference. As a result, the Section 47 consultee analysis will be two-fold: (i) analysing all section 47 responses and (ii) analysing section 47 responses that are in immediate vicinity of the junction.

7.3.2 Figure 7.3 shows that 60% of all the section 47 consultees agree with the proposed junction; 31% disagree with the proposal; and 9% have no preference. It should be noted that 69% of those who disagree with the preferred junction were from the Breadsall community.

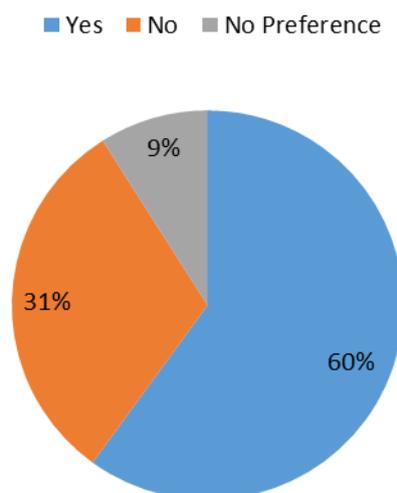


Figure 7.3: Response to Q15 (Little Eaton junction) “Do you agree with the proposed preferred option in this area?” (all Section 47 consultees)

7.3.3 Figure 7.4 shows the responses from section 47 consultees who are in the immediate vicinity of the proposed junction, i.e. Breadsall, Allestree and Little Eaton. Overall the communities within the immediate vicinity are in favour of the preferred option, with 54% agreeing with the proposed preferred option, 43% disagreeing and 3% having no preference. It should be noted that of the communities within the immediate vicinity of the junction 84% of the respondents who disagreed with the proposal were from the Breadsall community.

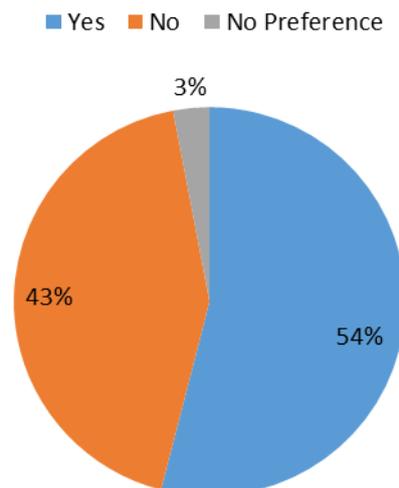


Figure 7.4: Response to Q15 (Little Eaton junction) “Do you agree with the proposed preferred option in this area?” (Section 47 consultees from immediate vicinity)

7.3.4 Mickleover, Little Eaton, Darley Abbey and Allestree were the most receptive to the need for improvements, with 100%, 93%, 85% and 78% of respondents agreeing respectively with the need for improvements. Breadsall, Derby Centre and Markeaton (inc Queensway) were the least receptive to the need for improvements, with 88%, 25% and 24% disagreeing respectively. These results are shown in Figure 7.5 and Table 7.3.

Area	Yes	No	No Preference
Allestree	78%	17%	5%
Breadsall	8%	88%	4%
Darley Abbey	85%	15%	0%
Derby Centre	67%	25%	8%
Kingsway	70%	5%	25%
Little Eaton	93%	6%	1%
Littleover	79%	21%	0%
Mackworth	60%	10%	31%
Markeaton (Inc Queensway)	55%	24%	21%
Mickleover	100%	0%	0%

Table 7.3: Geographical breakdown of responses to Q15 (Little Eaton junction) “Do you agree with the proposed preferred option in this area?” (Section 47 consultees)

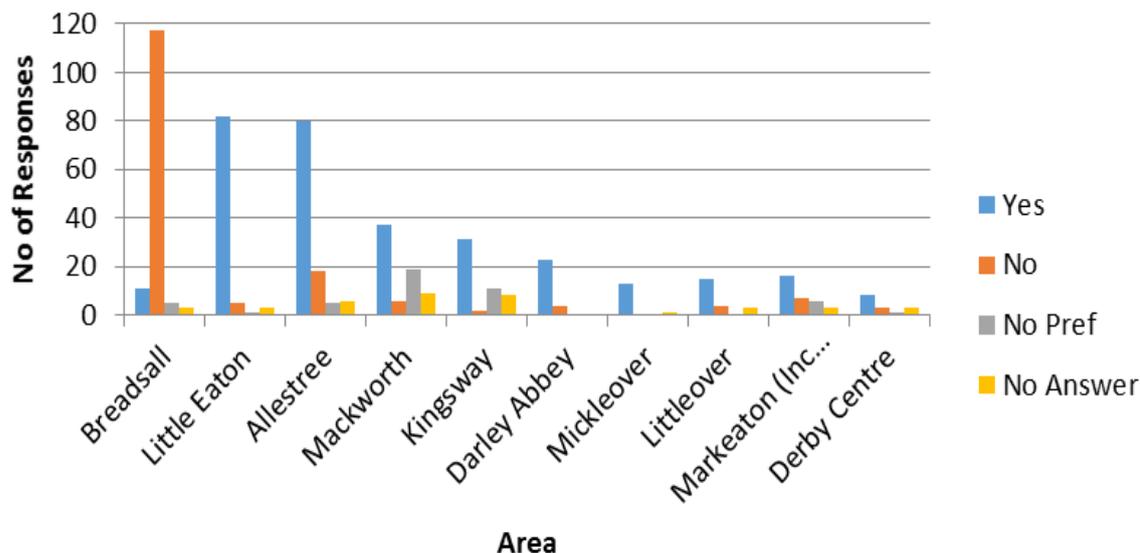


Figure 7.5: Geographical breakdown of responses to Q15 (Little Eaton junction) “Do you agree with the proposed preferred option in this area?” (Section 47 consultees)

7.3.5 The majority of concerns raised by the Breadsall community were focused around the alignment of the route, noise pollution and the use of greenbelt land:

*Leave Ford Lane as it is. The preferred option is taking a considerable amount of greenbelt and it will encroach on properties in the village. More noise and pollution will result. Over the last few years flooding in the village has increased and this work could affect the flood plain.*

*This proposal takes Green belt land when brown field land is available, bend too tight, pollution, noise etc. will be far greater for Breadsall village.*

*Proposed road is too close to Breadsall scheme should be relocated to cover land taken up by Mobile Home Park / Starbucks / garden centre overflow car park.*

*As a local resident in a Breadsall I am concerned about the negative impact locally on noise levels, light from highway lighting, impact on wildlife and air quality.*

7.3.6 Other respondents raised concerns regarding air and lighting pollution, the need for works following the recent improvement works, the safety of the proposed preferred junction and potential rat running should the local ford lane access be constructed:

*Increased light, noise & impact on flooding, wildy/environment. Greenbelt land being taken.*

*Recent works & lights have made traffic move better at this island.*

*The bend in the A38 is too tight and will be dangerous. The routes in options 1 & 2 are much better. Use this route with Island as in option 3.*

7.3.7 Figure 7.6 shows that whilst the majority of the section 47 consultees would prefer a local access route at Little Eaton junction, the results were mixed. 38% of respondents were in favour; 36% had no preference; and 26% preferred not to provide a local access route.

■ Option L1 ■ Option L2 ■ No Preference

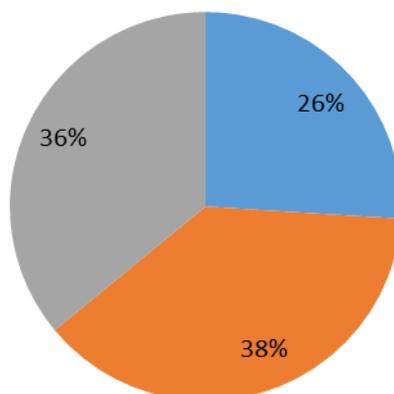


Figure 7.6: Responses to Q17 regarding provision of a replacement link from Ford Lane (Section 47 consultees from immediate vicinity)

7.3.8 As shown in Figure 7.7 communities located furthest away from the junction had predominantly no preference as to whether a replacement link from Ford Lane should be provided. The proportion preferring a link be provided was significantly higher in communities closest to the junction, particularly Allestree.

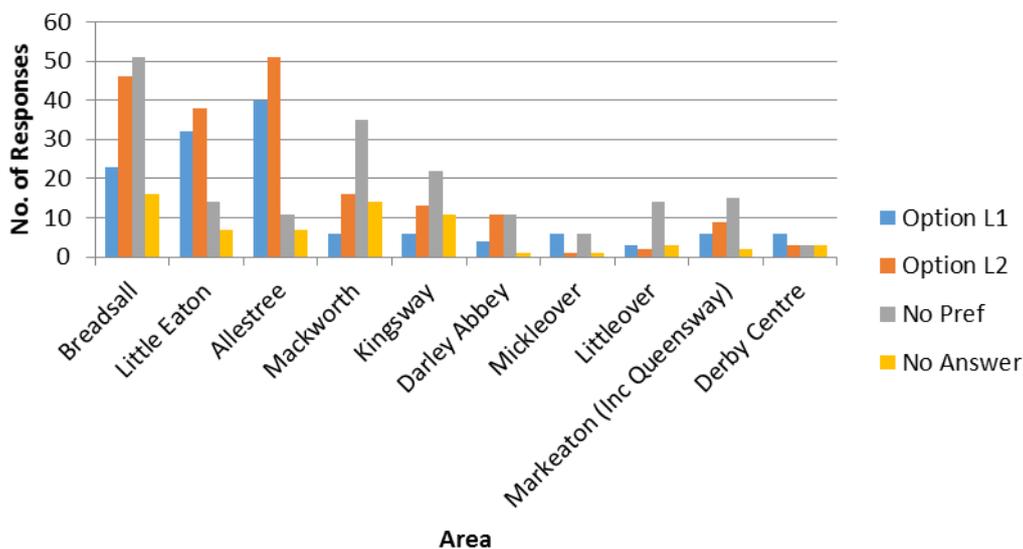


Figure 7.7: Geographical breakdown of responses to Q17 regarding provision of a replacement link from Ford Lane (Section 47 consultees)

7.3.9 Figure 7.8, shows how the communities within immediate vicinity to the proposed Little Eaton junction (i.e. Breadsall, Little Eaton and Allestree) have responded to question 17 regarding access from Ford Lane. The results are again mixed, showing that the 44% favour providing a local access route; 31% favour not providing a local access route; and 25% have no preference. 67% of the respondents who had no preference to the local access route being from Breadsall.

■ Option L1 ■ Option L2 ■ No Preference

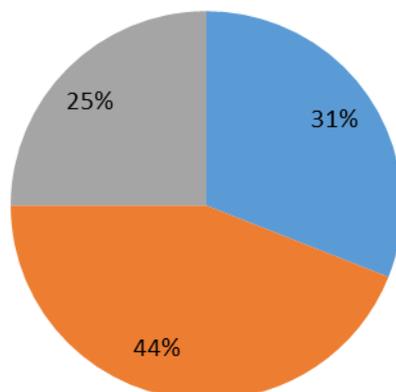


Figure 7.8: Response to Q17 regarding provision of a replacement link from Ford Lane (Section 47 consultees from immediate vicinity)

#### 7.4 Other consultees

7.4.1 Overall the comments were supportive of the scheme proposals. This reflected in the comments on the questionnaire question ‘Do you agree with the need for improvements at these junctions?’ 79% of the other consultees agreed with the need to improve the existing junctions, with 10% disagreeing with the need to improve the junctions and with 11% giving no preference. Results are shown in Figure 7.9.

■ Yes ■ No ■ No Preference

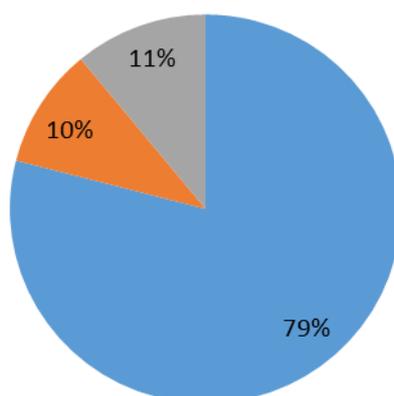


Figure 7.9: Response to Q15 (Little Eaton junction) “Do you agree with the proposed preferred option in this area?” (Other consultees)

7.4.2 It should be noted that all but 1 of the 130 respondents were residents from areas outside the vicinity of the proposed scheme.

7.4.3 Overall there were 11 residents from areas outside the vicinity of the proposed scheme, who questioned the need for further improvements following the recent Pinch Point works, the design of the preferred route and closure of the Ford Lane access route:

*The corner on the A38 appears quite sharp. Surely this is not in accordance with modern standards for high speed roads, and may lead to accidents. Elsewhere on the network, sharp corners appear to be being removed, and this could be done easily here by moving the mobile homes to a new site in the locality.*

*Recent works & lights have made traffic move better at this island*

*Closing Ford Lane will cause extra traffic problems with access & egress on Derwent Ave & A6*

7.4.4 Figure 7.10 shows that 41% of other consultees have no preference to the provision of a new link route; with 23% preferring not to provide the new link route; and 36% in favour of providing a new link route.

■ Option L1 ■ Option L2 ■ No Preference

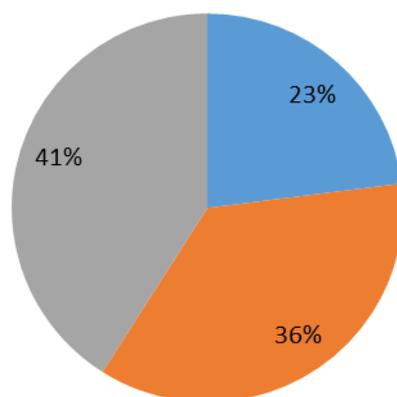


Figure 7.10: Responses to Q17 regarding provision of a replacement link from Ford Lane (Other consultees)

7.4.5 The Derbyshire and Peak District Campaign for Better Transport suggested an alternative option with the A61 flying over the existing A38. The assessment of this option is described in Section 10. The Derbyshire and Peak District Campaign for Better Transport also suggested a cycle route between the Ford Lane estate and the proposed roundabout junction.

## 8. HIGHWAYS ENGLAND RESPONSES TO CONSULTATION FEEDBACK

### 8.1 General

8.1.1 As described in Sections 3 to 7, a number of matters have been raised during the consultation period. Tables 8.1 to 8.4 show Highways England's responses to the key issues identified. Where consultees have contacted Highways England either by letter, email to the A38 project email address, or through Highways England's Information Line, personal responses have been sent to the consultees.

<b>Matters relating to the overall scheme</b>	
<b>Issue</b>	<b>Highways England Response</b>
Why the scheme is being proposed following the recent improvement works?	The Pinch Point scheme was delivered as a short term solution to the congestion experienced at the Markeaton and Little Eaton junctions. These interim schemes were not intended to provide long-term relief from existing traffic congestion. Traffic congestion is expected to continue to build at these busy junctions. As such, it has been identified that major junction improvements on the A38 are still required.
Scheme benefits	Although the scheme is undergoing an updated economic assessment, preliminary figures show that the proposed scheme is likely to have a Benefit Cost Ratio (BCR) which, in terms of the Department for Transport's Value for Money (VfM) guidance falls within the category of Very High VfM. The BCR takes into account scheme costs during the design and construction stages, benefits due to the improved traffic flows and impacts during and after construction works.
Pedestrian and cyclist facilities	This consultation was carried out to gain feedback on route and junction options. The scheme will incorporate features to maintain and, where possible, improve pedestrian and cyclist routes, but these details are yet to be confirmed. The feedback received at consultation on pedestrian and cycling matters will be used to inform design of these facilities.
Air quality	Air quality is currently being monitored along the A38 scheme corridor. Initial assessments will be undertaken in 2016 to quantify how the scheme will affect local air quality. This assessment will be further developed in further design stages.
Noise levels	The project team will assess the impact of the scheme on local noise levels when new traffic data for the proposed scheme has been generated. Noise monitoring was conducted during summer 2015 to support the noise assessments. Our noise specialists will then define applicable noise mitigation measures for any locations where traffic noise level is to increase as a result of the scheme implementation.

<b>Matters relating to the overall scheme</b>	
<b>Issue</b>	<b>Highways England Response</b>
Ecological impact	A range of ecology surveys are being undertaken since the start of 2015. Thereafter we will be able to assess the impact of the scheme on wildlife and define any ecological mitigation measures required. This may include measures to safeguard wildlife during scheme construction or permanent translocation or re-homing of wildlife, where necessary.
Street lighting	The provision of street lighting on the A38 is yet to be confirmed. For the purposes of initial design, it has been assumed that the A38 will be fully lit using modern, LED lighting units. Detailed lighting assessments will be undertaken at various stages throughout the scheme and the provision of lighting is to be confirmed in future consultation events.
Is there funding available for the scheme?	A38 Derby Junctions Scheme was identified in the Government's Road Investment Strategy (RIS) and Delivery Plan.
Safety	Safety of all road users and road workers is paramount to Highways England and this is supported through their design processes. The designs will be subjected to Road Safety Audits at key stages of the scheme development. In addition, the scheme aims to improve safety for all road users through separating the A38 through-traffic from traffic using the local road network, thereby reducing potential vehicle conflicts, and by improving provision for pedestrians and cyclists.
Impact on residents during construction	<p>Highways England is aware that construction of the scheme will be disruptive to road users and residents. We are currently examining different options to construct the junctions so we can understand the impacts and look at ways to mitigate these issues. We will also engage with Derby City and Derbyshire County councils to agree on our construction strategy.</p> <p>Where possible, we will avoid the use of night-time operations in residential areas, but we are aware that this may not always be feasible. We anticipate including details of the proposed construction strategy in future consultations. During construction our contractor will work closely with local communities to coordinate works activities and ensure people are kept informed of likely disruption.</p>
Traffic problems during construction	With regards to impacts on local roads during construction, Highways England will work with the local highway authorities and police to identify potential diversion routes and areas where vehicle restrictions could apply, to restrict through traffic on unsuitable routes.

<b>Matters relating to the overall scheme</b>	
<b>Issue</b>	<b>Highways England Response</b>
Why does it take so long to get to construction?	<p>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) to obtain permission to construct the scheme. This requires the project to prepare a detailed application and undertake extensive consultation. 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 on whether or not the project should go ahead.</p> <p>We currently intend to make our DCO application in early 2018.</p> <p>Construction can only commence once a Development Consent Order has been approved. Further information is available from the National Infrastructure Planning website at:</p> <p><a href="http://infrastructure.planninginspectorate.gov.uk/application-process/the-process/">http://infrastructure.planninginspectorate.gov.uk/application-process/the-process/</a></p>
Impact on local businesses during construction	Highways England will work with local businesses and authorities to ensure that impacts to local trade and businesses are minimised during construction and operation.

Table 8.1: Highways England responses to matters raised in relation to the overall scheme

<b>Matters relating to A38/A5111 Kingsway junction</b>	
<b>Issue</b>	<b>Highways England Response</b>
Why are the local accesses between Kingsway and Markeaton being closed?	<p>The existing local road accesses at Brackensdale Avenue, Raleigh Street and Enfield Road will need to be closed as part of the proposed scheme. Keeping these local accesses open would create an unsafe arrangement whereby the accesses will be junctions on the slip roads, which creates a risk of collisions between vehicles on the slip roads leaving/joining the A38 and vehicles turning out of side roads.</p> <p>We aim to mitigate the impact of closing the existing local access routes by providing alternatives at either Greenwich Drive South or Kingsway Park Close. Although these arrangements may slightly increase journey times onto the A38, the improvement of mainline traffic flow on the A38 will minimise any overall impact on journey times.</p>
Can access be improved to/from Kingsway Retail Park?	Highways England does not manage these roads. Comments relating to matters on the local road network have been provided to the local highway authorities; Derby City Council and Derbyshire County Council.

<b>Matters relating to A38/A5111 Kingsway junction</b>	
<b>Issue</b>	<b>Highways England Response</b>
Will the local access arrangements increase rat-running in Mackworth?	By providing a new local access route, with Greenwich Drive South or Kingsway Park Close, we do not anticipate any significant increase in traffic on the local roads. We will conduct an in-depth analysis of the impact that the proposed scheme will have on local roads following the completion of the traffic model. This will enable us to work with the City Council to address any potential 'rat-running' onto local roads.
Would prefer to see a standard roundabout rather than the dumbbell design which may cause more delays	<p>Highways England needs to balance the costs of the additional infrastructure associated with a "standard" roundabout junction with the expected traffic flows to ensure the proposals are cost-effective. The proposed dumbbell roundabout was determined during a value management exercise to manage the costs of the junction, without compromising its performance and safety. Initial traffic assessments have shown that a single overbridge will provide adequate capacity for the traffic using the Kingsway junction.</p> <p>We are currently updating the traffic forecasts following the completion of the Pinch Point improvements at Little Eaton and Markeaton junctions. We will use these forecasts to ensure that the proposed design will operate satisfactorily. In the event that the traffic assessments indicate problems will be experienced at the junction, we will review the dumbbell arrangement.</p> <p>Furthermore, during the consultation period Highways England received various alternative junction options for the Kingsway junction, including a conventional roundabout option. All of which have been reviewed and assessed, refer to section 10 for outputs.</p>
Why is the speed limit between Kingsway and Markeaton not 70mph	Due to the urban environment and alignment limitations it is not possible to safely upgrade the route to a 70mph route without significant additional landtake and adverse impacts to local communities. The proposed scheme will increase the speed limit from the existing 40mph to 50mph thereby reducing journey times.

Table 8.2: Highways England responses to matters raised in relation to A38/A5111 Kingsway junction

<b>Matters relating to A38/A52 Markeaton junction</b>	
<b>Issue</b>	<b>Highways England Response</b>
Why do the proposals require demolishing houses on Queensway?	<p>Moving the proposed alignment to avoid the properties on Queensway would result in the removal of McDonald's and the Esso filling station. It would also encroach onto Markeaton Park. This option was previously consulted in 2002, with the current preferred route being most favoured by members of the public.</p> <p>The park is classified as Public Open Space, defined in the Town and Country Planning Act 1990. As such, any development affecting the park land is required to provide suitable replacement land and is likely to face objections. Given the current development plans around Derby, it is anticipated that locating replacement land is likely to be problematic.</p>
Why do the proposals not include a fly-over option?	The original proposals for a flyover option at Markeaton were rejected by the Secretary of State for Environment and the Minister of Transport following public inquiry in 1978. The environmental impact of a fly-over solution is considered to be unnecessarily high. An underpass will help screen the road from the surrounding area and is therefore considered more appropriate.
Will the improvements affect the lodge house at Markeaton Park?	The current preferred Markeaton option will not encroach on the lodge house although the improvements to the access/ exit for the park will require alterations. It is currently anticipated that the existing park boundary wall will be reconstructed on a new alignment.
What are the planned arrangements for access/exit for McDonald's and Esso?	Highways England is currently reviewing potential options with regards to providing access to McDonald's, Esso and Markeaton Park from the A52. Highways England is liaising with McDonald's and the Esso station operators, Eurogarages, to ensure that if feasible, a new access can be provided. We will also consult with Derby City Council to ensure the access arrangements for the park are suitable.
Why are the local accesses between Kingsway and Markeaton being closed?	Refer to table 8.2 for response.
Why do you have to demolish the existing Markeaton Footbridge and what will the safety standard be	As a result of having to extend the carriageway, the existing Markeaton footbridge would need to be demolished. The replacement footbridge will be designed to the relevant safety standards with suitable access for non-motorised users.

Table 8.3: Highways England responses to matters raised in relation to A38/A52 Markeaton junction

<b>Matters relating to A38/A61 Little Eaton junction</b>	
<b>Issue</b>	<b>Highways England Response</b>
Why do the proposals build on green belt?	<p>The existing A38 is built on Green Belt land, therefore any improvement works would require the scheme to build on Green Belt land.</p> <p>Highways England understands the importance of preserving Green Belt land and we will endeavour to ensure we keep Green Belt land development to a minimum. The National Planning Policy Framework (NPPF) considers some development, including local transport infrastructure, to be appropriate, providing they preserve the openness of the Green Belt.</p>
Why does Ford Lane need to be closed?	<p>The existing local road accesses at Ford Lane will need to be closed as part of the proposed scheme. Keeping this local access open would create an unsafe arrangement whereby the accesses will be junctions on the slip roads, which creates a risk of collisions between vehicles on the slip roads leaving/joining the A38 and vehicles turning out of side roads.</p> <p>We have proposed an alternative local access route connecting Ford Lane to the B6179, for which we have solicited views during the public consultation. Highways England recognises that closing Ford Lane would increase journey times for residents of the estate but have to consider overall road user safety.</p> <p>Detailed traffic forecasts are currently being developed. These will enable us to examine the impacts on journey times and, if necessary, consider improvements to the Ford Lane and/or Derwent Avenue junctions with the A6.</p>

Table 8.4: Highways England responses to matters raised in relation to A38/A61 Little Eaton junction

## 9. CONSULTATION FEEDBACK – OTHER MATTERS

### 9.1 General

9.1.1 During the consultation, Highways England received 102 comments referring to matters which are currently outside the scope of the scheme. These include suggestions for improvements on adjacent routes, typically managed by local authorities. Figure 9.1 presents an indication of the comments received.

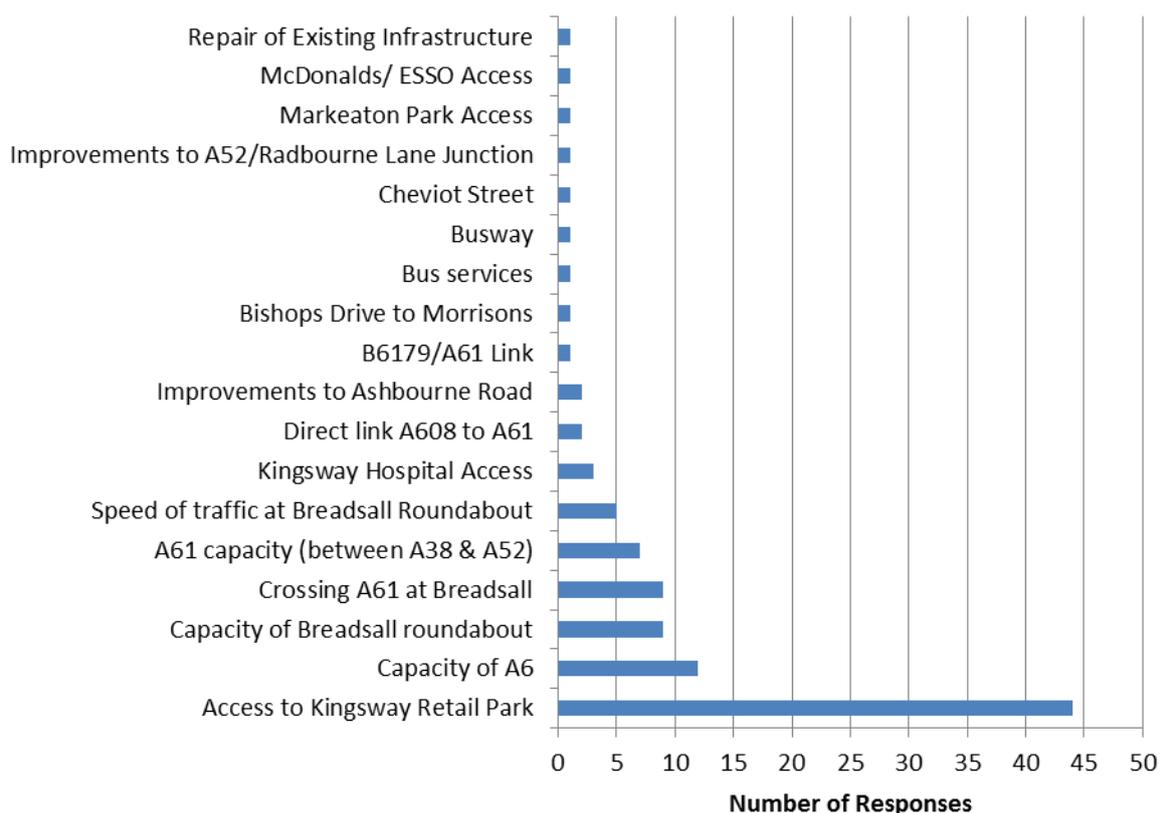


Figure 9.1: Breakdown of consultation responses outside the current scope of the scheme

9.1.2 A schedule of the responses received that are deemed to be outside the current scope of the scheme is contained in Appendix K. As the majority of these comments relate to matters on the local road network, the schedule has been provided to the local highway authorities, Derby City Council and Derbyshire County Council, who manage these roads.

9.1.3 During the writing of the report Derbyshire County Council provided a response to comments received that were outside the current scope of the scheme:

9.1.4 “Derbyshire is a large area and has a distributed settlement and employment pattern. Although the majority of the Derbyshire’s population is concentrated in our city and urban centres and numerous market towns, however; many residents live in sparsely populated rural communities where access to public transport networks is sometimes limited. Derbyshire County Council recognise also that many of its residents can travel considerable distances to access employment, and some communities have seen much of the local employment they once relied upon decline or move elsewhere. In the longer term housing and employment ambitions for the wider

economy will create additional demands for travel putting further strain on our already stretched public transport network with congested roads and inevitably some of these will be on radial routes into key conurbations, the A61 between Abbey Hill and the Pentagon Island into Derby being one such obvious example.

9.1.5 The County Council accept however that tackling road congestion will require a joined up approach between the upper tier authorities and the support co-operation of districts and boroughs. Derbyshire's approach to improving public transport networks and the capacity of local roads needs to be fully integrated with our ambitions for increasing skills and employment across the county and aligned to land use planning.

9.1.6 In the longer term Derbyshire County Council with Derby Council through its proposals for a Combined Authority for Derbyshire will develop and deliver a joint Local Transport Plan (LTP) for Derbyshire. Through the joint LTP, both local Highway Authorities will seek to combine the two existing Integrated Transport Capital Grants into one shared funding resource. This should hopefully enable us to better address some of the more strategic cross boundary issues, the A61 between the A38 (Abbey Hill and Pentagon island being one such obvious example. Obviously as a Combined Authority, we would seek to work with the Department of Transport to agree more certainty over longer term develop and deliver a joint Local Transport Plan for Derbyshire"

## 10. ALTERNATIVE OPTIONS

### 10.1 General

10.1.1 We received lots of feedback and some respondents gave further ideas on possible options for Highways England to consider. For the purpose of this report and other communications these ideas are referred to as 'alternative options'.

### 10.2 Assessment Methodology

10.2.1 All alternative scheme options have been examined and assessed. The assessment methodology is described in Appendix N and summarised below:

- All alternative options to be examined using an Initial Assessment framework based upon scheme objectives, deliverability and feasibility.
- Alternatives scoring above a minimum pass mark in each section of the Initial Assessment framework will be subject to a more detailed assessment and production of an Alternative Options Report.

### 10.3 Details of Alternative Options

10.3.1 Table 10.1 provides a summary of the alternative options which were received during the consultation period and included in the Initial Assessment. Further details of each of the alternative options are given in the Appendices indicated in the Table. Where necessary, sketch plans have been developed to further develop our understanding of the consultees' proposals and to facilitate the assessment.

10.3.2 Additionally, as a result of concerns raised by the community in Breadsall that the decision to not progress previous options for Little Eaton junction had not been adequately communicated, the assessment also considered the following previously published options.

- Little Eaton Option 1
- Little Eaton Option 2

10.3.3 In some instances, variations of the alternative options were identified by the project team during the Initial Assessment. These were also considered as further options in addition to those identified by the consultees.

10.3.4 It should be noted that, with regards to Councillor Stevenson's alternative option, Highways England wrote to the consultee to confirm the project team understands his proposals. A copy of the letter is contained in Appendix O. Highways England has since met Councillor Stevenson in conjunction with the Breadsall A38 Action Group (9 June 2015). Prior to the meeting, Highways England was provided with a plan developed by both the action group and the Councillor showing the option in more detail. This plan is contained in Appendix P.

Consultee	Junction Option				Summary of Alternative Option	Appendix Reference
	Overall Scheme	Kingsway	Markeaton	Little Eaton		
Consultee A		✓	✓	✓	Kingsway and Markeaton: Tunnel from south of Kingsway to north of Markeaton  Little Eaton: A61 fly-over A38 with roundabout to north of existing junction.	Appendix Q
Cllr. Abey Stevenson - "Southern Sweep Option"				✓	A38 alignment retained across the existing roundabout and extended across the floodplain to the south of the existing route.	Appendix P
Mrs Pauline Latham MP– "Option 3A"				✓	Similar to the current preferred Little Eaton option but carriageway realigned to closely follow the existing A38 corridor.	Appendix R
Mrs Pauline Latham MP – "Option 4"				✓	Similar to "Option 3A" but using a shallower radius for the main line.	Appendix R
Consultee P	✓	✓			Overall: New trunk road from A38/A50 Toyota junction to north of Little Eaton.  Kingsway: local accesses to be kept open by provision of parallel service roads.	Appendix S

Consultee	Junction Option				Summary of Alternative Option	Appendix Reference
	Overall Scheme	Kingsway	Markeaton	Little Eaton		
Campaign for Better Transport		✓		✓	Kingsway: Slip road links to the existing local accesses. Little Eaton: A61 flyover.	Appendix T
Consultee B		✓			A single large roundabout in place of the proposed double roundabout.	Appendix U
Consultee J		✓			Alternative road layout in lieu of the proposed eastern roundabout.	Appendix V

Table 10.1: Summary of the Alternative Options Received and Assessed.

## 10.4 Outcome of Initial Assessment

- 10.4.1 The outcome of the Initial Assessment is contained in Appendix W. This shows the scoring for each of the alternative options, or variations developed by the project team.
- 10.4.2 Each of the scoring metrics is supported by a detailed assessment sheet. These are also contained in Appendix W.
- 10.4.3 The alternative options which passed the Initial Assessment and are to be further assessed are:
- Little Eaton - Option 2, as previously published.
  - Little Eaton - Option 3A, as proposed by Breadsall Parish Council.
  - Little Eaton – Southern Sweep Option as proposed by Cllr. Abey Stevenson.
  - Kingsway - alternative eastern roundabout layout as proposed by Consultee J.
- 10.4.4 Additionally, an assessment will be carried out to compare Kingsway local access options K1 and K2. This will also take account of the consultation feedback and will enable the preferred arrangement to be identified.

## 10.5 Outcome of Options Assessment

- 10.5.1 Options Assessments were carried out to compare the alternatives identified in section 10.4 to the junction layouts proposed in the consultation.
- 10.5.2 The options were developed using 1:2500 scale layout plans to indicate the approximate dimensions of the embankments, cuttings and the locations of principal structures. From the layout plans, the advantages, disadvantages and constraints associated with the options were identified in terms of engineering, environment, traffic and economic matters. The findings were used to evaluate and compare the options on a qualitative basis.
- 10.5.3 At Little Eaton junction, the Options Assessment showed that while the layout presented at the consultation did not rank highest in all aspects of the assessment, it did perform better in overall terms than the layouts proposed by consultees.
- 10.5.4 Similarly, at Kingsway junction, the layout presented at consultation performed better than the alternative option proposed by the consultee. In addition, the Options Assessment recommended that local access option K2 (via Kingsway Park Close) was progressed in preference to option K1 (via Greenwich Drive South).
- 10.5.5 Consequently, Highways England will continue to develop the designs for the junction layouts presented at consultation, in preference to those proposed as alternative options. However, it is recognised that in some aspects of the assessment, the alternative options had less impact. As such, Highways England will look to identify appropriate mitigation measures to be incorporated into the final designs.

## 11. CONCLUSIONS

### 11.1 General

11.1.1 Highways England held a non-statutory consultation to seek views and ideas on the scheme proposals. The feedback received from the consultation has been used to inform the development of design and assessment in order to make a formal announcement later in 2016.

11.1.2 The consultation results show that the scheme has a high level of support both in principle and with regards to the specific design proposals for each junction. 81% of consultees support the need for improvements to the junctions. 70%, 67% and 63% of consultees agree with the proposals for Kingsway, Markeaton and Little Eaton junctions respectively.

### 11.2 Junction Layouts

11.2.1 A number of alternative options were presented to the project team, which have been examined using the Initial Assessment framework described in Section 10 and the subsequent, more detailed Options Assessment. The following paragraphs summarise the outcome of the consultation feedback and alternative options' assessment.

11.2.2 Kingsway junction:

- As recommended by the Options Assessment, the overall design will be progressed in accordance with the layout published in the consultation;
- Local access will be via options K2;

11.2.3 Markeaton junction:

- Following the Initial Assessment of alternative options, no viable alternatives were identified. Consequently, the design will be progressed in accordance with the layout published in the consultation.
- The design will include the provision of a replacement footbridge to Markeaton Park.
- Design options will be developed for the proposed junction/access from the A52 for Markeaton Park, McDonald's and the Esso station. This shall be developed in consultation with the operators of each site and Derby City Council.

11.2.4 Little Eaton junction:

- As recommended by the Options Assessment, the overall design will be progressed in accordance with the layout published in the consultation;
- Due to the mixed consultation results, the link road from Ford Lane to the B6179 will not form part of the scheme design at this time. Following completion of the updated traffic model, the arrangement will be reviewed to determine the impact of closing the access road and the relative monetary benefits and disbenefits associated with the provision of a new link.

#### 11.2.5 Non-motorised Users (NMUs):

- Using the feedback received from consultees, an outline design will be developed for NMU facilities including crossing points, footways, footpaths, bridleways and cycle routes. Relevant consultees will be invited to comment on the proposals.

### 11.3 Stakeholder Engagement

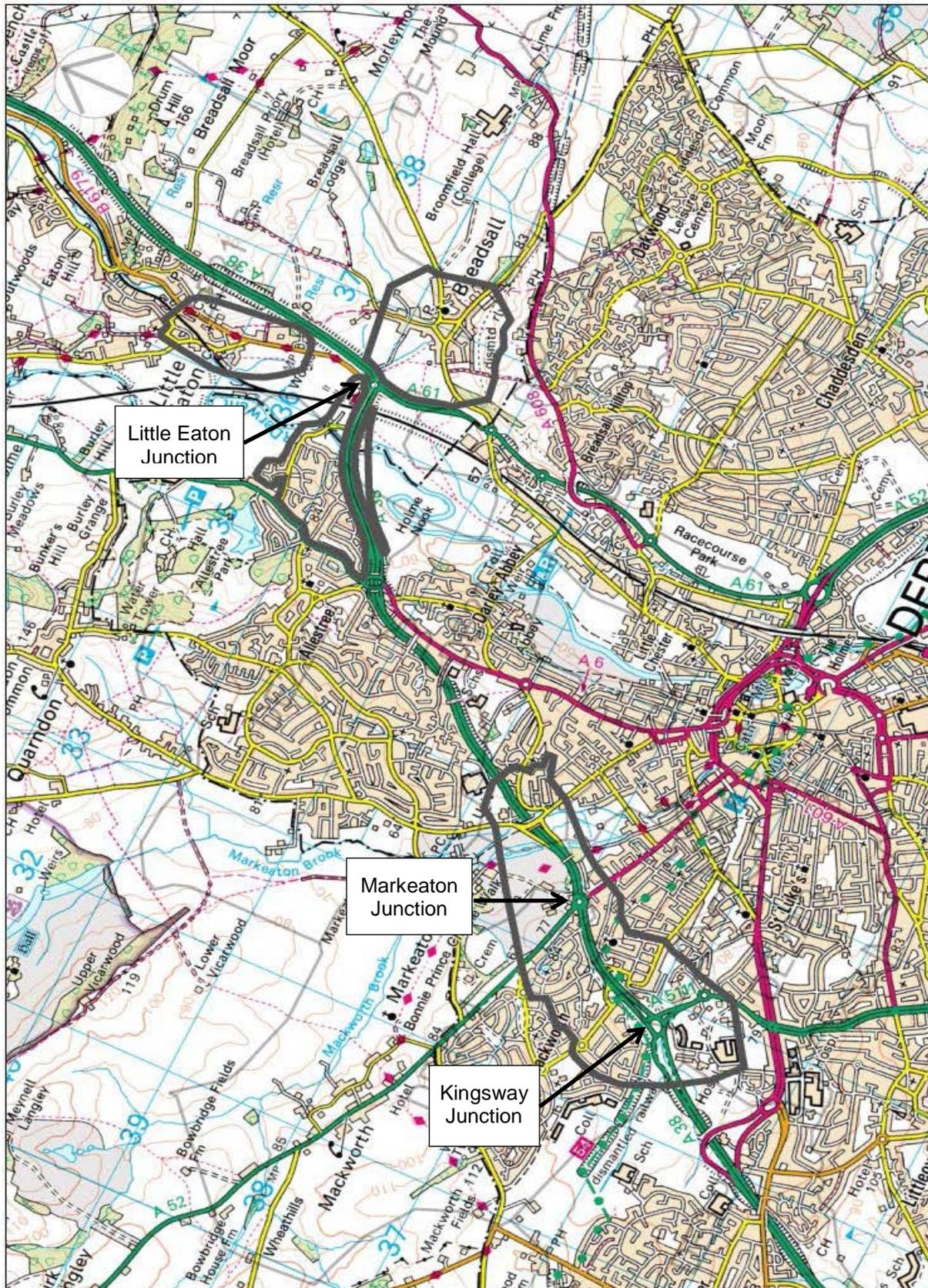
11.3.1 Engagement with all stakeholders will continue, as appropriate, throughout the development of the scheme. A statutory consultation will be undertaken in advance of submitting the scheme Development Consent Order application. Highways England recognises the importance of ensuring the scheme proposals are supported by local communities and will work with stakeholders to develop the designs further and communicate any changes to the scheme proposals.

11.3.2 Highways England will review the programme for future consultation(s) following Preferred Route Announcement.

## 12. APPENDICES

## **Appendix A**

### **Plan showing distribution area for the advertising leaflets**



**Appendix B**  
**List of Section 42 Consultees**

**A38 Derby Junctions: List of Section 42 Consultees**

**Note: The list includes affected landowners/businesses.**

1. Derby City Council (c/o David Gartside)
2. Derbyshire County Council (c/o Jim Seymour & Geoff Blissett)
3. Erewash Borough Council
4. Amber Valley Borough Council
5. North East Derbyshire District Council
6. Derbyshire Dales District Council
7. Natural England (c/o Elizabeth Newman)
8. Derbyshire Wildlife Trust (c/o Teresa Hughes)
9. Derby Cyclists Touring Club
10. Derwent Valleys Bridleway Association
11. Sustrans
12. The Ramblers Association,
13. Federation of Small Businesses
14. Road Haulage Association limited
15. Derbyshire and Nottinghamshire Chamber of Commerce
16. Freight Transport Association
17. Environment Agency
18. The Chief Fire Officer
19. Forestry Commission
20. English Heritage
21. D2N2 Local Enterprise Partnership
22. Network Rail (c/o Paul Standidge)
23. Derbyshire Healthcare NHS Foundation Trust
24. Ashfield District Council
25. Derbyshire Constabulary (c/o Ashley Knott)
26. The Health and Safety Executive
27. The Coal Authority
28. Pauline Latham MP
29. Patrick McLoughlin MP
30. Christopher Williamson former MP

**Statutory Undertakers**

31. Virgin Media
32. BT Openreach
33. National Grid Gas plc.

34. BT National Notice Handling Centre
  35. GTC
  36. City Fibre
  37. OFCOM
  38. Severn Trent Water (c/o Area Manager Pat Holmes)
  39. Drakelow Developments Ltd (c/o Chris Chatfield National Grid)
  40. National Grid
  41. E-ON Energy Services
  42. Western Power Distribution (East Midlands) PLC
- Landowners and Businesses**
43. McDonalds (c/o Simon Cope)
  44. Lemaca Ltd (c/o Eddie Leligdowicz)
  45. David James Gartside and Marion Anne Gartside
  46. Janet Brocklehurst
  47. Peter Toolan and Kerry Anne Toolan
  48. Atwal Kingsway Limited
  49. Steven Kenneth Inglis and Susan Inglis
  50. Gail Roberts
  51. The Guinness Partnership Ltd
  52. Northern Counties (c/o Mark Harris)
  53. Irongate Group Ltd. (c/o Adam Noble)
  54. John Reginald Dutton and Lynne Barrie Dutton
  55. Patricia Hibbs
  56. Haarts (c/o Emma Flowers) - Agents for Shamin Eijaz Khan
  57. Albert Edward Hibbs and Dennis Edwin Hibbs
  58. David Martin Jackson
  59. Abiola Kelvin Ogunjimi and Lucie Claire Dutton
  60. Eleena Masnee Binti, Abdul Samad and Harriffudin Bin Juli
  61. Datum Engineering Services Ltd. (c/o Ilyas Bharuchi)
  62. Sainsbury's Propco A Ltd.
  63. Sainsbury's Supermarkets Ltd.
  64. Brian William Mawson and Sarah Margaret Mawson
  65. David Townsend
  66. Radleigh Homes Ltd. (c/o Martin Pask)
  67. The East Midlands Reserve Forces and Cadets Association (c/o Martin Capewell)
  68. Terrance Storey

69. Alan Barry Camp
70. Kang Kingsway Ltd.
71. Derby Garden Centre (c/o Geraldine Cockerham)
72. Homebase Ltd.
73. Trustees of land Albert Hodgkinson Walbrook (IOM) Nominees (NO3 & NO6) Ltd
74. South Derbyshire District Council
75. Colliers International (c/o Holly Jackson)
76. Mr Ian and Mrs Judith Thompson
77. Mr Jhangiar Razzaq (Firth Lindsay are acting for Mr J Razzaq)
78. Islamic Bank of Britain Plc.
79. Euro Garages Ltd
80. Lady Marion Reid Morris
81. Ronald Frederick Freeberne and Brenda May Freeberne
82. David Booter Sipp Trustees Ltd (c/o Maria Bagshaw Trustees for SIPP Focus BW010 & BW011)
83. Yendon Ltd (c/o M Morley)
84. Peveril Homes Ltd.
85. Annabel Louisa Lewis and James Conway Lewis
86. University of Derby (c/o Susan Booth)
87. Royal Derby Hospital - Derbyshire Healthcare NHS Foundation Trust (c/o Ray Merrin)
88. Trent Barton Buses (c/o Alex Hornby)
89. Gavin Wilson and Sarah Wilson
90. Edward James Godber, George Joseph Godber, Ruth Marion Godber and Roger George Godber
91. Roger Alfred Bullivant and Elizabeth Ann Bullivant
92. Rose Alice Horner
93. The Official Custodian for Charities (Royal School for the Deaf Derby Trust c/o Tony Quipp)
94. Annie Sutton Homes and Elizabeth Turner Alms Houses, (c/o Nelson Solicitors)
95. Mark and Sean Godwin
96. Keir Partnership Homes Ltd (c/o Duncan Kain) - Midlands Area
97. Arriva Derby
98. Metropolitan Housing Trust (c/o Joe McTeer)
99. British Land Retail Warehouses Limited

**Appendix C**  
**Consultation brochure**

**The A38 Derby Junctions Consultation Documents are available on the GOV.UK website via the following link:**

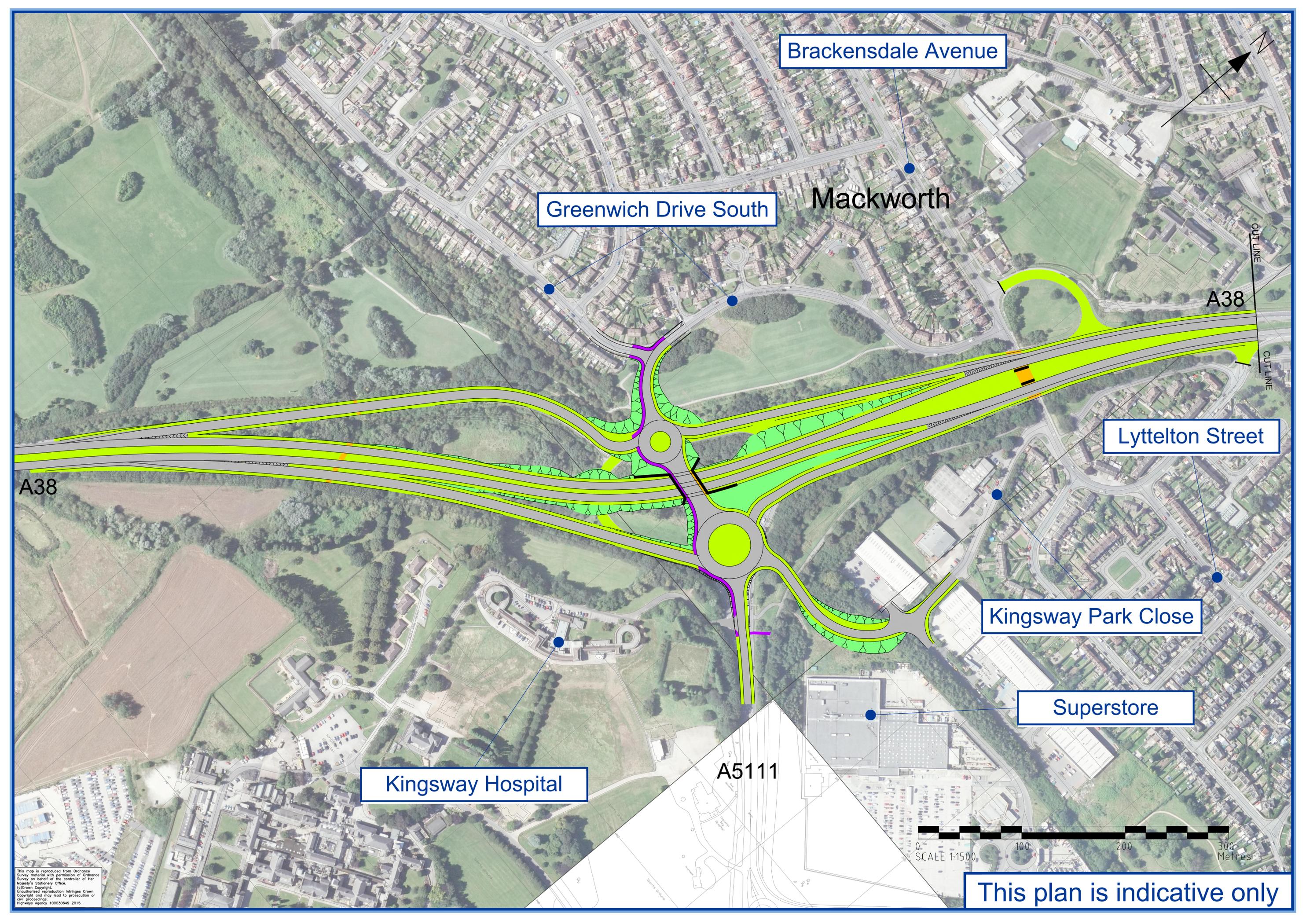
**<https://www.gov.uk/government/consultations/a38-derby-junctions-improvements>**

**Appendix D**  
**Consultation questionnaire**

**The A38 Derby Junctions Consultation Documents are available on the GOV.UK website via the following link:**

**<https://www.gov.uk/government/consultations/a38-derby-junctions-improvements>**

**Appendix E**  
**Scheme layout plans**



Brackensdale Avenue

Greenwich Drive South

Mackworth

A38

Lyttelton Street

A38

Kingsway Park Close

Superstore

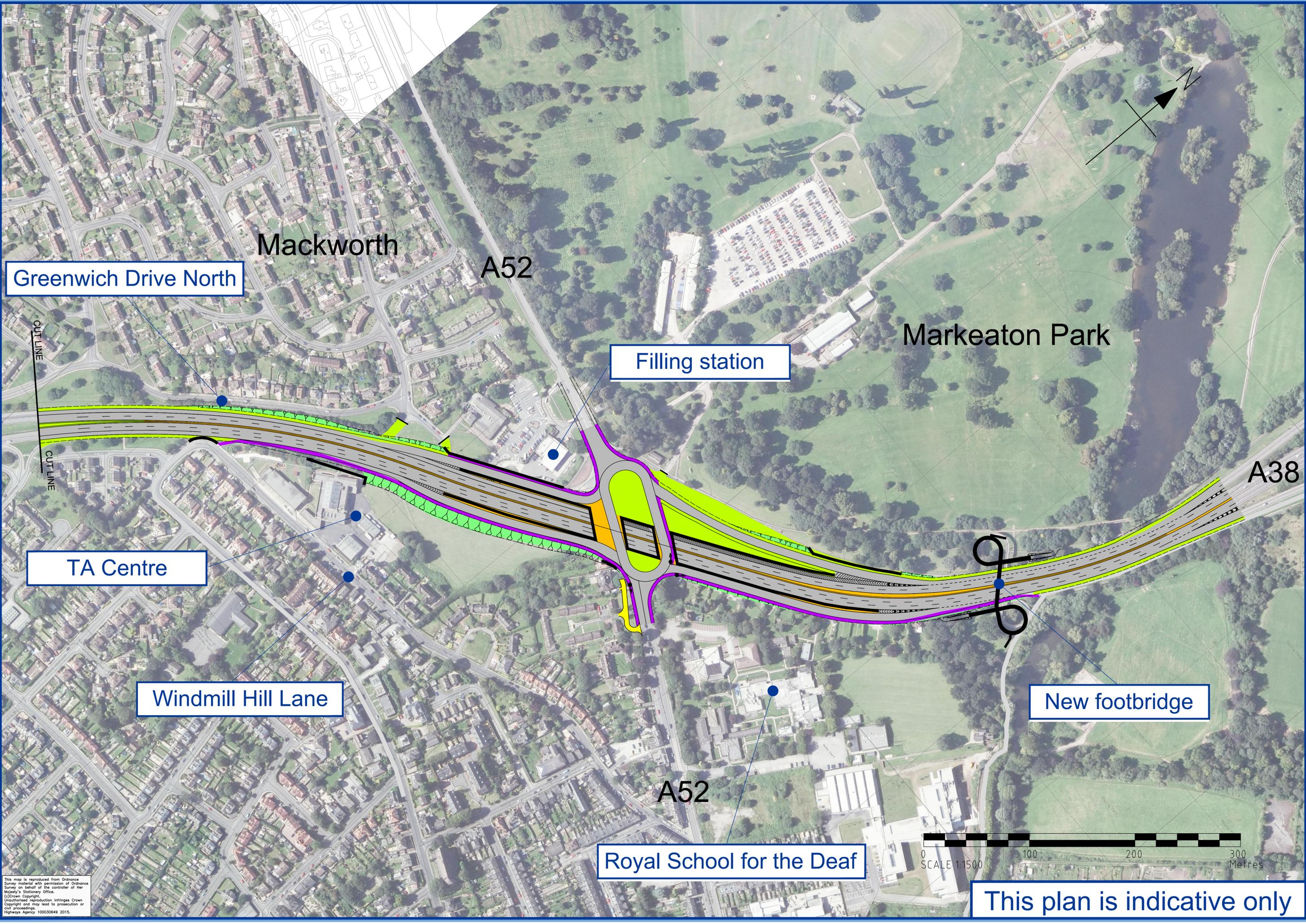
Kingsway Hospital

A5111



This plan is indicative only

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Greenwich Drive North

Mackworth

A52

Filling station

Markeaton Park

A38

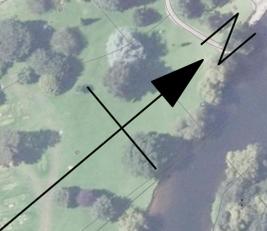
TA Centre

Windmill Hill Lane

New footbridge

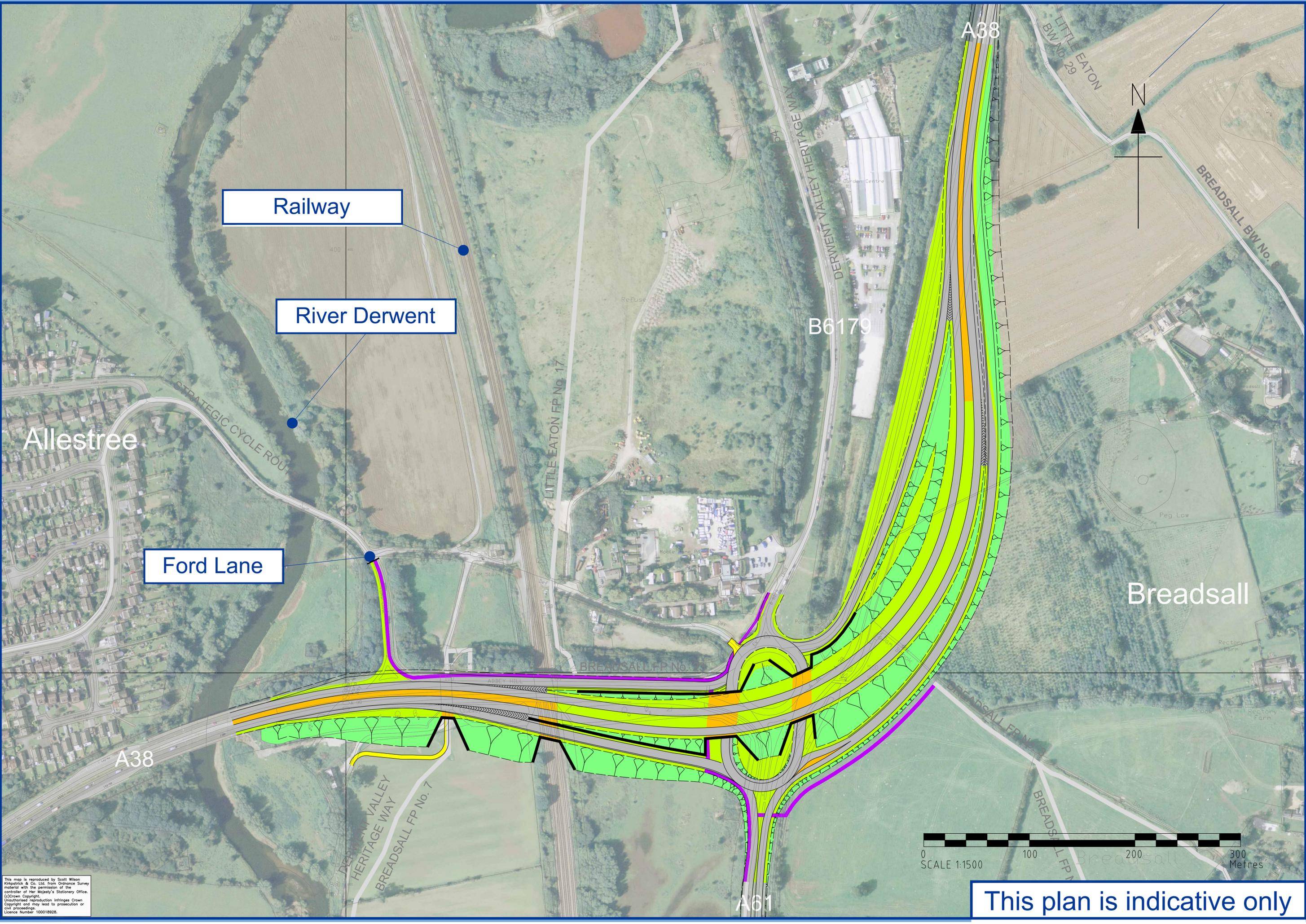
Royal School for the Deaf

A52



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This plan is indicative only



Railway

River Derwent

Allestree

Ford Lane

A38

B6179

LITTLE EATON FP No. 17

BREADSALL FP No. 23

LITTLE EATON  
BW No. 29

BREADSALL BW No. 29

Breadsall

A38

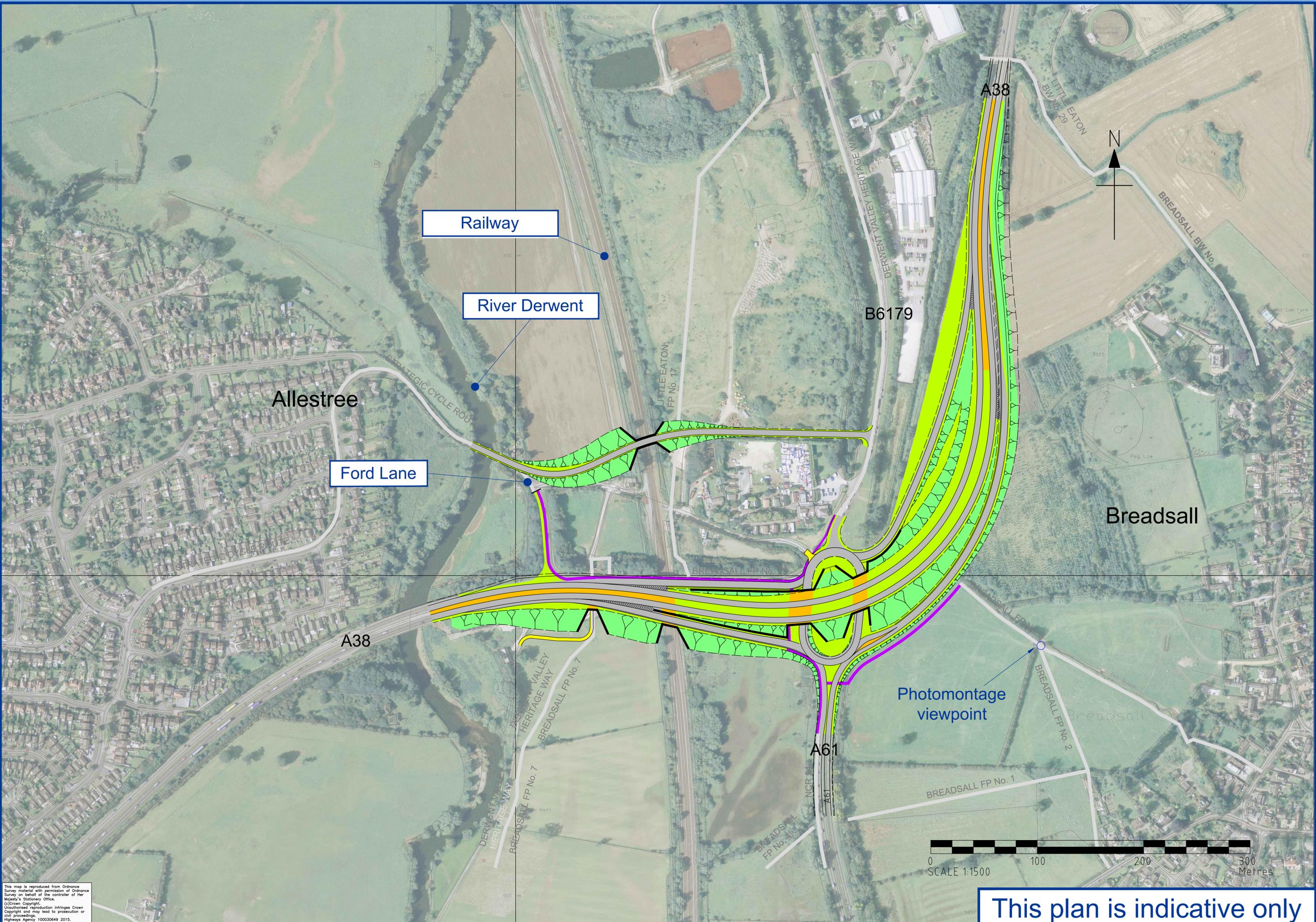
DERWENT VALLEY  
HERITAGE WAY  
BREADSALL FP No. 7

0 100 200 300  
Metres  
SCALE 1:1500

A61

This plan is indicative only

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Railway

River Derwent

Allestree

Ford Lane

A38

B6179



Breadsall

A38

Photomontage viewpoint

A61



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**Appendix F**  
**Photomontages**



Kingsway Junction: Existing View



Kingsway Junction: Proposed View



Markeaton Junction: Existing View



Markeaton Junction: Proposed View



Little Eaton Junction: Existing View



Little Eaton Junction: Year 1 View



Little Eaton Junction: Year 15 View

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## **Appendix G**

### **Leaflets used to advertise the consultation**

# Derby Junctions Consultation event **A38**

A public consultation event will be held at  
University of Derby Enterprise Centre,  
Bridge Street, Derby, DE1 3LD on

**Friday 6th February 12:00 - 20:00**

**Saturday 7th February 10:00 – 16:00**

The consultation will display the planned improvements  
to the three A38 junctions.

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

Representatives from the **Highways Agency** will attend to answer questions.

## **We want your views**

**For more information** please contact Mark Harthorn or Amjad Khan  
Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT

**Telephone: 0300 123 5000\*** (Highways Agency Information Line)

Email: [A38derbyjunctions@highways.gsi.gov.uk](mailto:A38derbyjunctions@highways.gsi.gov.uk)

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

# A38 DERBY JUNCTIONS

BREADSALL PARISH COUNCIL  
invite you to a public exhibition  
on Thursday  
26<sup>th</sup> of February 2015  
4pm to 8pm  
**Memorial Hall Breadsall**

There will be a display of  
the planned improvements to  
the three A38 junctions.

Come and see the potential landscape  
and visual impacts on the Parish.

How will it affect the noise levels, light pollution,  
traffic congestion, rat running and house values?

**We want your views.**

**Representatives from the Highways Agency will attend to  
answer questions.**

*Anyone with transport difficulties please contact the Clerk who will make the  
necessary arrangements*

*Nicala O'Leary 01332 874619 [clerk@breadsallparishcouncil.org.uk](mailto:clerk@breadsallparishcouncil.org.uk)*

# Derby Junctions Consultation event **A38**

A public consultation event organised by Little Eaton Parish Council will be held at the Little Eaton Village Hall, St Peter's Park, Vicarage Lane on

**Monday 2nd March 15:30 - 19:30**

The consultation will display the planned improvements to the three A38 junctions.

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

Representatives from the **Highways Agency** will attend to answer questions.

**We want your views**

**For more information** please contact Mark Harthorn or Amjad Khan  
Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT

**Telephone: 0300 123 5000\*** (Highways Agency Information Line)

Email: [A38derbyjunctions@highways.gsi.gov.uk](mailto:A38derbyjunctions@highways.gsi.gov.uk)

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

# Derby Junctions Informal exhibition **A38**

An informal exhibition will be held at  
Mackworth Youth and Community Centre,  
Prince Charles Avenue,  
Mackworth DE22 4FN on

**Thursday 26 March 16:00 - 20:00**

The exhibition will display the current options for the improvement  
of the three A38 junctions;

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

Representatives from the **Highways Agency** will attend to answer questions.

## **We want your views**

This information has previously been shown at the public consultation event held at the University of Derby, Exhibition Centre, Bridge Street, Derby on the 6 - 7 February 2015.

**For more information** please contact Mark Hartharn or Amjad Khan  
Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT  
**Telephone: 0300 123 5000\*** (Highways Agency Customer Contact Centre)

Email: [A38derbyjunctions@highways.gsi.gov.uk](mailto:A38derbyjunctions@highways.gsi.gov.uk)

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

\* Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls. These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

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**Appendix H**  
**Example of Section 42 letter**

Dear

**A38 JUNCTIONS IMPROVEMENTS**  
**Invitation to Public Consultation Exhibition and Notification of Consultation Period**

You may not be aware that we are proposing to provide long-term improvements to the following three junctions on the A38:

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

The Highways Agency is now commencing an informal pre-application consultation about the Scheme which runs from 2<sup>nd</sup> February to 13<sup>th</sup> March 2015 and is holding a public consultation exhibition about the proposals on Friday 6<sup>th</sup> and Saturday 7<sup>th</sup> February 2015.

I should like to invite you to the public consultation exhibition which is being held at the University of Derby Exhibition Centre, Bridge Street, Derby, DE1 3LD on Friday 6th February 12:00 - 20:00 and Saturday 7th February 10:00 – 16:00.

Here you will find details of the exhibitions, as well as a brief description of the features of the consultation. Representatives from the project team will be available to discuss the plans and answer any questions you may have.

If you are unable to attend the consultation in person, consultation materials including a questionnaire, flyer giving details of the exhibition, plans of the scheme and a consultation brochure can be found on the project webpage at HA website <http://www.highways.gov.uk/roads/road-projects/a38-derby-junctions/>. If you do not have access to the internet information can be requested by contacting the Agency on 0300123 5000.

Any responses to this consultation or other representations in respect of the Scheme should be sent by post or e-mailed to Highways Agency at the addresses below.

Any response or representation in respect of the proposed Application MUST (i) be received by the Applicant on or before 23:59 hours on Friday 13<sup>th</sup> March 2015, (ii) be made in writing, (iii) state the grounds of the response or representation, (iv) indicate who is making the response or representation, and (v) give an address to which correspondence relating to the response or representation may be sent.

Yours sincerely

Mark Hartharn  
Project Manager  
A38 Junctions Improvement scheme  
Highways Agency, Lateral, 8 City Walk, Leeds, LS11 9AT  
Email: [A38derbyjunctions@highways.gsi.gov.uk](mailto:A38derbyjunctions@highways.gsi.gov.uk)

**Appendix I**  
**Summary of media coverage**

# A38 Derby Junctions

## Social & Media Coverage



Press release

## Unique chance for public to have say on £220 million improvements to Derby's busiest junctions

From: [Highways Agency](#)  
First published: 26 January 2015  
Part of: [Managing, improving and investing in the road network, Transport and UK economy](#)

Derby residents are being asked to help shape £220 million plan for junctions on the A38.



The Highways Agency is holding a six-week consultation to help shape proposals to create flyovers or underpasses to replace Eaton and Kingsway roundabouts.

The public can find out more about the plans at a special public exhibition in Derby on February 27-28. The project manager for the Highways Agency is Mark Hartharn.

“This is a real chance for the public to have their say and improve journeys along the A38.”

Press release

## Public exhibition to showcase £220 million improvements to A38 junctions in Derby

From: [Highways Agency](#)  
First published: 3 February 2015  
Part of: [Managing, improving and investing in the road network, Transport and UK economy](#)

People in Derby can learn more about planned £220 million improvements to junctions on the A38 at an exhibition this weekend.



The Highways Agency has launched a public consultation to help shape its proposals for flyovers or underpasses at the Markeaton, Little Eaton and Kingsway junctions.

Local people can learn more about the plans and give their views at the exhibition, taking place on Friday and Saturday at the Enterprise Centre, Bridge Street, Derby.

Mark Hartharn, project manager for the Highways Agency, explained:

“We’re hoping to meet lots of local people during the two-day exhibition -

 **oscardoodle** | January 27 2015, 5:06AM 2

Good point, Wizzle. Sadly Kingsway we lose a lot of greenery, but at least the footpath will not be so isolated from view. Not the best place to walk at night, at present. Anyway, an end to the bottlenecks can only be a good thing and as the Harlow Court development on Mackworth and the Radbourne lane housing continues apace, we're going to need better traffic flow. Prind Charles avenue in Mackworth, according to a Council leaflet from 1959, was never intended to be a through road short cut but has how it has metamorphosed (just an excuse to be the first person to use 'metamorphosed' on this website this year).

Report

 **Beaurepaire** | January 26 2015, 1:44PM

Markeaton was designed as a flyover - look at the road levels. As John Stewart says, an underpass there would be doing things the hard way. A lot of the work going on there at the moment and at Little Eaton seems to be a precursor to these changes - the widening of entrances and exits as potential slip roads - so the future disruption would be minimised while reducing some of the issues in the shorter term. Little Eaton seems to be much better now and once complete so should Markeaton

 **Wizzle** | January 26 2015, 5:01PM

oscar - I doubt the consultation is asking whether we actually the work doing (the city has been crying out for it for years) - likely that they are asking about specific parts of the proposed solution (they will probably have developed a number of alternatives over the years) - whichever solution is finally decided on, they still need to know the lie of the land before they start digging....

 **oscardoodle** | January 26 2015, 4:18PM

I popped down to Sainsburys Kingsway via the footpath from Brackensdaye avenue, Mackworth, earlier. A gentleman in a j fluorescent jacket had set up a Theodolite by the old railway bridge, and was taking measurements. On asking why he was surveying for, he replied "Sorry, I'm just a surveyor- I don't know. So there you have it. It begins, before even a consultation.

 **ArmyOfDaves** | January 26 2015, 3:06PM

@Beaurepaire - Both Markeaton and Little Eaton were backed miles southbound this morning. Kingsway 1 mile northbound

 **TedFrow** | January 26 2015, 2:12PM

This was first mentioned 40 years ago, so I won't hold my breath

 **Beaurepaire** | January 26 2015, 1:44PM

Markeaton was designed as a flyover - look at the road levels

 **Dildpiggies** | January 26 2015, 11:10AM

from John Stewart, Hilton, Derby. Sporty - the road at Kingsway Retail Park is not a trunk road so the Highways Agency will not be involved. RSMini - The Kingsway roundabout situation is the opposite to what you understand. What was built allows for an overpass, not an underpass. Mark\_Sinfin - There is therefore no conflict with Brackensdale Avenue. An underpass at Ashbourne Road really is going about matters the hard way. Putting a road below the water table means that pumps will be required permanently. Why do this in order to create an excessive gradient for southbound A38 traffic? A flyover would be cheaper and cause less disruption in building.

 **IT-Dood** | January 26 2015, 10:57AM 8

What are they going to do to improve the traffic chaos we are all enduring currently? I still have to queue almost as long as I did before the roadworks at markeaton island. We need to improve this situation now not in 2-3 years if it ever happens. If they don't have a coherent plan now since the 1970's discussions then when will they? Has anyone considered turning off the lights at markeaton island to see if the traffic flows better. Ashbourne road seems to be causing an issue as its backing up and then spilling over to the A38 island.

Report

 **ArmyOfDaves** | January 26 2015, 10:11AM 9

OK, the works we've just endured should never have been undertaken with this in the pipeline, and they haven't worked. At peak times we have the same delays as prior to the works. As users we all expected this, but they wasted the money and did it anyhow. But this shouldn't be a blockage to getting this vital set of upgrades

Report

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**Derby Telegraph** 1.2 °C Sunny

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## Derby Kingsway traffic situation is a farce and must be sorted - reader's letter

By **Derby Telegraph** | Posted: January 22, 2015

**Comments (20)**

I MUST say I totally agree with David Culm regarding the traffic situation at Kingsway "Must be a solution to ease Kingsway traffic" (January 16).

It's an absolute farce. There has got to be more than one solution to it as he says.

I'm no expert, but surely one solution has to be trialling a system of no right turn into Currys PC World, as this seems to be the major problem of tailbacks.

Vehicles would just need to continue down to the island and go around that way.

**Derby Telegraph** NAN 1.2 °C Sunny

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## Two A38 islands may be dug up again to make Derby flyover and underpass

By **Derby Telegraph** | Posted: January 26, 2015 By Isaac Crowson



Congestion amid the Markeaton Island roadworks last autumn

**Comments (15)**

TWO major traffic islands which caused misery for motorists when roadworks went ahead last year are likely to be dug up again.

## Derby business owner Paul Harris: "Don't let A38 plans ruin Little Eaton"

By **ICrowsonDT** | Posted: January 26, 2015



Derby business owner Paul Harris: "Don't let A38 plans ruin Little Eaton"

**Comments (4)**

The owner of Derby Brewing Company said he welcomes a £220 million project to introduce a flyover and underpass at two A38 islands.

But he said he hopes the plans do not ruin the village of Little Eaton, where the firm owns the The Queen's Head pub.

The Highways Agency had to apologise for delays at the A38 Little Eaton and Markeaton



Monsieur\_Lupo | Monday, January 26 2015, 9:39AM

When it was announced that the Highways Agency had set aside future funding for these projects last year the Derby Telegraph lauded it as great news, IIRC. Now it has adopted the sensationalistic 'traffic misery' angle. I'd love to know how they thought the Highways Agency were planning to make the changes without and disruption.

Rate

10

Report



mark\_sinfin | Monday, January 26 2015, 7:47AM

Hopefully the underpass would cut out Kingsway and markeaton islands as it seems pointless to remove one island to replace it with another. Would have to be a very longtime though and you have the issue of crossing brackensdale ave. The last road works should of been done with this in mind though to keep the construction to a minimum, doubt it did though.

Rate

6

Report



sporty | Monday, January 26 2015, 8:20AM

This needed doing years ago and I would suggest the highways agency really has got to show the way here and get the plans through to get it built. Traffic is very heavy at these points and not suitable for islands. Perhaps they could also improve the entrance and exit to kingsway retail park while there doing this job.

Rate

Report



GetCarter | Monday, January 26 2015, 7:43AM

Didn't we know that anyway and didn't folk comment that the Islands were a waste of money because the flyovers were being built soon.

Rate

13

Report



rsmini | Monday, January 26 2015, 8:15AM

Kingsway Island is already set up as an underpass with an overhead Island just never been finished off. The Highways Agency should also think about creating a slip road onto the North bound A38 from the University Bridge on Kedleston Road. This would massively reduce congestion on Kedleston Road. At the moment traffic has to go to Five Lamps, St Alkmunds Way, then Sir Frank Whittle Way to get to the A38. Or down to Markeaton Island South and then back on yourself to go North. It would also cut traffic going towards town to get the A52 East. Also the flyovers were part of the original A38 plan in the 70's but never built for some reason. What a mistake that was!!!

Rate

Report



Fasty | Monday, January 26 2015, 7:03AM

Why is this being reported as if it's a new idea?

Rate

9

Report



Beaurepaire | Monday, January 26 2015, 6:35AM

'first put forward in ABOUT the 1970s'??? The Little Eaton and Markeaton roundabouts were originally designed as flyovers, but it was the NIMBYs who stopped that happening and we have been paying for it ever since. I'm not sure how an underpass at Markeaton is going to work - what is going to go under what? The road levels more obviously suggest that a flyover would still be the better (and probably cheaper) solution, so is this again being driven by the people who want to retain a view of a petrol station and a Maccy D's?

Rate

9

Report



mark\_sinfin | Monday, January 26 2015, 7:47AM

Hopefully the underpass would cut out Kingsway and markeaton islands as it seems pointless to remove one island to replace it with another. Would have to be a very longtime though and you have the issue of crossing brackensdale ave. The last road works should of been done with this in mind though to keep the construction to a minimum, doubt it did though.

Rate

Report

## A38 flyover and underpasses cannot come soon enough for Mid-Derbyshire MP Pauline Latham

By **Derby Telegraph** | Posted: January 27, 2015

By Isaac Crowson



The unhappy but familiar scene for motorists at the Little Eaton roundabout last year.

### Comments (4)

OPINION is split over controversial news that newly-laid surfaces which caused misery for motorists could soon be dug up.

The Highways Agency had to apologise for the delays at the A38 **Little Eaton** and Markeaton islands last year but now the routes are expected to feature a flyover and underpasses.

Derby's long-suffering motorists could have to put up with more extensive disruption within



## Have your say on £220m A38 proposals

Posted: 26/01/2015



Print page

On this page:

The Highways Agency is asking people living and working in Derby to help shape £220m plans to improve three busy junctions on the A38.

Starting next Monday (2nd February), they are holding a six-week public consultation on proposals to create flyovers or underpasses to replace the current Markeaton, Little Eaton and Kingsway roundabouts.

You can find out more about the plans, and give your views, at a special public exhibition at the Enterprise Centre, Bridge Street, Derby (DE1 3LD). The exhibition will be held from noon to 8.00pm on Friday 6th February and from 10.00am to 4.00pm on Saturday 7th February.

If you're not able to attend the exhibition, the plans will be on display in the Council House reception from Monday 9th to Friday 13th February.

Plans for flyovers along the dual carriageway section of the A38 in Derby were first mooted in the 1970s – but the designs were changed to roundabouts when construction started, in part because of concerns about the visual effect of the structures on local



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**Unique chance for public to have say on £220 million improvements to Derby's busiest junctions**

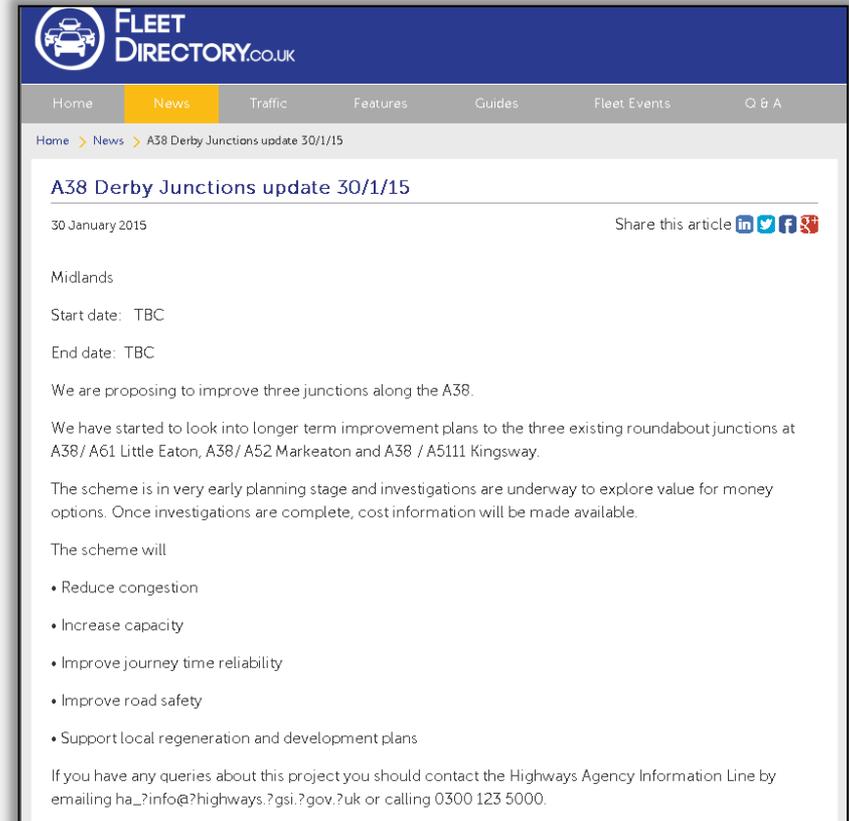
The Highways Agency is holding a six-week public consultation on proposals to create flyovers or underpasses to replace the current Markeaton, Little Eaton and Kingsway roundabouts. The public can find out more about the plans, and give their views, at a special public exhibition in Derby on February 6 and 7. Mark Hartham, project manager for the Highways Agency, explained:

This is a real chance for the public to shape our plans to cut congestion and improve journeys along the A38.

Over the next few years, Derby is set to see rapid increases in housing, employment, and associated traffic. Our new plans offer a long-term solution to help cut congestion, boost the economy and deliver smoother, better journeys for drivers – and we really want local people to be heavily involved in deciding how we take this forward.

Plans for flyovers along the dual carriageway section of the A38 in Derby were first mooted in the 1970s – but the designs were changed to roundabouts when construction started, in part because of concerns about the visual effect of the structures on local open spaces.

Government traffic studies in 2002 and 2003 identified the need for interim improvements to cut congestion on the A38 – but recommended larger-scale improvements in the long term.



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**A38 Derby Junctions update 30/1/15**

30 January 2015 Share this article [in](#) [t](#) [f](#) [s](#)

Midlands

Start date: TBC

End date: TBC

We are proposing to improve three junctions along the A38.

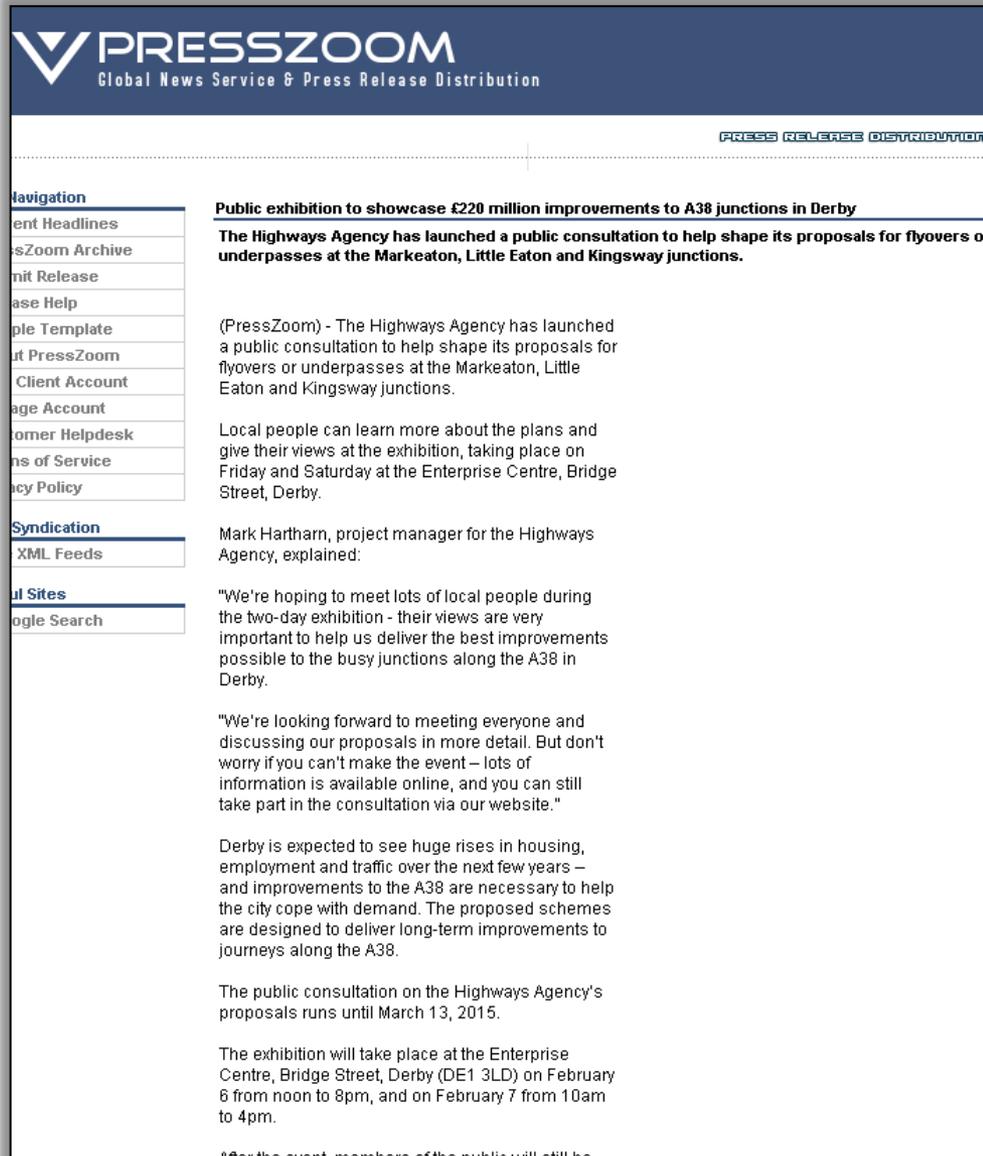
We have started to look into longer term improvement plans to the three existing roundabout junctions at A38 / A61 Little Eaton, A38 / A52 Markeaton and A38 / A5111 Kingsway.

The scheme is in very early planning stage and investigations are underway to explore value for money options. Once investigations are complete, cost information will be made available.

The scheme will

- Reduce congestion
- Increase capacity
- Improve journey time reliability
- Improve road safety
- Support local regeneration and development plans

If you have any queries about this project you should contact the Highways Agency Information Line by emailing [ha\\_info@highways.gsi.gov.uk](mailto:ha_info@highways.gsi.gov.uk) or calling 0300 123 5000.



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**Public exhibition to showcase £220 million improvements to A38 junctions in Derby**

**The Highways Agency has launched a public consultation to help shape its proposals for flyovers or underpasses at the Markeaton, Little Eaton and Kingsway junctions.**

(PressZoom) - The Highways Agency has launched a public consultation to help shape its proposals for flyovers or underpasses at the Markeaton, Little Eaton and Kingsway junctions.

Local people can learn more about the plans and give their views at the exhibition, taking place on Friday and Saturday at the Enterprise Centre, Bridge Street, Derby.

Mark Hartham, project manager for the Highways Agency, explained:

"We're hoping to meet lots of local people during the two-day exhibition - their views are very important to help us deliver the best improvements possible to the busy junctions along the A38 in Derby.

"We're looking forward to meeting everyone and discussing our proposals in more detail. But don't worry if you can't make the event - lots of information is available online, and you can still take part in the consultation via our website."

Derby is expected to see huge rises in housing, employment and traffic over the next few years - and improvements to the A38 are necessary to help the city cope with demand. The proposed schemes are designed to deliver long-term improvements to journeys along the A38.

The public consultation on the Highways Agency's proposals runs until March 13, 2015.

The exhibition will take place at the Enterprise Centre, Bridge Street, Derby (DE1 3LD) on February 6 from noon to 8pm, and on February 7 from 10am to 4pm.

After the event, members of the public will still be

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Feb 2015 DCG Minutes

### Proposal for flyovers on Derby A38 – please provide your comments

Posted on February 2, 2015 by admin

The Highways Agency has announced proposals for flyovers on the A38 at Little Eaton, Markeaton Park and Kingsway.

A public consultation event will be held at the Enterprise Centre, Bridge Street, Derby, DE1 3LD on

- Friday 6th February 12:00 – 2:00 pm
- Saturday 7th February 10:00 – 12:00 pm

A public consultation will be run

### One Response to Proposal for flyovers on Derby A38 – please provide your comments



**Tony Roelich says:**

February 3, 2015 at 11:17 pm

Please attend the public meetings if at all possible. As well as your own comments, could you also make the following points regarding cycling:

1. These schemes must incorporate good cycling routes as well as changes to the roads to give proper alternatives for cycling on local journeys at and near these junctions.
2. Little Eaton: must preserve the existing cycle route at least to current standard. Must also seek to encourage more cycling and less car use by creating a proper cycle path between Alfretton Road and Little Eaton island. Compulsory purchase will be needed but should not be a problem because compulsory purchase will be required to build the flyover as well, so if it's good enough for cars it should also be used for cycling.
3. Markeaton: must create cycle paths on both sides of Kingsway and Queensway to give good access from Mackworth and New Zealand areas to Markeaton Park and Kedleston Road. Must create controlled crossings for cyclists across all exit routes from the Markeaton roundabout.

Many thanks

Tony Roelich

Campaigns co-ordinator

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### Public consultations to begin to improve three junctions in Derby, UK

27 January 2015



The UK Department for Transport's Highways Agency is set to kick off a six-week public consultation on proposals to help outline £220m plans to improve three busy junctions on the A38.

The consultation, which will be held between 02 February and 13 March at Enterprise Centre, Bridge Street, Derby, involves delivering their views on whether to build flyovers or underpasses in a bid to replace the existing roundabouts at Markeaton, Little Eaton and Kingsway.

The Highways Agency project manager Mark Hartham said: "This is a real chance for the public to shape our plans to cut congestion and improve

journeys along the A38.

"Over the next few years, Derby is set to see rapid increases in housing, employment, and associated traffic.

"Our new plans offer a long-term solution to help cut congestion, boost the economy and deliver smoother

## Artist's impressions of planned changes to Derby's roundabouts

By [Derby Telegraph](#) | Posted: January 28, 2015



PHOTO 1: How Little Eaton Island would look.

### Comments (13)

ARTIST'S impressions of a proposed ambitious project to redevelop three traffic islands in Derby have been revealed.

The work at Markeaton, [Little Eaton](#) and Kingway could start within two or three years and would cost around £220m of taxpayers' money.

The drawings - released today by the Highways Agency - show plans to create underpasses

## Jill Gallone: What use is superfast broadband if Derby's traffic nightmares keep us from work?

By [Derby Telegraph](#) | Posted: January 29, 2015

By JILL GALLONE



### Comments (2)

'ENJOY Derby - Derby Does it!' Proclaimed the sign en route into the city.

Does what? Make traffic jams to rival New York's and London's put together, with or without

## Spondon should have had bypass with some of A38 cash, claim villagers and councillor

By **Derby Telegraph** | Posted: January 30, 2015

By Isaac Crowson



A lorry stuck under a bridge on Willowcroft Road in Spondon. Residents are calling for a bypass.

🔴 **Comments (7)**

SOME of the money from a proposed multi-million-pound project to develop A38 roundabouts in Derby should have been used to create a bypass in Spondon, according to a councillor and residents.

The Highways Agency has put forward plans to create underpasses at Markeaton and Kingsway and a flyover at Little Eaton.

## Pauline Latham: Drivers and the environment will benefit from long-awaited A38 proposals

By **Derby Telegraph** | Posted: January 30, 2015

By PAULINE LATHAM



An artist's impression of how the completed A38 underpass at the Kingsway junction would look.

🔴 **Comments (0)**

OVER many years, I, like many of the residents of Allestree, Darley Abbey, Little Eaton and the surrounding area, have been used to sitting in traffic jams as a result of the lack of implementation of the original design of flyovers on the A38. Patiently we waited.

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1 February 2015 Last updated at 14:08

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## Derby A38 flyover plan consultation to start



HIGHWAYS AGENCY

Plans at Little Eaton would see the A38 taken above the A61 to separate local and through traffic

**A £220m scheme could see three Derby roundabouts, which have just been upgraded, completely remodelled.**

The Highways Agency has put forward plans for flyovers and underpasses at Markeaton, Little Eaton and Kingsway junctions.

A £4m project to ease congestion caused problems last year but officials said the road could be carrying up to 10,000 more vehicles a day within 10 years.

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**Ambulances 'facing roadwork delays'**

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The Highways Agency is proposing changes to the 3 nearby roundabouts on the A38 – yes again! So do you have a view? Or do you want just to find out more? There will be a public consultation displaying these plans at University of Derby Enterprise Centre, Bridge Street, Derby, DE1 3LD

on

[diana b](#)  
 Administrator  
 Posts: 193

Friday 6th February 12:00 – 20:00



**The Phoenix Newspaper**  
 30 January at 01:09 · 🌐

Unique Chance for Public to Have Say on £220 Million Improvements to Derby's Busiest Junctions <http://tinyurl.com/lqcgze>



**Unique Chance for Public to Have Say on £220 Million Improvements to Derby's Busiest Junctions**

The Highways Agency is holding a six-week public consultation on proposals to create flyovers or underpasses to replace the current Markeaton, Little Eaton and Kingsway roundabouts. The public can find out more about the plans, and give their views, at a special public exhibition in Derby on February 6 and 7. Mark

Like · Comment · Share

👍 Gideon Osei Kankam and Carol Benjamin-McFarlane like this.

## Plans for Markeaton flyover would "ruin" life of 91-year-old pensioner

By **Derby Telegraph** | Posted: February 05, 2015

By Isaac Crowson



Pensioner Terence Storey says having to move house because of roadworks will "ruin the rest of his life".

### Comments (2)

NINETY-ONE-YEAR-OLD Terence Storey says having to move house because of roadworks will "ruin the rest of his life".

The artist has lived in Queensway, next to Markeaton Island, for 55 years and said he remembers Markeaton Park being like "his front garden".

### 2 comments

[Newest](#) | [Oldest](#) | [Best Rated](#)



[jedimasterlin](#) | February 05 2015, 9:34AM



2

No disrespect, but it's quite likely going to be 5 or 6 years down the line before this happens from what I read during the initial reporting. Who's to say he will still be at a stage in his health where he is still able to live there? I hope he doesn't spend the next few years worrying about it and enjoys what he has.

[Report](#)



[Garbled](#) | February 05 2015, 9:05AM



-2

Developers don't care about the knock on effect and misery it causes ordinary people, in today's planning infrastructure projects, it's all about what they want, regardless of who is blighted. Britains green and pleasant land is fast becoming a concrete jungle, in the name of progress.

[Report](#)



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## Amazing video of what £220m A38 islands would look like

By [ICrowsonDT](#) | Posted: February 06, 2015



An artist impression of what Little Eaton would look like

● [Comments \(10\)](#)

This amazing video shows what the A38 islands in Derby would look like if £220m plans fo



[Fasty](#) | February 06 2015, 2:02PM

potspots - slip road then right at the roundabout under the new elevated bit of the A38, around 2mins on the video.

👍 | 🗨️

[Report](#)

1



[Wizzle](#) | February 06 2015, 1:58PM

potspots - just after 2 mins into the video - there is a slip road down to the A61 roundabout

👍 | 🗨️

[Report](#)

2



[FrogSpawn](#) | February 06 2015, 1:53PM

Oldpiggies - I totally agree the so called improvements just completed where a total waste of time and money - and anyone that uses the A38 in bad traffic could have stated that.

👍 | 🗨️

[Report](#)

3



[Wizzle](#) | February 06 2015, 1:43PM

actually oldpiggies, the waste will be the same whether they start tomorrow or in 5 years time - the money was wasted as soon as they started works that they knew would be superseded by these flyover/underpass plans....

👍 | 🗨️

[Report](#)

10



[Oldpiggies](#) | February 06 2015, 1:30PM

from John Stewart, Hilton, Derby The irony of "Frogspawn's" comments is that the sooner these works are started the greater the waste of money on the improvements now completed.

👍 | 🗨️

[Report](#)

0



[potspots](#) | February 06 2015, 1:28PM

In the video, if you're coming down Abbey Hill, going N on the A38, how do you get onto A61 Sir Frank Whittle Road going into the city? Is it just me who can't see it?

👍 | 🗨️

[Report](#)

0



[FrogSpawn](#) | February 06 2015, 1:05PM

please can this work start as soon as possible, for the thousands of people that use the A38 every day. And I hope that the minority against the plans are dealt with accordingly in a democracy

👍 | 🗨️

[Report](#)

14



According to the Derby Telegraph:

This story was read by 2,000 unique users.



This story was also seen by 2,000 unique users.



This story was viewed by 1,645 unique users.



The first story announcing the plans got 2,672 unique users.

# Derby Telegraph – Leader piece

By [Derby Telegraph](#) | Posted: February 06, 2015 By Derby Telegraph

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 **Comments (2)**

CITY leaders have long trumpeted Derby's business and entrepreneurial success and the fact that it is going places.

But ask any business leaders what can make or break their success and, as well as quoting the availability of a skilled workforce, many will also underline the importance of good infrastructure and free-flowing traffic. That is why it is so vital to Derby's continuing development as a leading manufacturing and business centre to get the city's road network right.

No-one wants to sit in endless traffic jams on their commute to work – it costs businesses time and money and can also cost them customers if they decide to go elsewhere rather than waste time stuck in queues of snarled-up traffic.

But, as they say, there is no gain without pain. 

---

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- [Meeting to discuss bid to improve A52 in Derby to be held today](#)
- [Spondon should have had bypass with some of A38 cash, claim villagers and councillor](#)

The city council has recently unveiled ambitious plans to tackle the frustrating bottlenecks which snarl up several points along the A38 through the city.

Now it is turning its attention to the vital A52 link between Derby and the M1 and Nottingham and, in particular, the pinch point of Pentagon Island.

Anyone who regularly uses this route into the city will know the daily grind of tailbacks which often stretch back as far as Spondon.

The authority is now investigating constructing a traffic-busting flyover linking the A52 and Sir Frank Whittle Way in both directions, which could cost up to £100 million.

Inevitably, as with the ambitious schemes for the A38, any project of this type will mean a great deal of frustrating hold-ups while it takes shape but motorists need to sit tight and remember the major benefits which will follow. 



**2 comments** [Newest](#) | [Oldest](#) | [Best Rated](#)

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 [Grumpysox](#) | February 06 2015, 12:03PM   2

Free flowing traffic in and around Derby....I don't think so [Report](#)

---

 [DCFCOAP](#) | February 06 2015, 11:46AM   0

As long as there isn't going to be a Congestion Charge. [Report](#)

# MP welcomes changes to A38

By **JON COOPER**  
jon.cooper@derbyshiretimes.co.uk  
Tel: 01248 504524

Mid Derbyshire MP **Pauline Latham** has welcomed the end of A38 roadworks but feels continued rush-hour problems mean a more permanent solution is still sought.

Residents had inundated Ms Latham with complaints over delays during works aimed at solving problems and she has raised the issue in Parliament. The A38 traffic jams the implementation of the final design of the A38 but since

congestion has eased.

She said: "Now the works have been completed, the congestion has abated slightly. Out of rush hour, the traffic now flows much more freely but during rush hour, it becomes clear that a more permanent solution is required."

But Ms Latham is delighted to hear that new solutions have now been given the go-ahead for an underpass for the Kingsway Island and fly-

more disruption within two or three years if plans go ahead.

Ms Latham believes plans will improve traffic flow, air quality and reduce carbon output.

This work is scheduled to begin in 2016.

Ms Latham is concerned for businesses in Little Eaton and feels the sooner work starts the better.

She has also welcomed plans for Derbyshire cycle paths taking in the Peak District and the Peak District Heritage site. She added: "There is a great transition in Derbyshire over the next ten years

will be key in determining the future of the county in this regard."

# Flyover plan to help ease traffic woes on major route into city

**ROADS:** £100m scheme for Pentagon Island would need Government funding

By **CHRIS MALLETT**

P: 01332 411999  
E: chris.mallett@derbytelegraph.co.uk  
T: @ChrisMallettDT



WORK to draw up an ambitious flyover scheme aimed at tackling congestion woes on Pentagon Island will begin next year, Derby City Council has said.

The authority wants to build the £100 million highway so it links the A61 Sir Frank Whittle Way and the A52 in both directions - reducing snarl-ups at the roundabout.

Councillor Martin Rawson, the authority's deputy leader, said Pentagon Island would stand out as a "potential £100 million" and that next year's work would involve a feasibility study.

He said: "This is the next most serious pinch-point we've got in the city so, in terms of congestion, it's the next focus for us.

"Economic growth will hopefully increase the number of jobs and

come available.

David Bartram, the council's officer in charge of highways, said the aim was to have a "dual flyover" so traffic could move in both directions from the A61 to the A52 without going around Pentagon Island.

He said that apart from the fact that it would be an "elevated" road, as opposed to an underpass, no more details were available.

Mr Bartram said: "We've got some money in next year's programme to look at the design in more detail.

"It's an aspirational scheme and we wouldn't expect to do it until after the A38 work has been completed."

He said the scheme could be worth a "potential £100 million" and that next year's work would involve a feasibility study.

As part of the scheme, work would also likely to be needed to improve traffic flow at Hampshire Road Island and Pektron Island, on the A61 Sir Frank Whittle Way, though

Plans for flyovers along the dual carriageway section of the A38 were first put forward in the 1970s, the Highways Agency has said.

But the designs were changed to include roundabouts because of concerns about the visual effect they would have.

## COUNCIL BIDS FOR POTHOLE CASH

MAJOR work to stop large potholes forming on part of the A52 in Derby could be carried out with the help of £10.7 million in Government cash.

Derby City Council has resolved to bid for the money from the Department for Transport.

Success would mean the road between Pentagon Island and the Raynesway flyover being completely resurfaced by 2018.

The work would form part of an overall improvement scheme for the road, the rest of which is already on target to be finished in that year.

Funding has already been confirmed for improving the

Derby Derby Telegraph  
@DerbyTelegraph

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Amazing video of what £220m A38 islands would look like [ow.ly/1BqdF](http://ow.ly/1BqdF)



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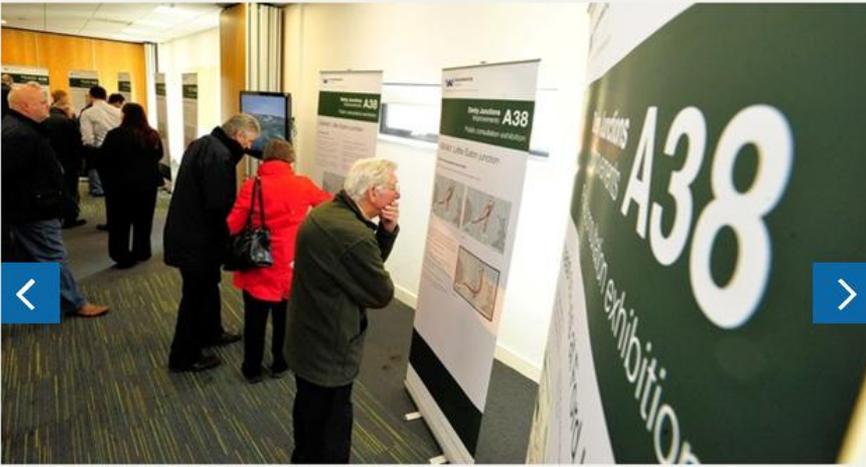
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## 'New A38 flyover scheme will make the country a billion'

By **Derby Telegraph** | Posted: February 07, 2015 By ISAAC CROWSON



Hundreds of people attended the Highways Agency consultation event about the A38. Top, April Stobbart from Allestree talks to project manager Mark Hartharn. Above, Brian Mawson, whose home in Queensway would be swallowed up by the scheme.

Derby would still have the benefit of good connections to the A38 without the problems. The current preferred options of the Highway Agency probably have a shelf life of about 15/ 20 years, a bypass is a more long term solution. The £220m would be better spent there.

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**diana\_e** | February 07 2015, 7:20PM

i wish they had built a western bypass 40 years ago - by the time the A38 was actually built slicing through western Derby suburbs and cutting them off from the city, it was pretty much an outdated idea. The A38 from Little eaton to Kingsway would make a great outer ring road if the national thorough traffic went along a bypass out to the west so that all the lorries did not thinder th

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[Report](#)

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**exracerfan** | February 07 2015, 4:07PM

Lets hope the powers that be don't let objections from locals stop it this time, like they did 40 years agol

3  
[Report](#)

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**pip1946** | February 07 2015, 3:11PM

So why wasnt this work done at the same time as the recent work carried out? If it has been known for the last 20 yrs ?

5  
[Report](#)

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**1959vintage** | February 07 2015, 2:01PM

What a load of rubbish!

12  
[Report](#)

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**mark\_sinfan** | February 07 2015, 1:49PM

I'd of thought the lack of queues around those islands would improve access to the hospital

-4  
[Report](#)

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**Adiebob** | February 07 2015, 1:21PM

How will access to the The Royal Derby Hospital be easier than it is now? Is there going to be a super flyover direct into A & E!

19  
[Report](#)

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**Fasty** | February 07 2015, 1:03PM

"They said they expected to get around £5 for every £1 they spent on the project" How does that work then? How does the HA make money after building a road? k

12  
[Report](#)



**Comments (3)**

THE Derby Telegraph receives lots of [letters](#) each week on issues affecting Derby and Derbyshire, as well as further afield. This one looks at the A38.

REGARDING the A38, how much did the recent faux-pas cost? "A38 islands to make way for flyover and underpass" (January 26).

Anyone with half a cell of a business brain (sadly lacking within local authority) will tell you that reworking costs money.

That simply means if you have to go over the job again you will be out of pocket.

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**Travel: Standstill traffic in Derby after van breaks down on A38**

It's amazing that with all the consultants, computer generated modules, surveys etc, that they couldn't have discovered that the recent alterations wouldn't work (which they haven't).

We've spent an awful lot of cash to finish up with what we had before.

While on the subject, can someone do something about "screening" the traffic lights at Little Eaton island when approaching on the A38 from Alfreton?

I wished to take the A61 filter lane into Derby, avoiding the island, however the vehicle in front of me braked sharply. He had confused the lights pertaining to the A38 as also applying to him.

I was very nearly tail-ended by following traffic, who were not best pleased.

## Compulsory purchase? Yes please, says Derby resident whose home is under threat from A38 project

 By **Derby Telegraph** | Posted: February 10, 2015

By Isaac Crowson



Brian Mawson studying plans for the A38

### Comments (6)

A HOMEOWNER whose property is potentially under threat because of plans for a huge multi-million-pound redevelopment of the A38 islands in Derby says he cannot wait to move.

Brian Mawson has lived in Queensway, next to Markeaton Island, for 35 years and said he has "everything crossed" for the £220m plans to redevelop the **Kingsway, Little Eaton** and Markeaton islands to go-ahead.

The Highways Agency has predicted the plans will boost the UK's economy by around £1

**ArmyOfDaves** | February 10 2015, 4:11PM

There will be increased traffic volume? Why? Where will this increased traffic come from? If people currently avoiding the route start using it, then there will be reduced traffic elsewhere. And it will be good for the environment too because cars will reach their destinations quicker, therefore be running for less time. It can't come quick enough, give me a spade and I'll start digging myself

Report

**Wizzle** | February 10 2015, 3:21PM

What a load of poppycock - it will affect small areas of housing and will significantly reduce the environmental impact as the through traffic will be free-flowing rather than queuing...

Report

**6 comments** | Newest | Oldest | Best Rated

**ArmyOfDaves** | February 11 2015, 8:55AM

Good points Lesley25. But the needs of the many and all that... Im sure, like the fella in the story above, many will be happy with whatever compensation package is offered. Yes, it might be a little noisier with traffic flowing, but Im sure if people have lived next to the 38 for 30+ years it wont be a shock, and as for visual impact?? The road as it stands now wont be winning any design awards. This improvement is necessary for Derby. Sure, consider the impacts, but it must go ahead.

Report

**Lesley25** | February 10 2015, 10:39PM

Firstly, there is residential housing all the way from Breadsall, Little Eaton, Allestree, Kedleston Road, Markeaton area and Mackworth. Check google maps. Secondly, if there wasn't going to be any increase in traffic then there wouldn't need improvements and road widening would they? Locals have already been affected by the Pinch Point Improvement scheme. The traffic flows more quickly. Moving traffic is noisy. The faster the traffic: the louder the engine and road noise. The changes to the road layout have made it faster and therefore much noisier ALL through the day and into the night. All this and they haven't started the new improvements yet. So before you start digging, how about we consider the impact on the residents? Nowhere on any of the plans is any reference to mitigation. What about significant increases to traffic noise, pollution, vibration, street lighting and speed limits? What about the visual impact? What about the effect on cyclists, pedestrians and wildlife? This is still a residential area whether you widen the road or not. The houses are already there. What about compensation packages and compulsory purchase? And if as someone pointed out, its only a few residents, then maybe they wouldn't mind if the HA used some of the 20 million to compulsory purchase those 'few' homes (from Breadsall to Mackworth) standing in the way of progress. So the question is do commuters have more or a right because they use the road, maybe twice a day, for 15 minutes or is the person who lives next door to the A38 24 hours a day 7 days a week? It's not their fault the planners were short sighted 30 years ago. Yes it should've been done, but it wasn't. I'm sure if the HA were planning to double the width of the road you live on you wouldn't be so enthusiastic about digging. If the HA can and do address these issues, progress would be achieved and as a result I'm sure many of the locals would lend you a spade.

Report

## Parts of Markeaton Park would be lost under £220m Derby A38 road plans

By **Derby Telegraph** | Posted: February 13, 2015

By Isaac Crowson



The current A38 approaching Markeaton Island

### Comments (3)

THE Highways Agency has revealed details of how **Markeaton Park** would change if controversial roadwork plans go ahead.

The agency wants to redevelop Markeaton, **Kingsway** and **Little Eaton** islands and replace them with £220m underpasses and flyover to reduce congestion.

They claim the project will create £1 billion for the UK's economy as they expect a return of



Denbyrnac | February 13 2015, 9:05PM



1

Twelve years ago we were told that the only option was an underpass on the 38 under the 52 which meant taking the front gardens from the lovely individual properties on Queensway as it was not possible to take any land from Markeaton Park without adding the same area from somewhere else to replace it. This was not a possibility. I know this for a fact as Alastaire Darlings (LABOUR) totally had the residents of Queensway over. I was one of them and will never forgive LABOUR for us losing around £70k in valuation, stamp duty, moving costs and compensation. Look after the working class? No. They look after themselves and will once again bring the country to its knees if elected at the next election.

Report



r\_swype3141 | February 13 2015, 5:00PM



7

Isaac Crowson. You have clearly demonstrated some pettiness in your so-called report. Any road building or improvement project involves some land being taken up. This is NOT news.

Report



r\_swype3141 | February 13 2015, 4:50PM



2

Oldpiggies (J Stewart). I too had a vision of a flyover at Markeaton until seeing the visuals at the consultation last week. They showed how much less of a visual impact an underpass would present than a flyover, and so my opinion on that changed. It may be more expensive to implement, but it will present far less of a visual impact than a flyover. Cheaper and easier does not always provide the best benefits.

Report



Oldpiggies | February 13 2015, 3:16PM



5

from John Stewart, Hilton, Derby. The scheme put forward by the DfT (or previous name - I forget) in the 1970s had a well thought out flyover design for Markeaton. It was opposed by the City Council which commissioned consultants to put forward a quite hare-brained wandering western by-pass through countryside of high landscape value and was quite unaffordable. Even for the DfT's own scheme' costs were escalating so it took what it no doubt considered to be a clever way out in conjunction I believe with the Inquiry Inspector. By dropping grade separation at Markeaton it answered the City Council's criticisms (which were shared by some residents) and saved money. It knew that grade separation would be required one day but it may as well let traffic conditions

Report

## Mackworth residents' fears over A38 plans

 By **Derby Telegraph** | Posted: February 14, 2015

By ISAAC CROWSON



Roadworks at Markeaton Island are due to start all over again if Highways Agency plans for A38 islands go ahead.

### Comments (4)

**RESIDENTS** in a Derby suburb are worried new plans to redevelop three A38 islands would create major travel problems.

The Highways Agency wants to redevelop Markeaton, Kingsway and Little Eaton islands and replace them with £220m underpasses and flyovers to reduce congestion.



dianae | February 14 2015, 6:42PM

👍 | 🗨️

-6

The housing on Radbourne Lane is already happening - the housing at Quarndon turn is only a proposal and may happen by 2020 (A38 building date). Other new housing on the western edges of Derby may well get approval once the A38 gets upgraded - at the minute Amber Valley website (and maybe some other Derbyshire councils) say that the congestion on the A38 is a reason against building proposals. Adiebob - a flyover at Markeaton Island is not inevitable - the Highways Agency ruled it out as being too expensive and too difficult to integrate in with local roads. Their preferred option is an underpass there which involves taking a chunk out of Markeaton Park including chopping down mature trees and rebuilding the curly wurly bridge.

[Report](#)



Adiebob | February 14 2015, 2:42PM

👍 | 🗨️

14

The plans for the A38 may coincide with the housing development on Radbourne Lane which will lead to additional traffic. The flyover was ruled out at Markeaton Park when the A38 was first developed due to encroachment onto the Park. Now it is inevitable.

[Report](#)



dianae | February 14 2015, 12:58PM

👍 | 🗨️

1

The other option is to have no slip road onto A38 at Kingsway - not Greenwich Dr South or through the industrial estate on the other side. Then all Mackworth and New Zealand traffic would have to get to Ashbourne Rd before joining A38. People living on Windmill Hill Lane apparently didn't get leaflets delivered about the recent exhibition even though staff there said local people had been informed. After the disruption caused by the building works, the main improvement will be for the through traffic - the logistic company HGVs driving through at increased speed, local traffic is low priority. The video visualisation at the exhibition didn't even bother to show traffic using the new roundabouts to join the A38 underpasses and flyover.

[Report](#)



Wizzle | February 14 2015, 12:56PM

👍 | 🗨️

2

I'd have thought that the minor inconvenience of the extra travel distance would be more than compensated for by not having stationary traffic sitting alongside Mackworth for large parts of the day....

[Report](#)

## A38 plans: Relief for Derbyshire residents who feared they would have to move over flyover plans

By **Derby Telegraph** | Posted: February 16, 2015



There is relief for Derbyshire residents who feared they would have to move because of A38 plans.

**Comments (0)**

RESIDENTS living near one of Derby's **A38** islands are relieved that major plans to redevelop them will mean they don't have to move.

People living at the Ford Lane Static Home Park in Little Eaton say they have faced months of worry about the future of the site.

## Opinion: 'Derby's traffic planners have not learned lessons about congestion'

By **Derby Telegraph** | Posted: February 18, 2015



Congestion amid the Markeaton Island roadworks last autumn.

**Comments (0)**

THE Derby Telegraph receives lots of **letters** each week on issues affecting Derby and Derbyshire, as well as further afield. This one looks at traffic congestion.

AT 2.45pm on Thursday, February 5, I took the bus from Victoria Street to Royal Derby Hospital for an appointment an hour later.

I was intentionally early because the traffic can be horrendous. So it proved - the roads

## Opinion: 'Flyovers are not the only solution to Derby's traffic woes'

By [Derby Telegraph](#) | Posted: February 22, 2015



Traffic congestion during the Markeaton island roadworks last year.

### Comments (3)

THE Derby Telegraph receives lots of **letters** each week on issues affecting Derby and Derbyshire, as well as further afield. This one looks at flyovers.

THE option of building flyovers has been recently proposed to improve traffic flows on the A38 and A52 through Derby.

The underlying assumption seems to be that traffic growth is inevitable and must be accommodated - a "supply-side" approach in which the morning and evening rush-hours determine the road capacity needed.

Unfortunately evidence suggests that extra capacity often leads to further traffic growth and the reappearance of congestion - there is no apparent end to the process.

### 3 comments

[Newest](#) | [Oldest](#) | [Best Rated](#)



[diana](#) | February 22 2015, 2:39PM



0

[Report](#)

The underpasses and flyover aren't about Derby traffic - they are for the A38 traffic to flow smoothly. Whether they help local traffic at all, depends on how they mesh in with local roads ie whether traffic lights are on helpful timing patterns or roundabouts are well designed with good visibility etc. As the A38 traffic will flow better, it will show up on logistic company software as being a more profitable route for the HGVs so more will be directed along the A38 until the number goes enough enough for the road to choke up again and then the software will start directing the lorries along alternative national routes



[Dave Notts](#) | February 22 2015, 11:26AM



1

[Report](#)

I don't accept the argument that adding road capacity somehow magically creates extra traffic; it just relieves pent-up congestion elsewhere. Moving nearer to work in the old days, when jobs were for life, made sense, but these days you could spend thousands moving and then be made redundant soon after. I thoroughly agree with home working, though - many of us can do our job nowadays with nothing more than a computer and a phone, and I don't know why the government doesn't do more to encourage it.



[FrogSpawn](#) | February 22 2015, 9:23AM



-3

[Report](#)

How about this for an example - I live in Heatherton Village - apart from the bus that gets you into the city centre - what public transport is available for say - Rolls Royce, Toyota, Pride Park - \*\*\*\*\* all. So you either drive, or cycle - and sadly the majority of the people on the estate only know how to get out of the estate using the route a car would take. Also for a normal (atomic) family, using the car to get to the city for a days shopping is cheaper than the bus - explain that one (and forget the buying, insuring the car argument - doesn't work). The flyovers on the A38, A52 will do one thing - solve a problem that should have never been there in the first place. The idiots that designed in the roundabouts (if still with us) need a sound thrashing.

## Derbyshire village's fears over A38 flyover proposals

By **Derby Telegraph** | Posted: February 23, 2015

By ISAAC CROWSON



An artist's impression of the proposed flyover at Little Eaton.

**Comments (13)**

CONTROVERSIAL plans to redevelop the A38 islands in Derby could have a negative impact on the picturesque village of Breadsall, parish councillors have warned.

Now, they have issued a rallying call to villagers to attend a public meeting to find out more about how the proposals could affect their homes.

The Highways Agency wants to spend £220m creating underpasses at the islands of

**FrogSpawn** | February 23 2015, 1:18PM

👍 | 🗨️

3

Ladies and Gentlemen - please do not try to argue with the poor people of Breadsall by using logic and common sense, you will fail.

[Report](#)

**Wizzle** | February 23 2015, 1:02PM

👍 | 🗨️

2

The comments regarding house prices are telling - anyone else see a compensation claim on the horizon?

[Report](#)

**ArmyOfDaves** | February 23 2015, 12:56PM

👍 | 🗨️

2

Plant some trees. 'Problem' solved. Move on, get digging

[Report](#)

**cwith1332** | February 23 2015, 11:46AM

👍 | 🗨️

4

what a load of rubbish, Every resident in breadall have at one time or other complained about the traffic leading to Little Eaton Island and now they are complaining about a solution, Little Eaton Island is barely visible to the village and only visible to about 10 houses, Seriously Breadsall villagers get over yourselves

[Report](#)

**Oldpiggies** | February 23 2015, 11:44AM

👍 | 🗨️

5

from John Stewart, Hilton, Derby. The bulk of the houses in Breadsall are some 400m from the proposed flyover. This would be some 6m high, allowing for say 5m for the tallest vehicles gives us a height for "visual activity" of 11m above ground level Now, I would think that that would be an angle of around 1 degree viewed from Breadsall with the landscaped works being viewed against a backdrop of the Allestree ridge. The noise currently detectable from A38 traffic is largely the result of HGVs having to accelerate up the Little Eaton by-pass hill from a near stand. Free flow over the flyover should reduce this source of noise. How can a representative body become so fearful of such a straightforward proposal? I do hope that residents who can actually understand and appreciate the proposals attend the meeting and bring some sense to the matter.

[Report](#)

**Jaydu** | February 23 2015, 11:36AM

👍 | 🗨️

1

Poor old residents of breadsall village worried about losing a few quid on their already overpriced houses. Worried about a flyover a mile away affecting them, how does that work, I'd like to know what about other residents close the route who will have

[Report](#)

## Breadsall villagers claim A38 flyover is in 'wrong location'

By **Derby Telegraph** | Posted: February 27, 2015



Some of the 100 people who attended a consultation event on the A38 proposals held in Breadsall yesterday.

### Comments (6)

RESIDENTS in Breadsall fear the Highways Agency has chosen the wrong location to build a flyover to replace the Little Eaton Island.

More than 100 people attended a consultation event held yesterday in Breadsall for villagers to look at detailed plans of how the three A38 islands in Derby could be redeveloped if plans by the Highways Agency go forward.

 **Wulfram** | February 27 2015, 10:20AM 3  
Have these protesters actually looked at the Highways Agency document as that shows that three other plans to take the road closer to their precious village have been rejected and the one that is proposed is the one that takes away the smallest amount of space. You cannot get away from the fact that the A38 needs to take a rather sharp bend at that point and as the speed limit will be increased then it needs to be a more gentle bend than is there at the moment. Moving the flyover any further away will destroy the housing on the other side of the road and/the Garden Centre. Isn't it better to take out a couple of fields rather than turn people out of their homes and put someone out of business.  
[Report](#)

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 **Wizzle** | February 27 2015, 8:49AM 4  
so they claim it's in the wrong place - I wonder where they think a flyover for the A38 should actually be? on the M1? the A52? or somewhere else? - and as for taking away the greenbelt, there will be a minimal amount of additional land required to build the slip roads, so that's a complete red herring. If I was them, I'd be far more worried about the potential impact for the new houses proposed for the edge of Oakwood - think how many of the people moving in there will nip through Breadsall to get on the A38 rather than join the queue down Mansfield Road....  
[Report](#)

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 **chadman** | February 27 2015, 8:34AM 5  
So what's the solution people of Breadsall? Move the A38 a mile to the west?  
[Report](#)

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 **andyofderby** | February 27 2015, 8:20AM 4  
Derby needs the change, Breadsall is still living in the 1800's, move on.  
[Report](#)

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 **FrogSpawn** | February 27 2015, 8:09AM 8  
Thus it has started - the minority of NIMBY's that far too often get their own way. Maybe we should have a city wide vote over the matter, allowing democracy to decide?  
[Report](#)

## Mid Derbyshire MP Pauline Latham vows to fight for compensation for firms hit by A38 work

By [Derby Telegraph](#) | Posted: March 03, 2015

By ISAAC CROWSON



Plans for the A38 showing Kingsway in the foreground and Markeaton at the top. Both junctions would get underpasses under the proposals.

 **Comments (0)**

MID Derbyshire MP Pauline Latham says she will fight hard to ensure businesses affected by major work to redevelop Derby's A38 islands are compensated.

The Highways Agency has revealed plans to create underpasses at Markeaton and Kingsway - and a flyover at Little Eaton.

# Post-exhibition coverage

Derbyshire Guardian, Issue 26, Page 1.



www.derbyshireguardian.co.uk

45p Where Sold



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**WHAT'S ON**  
**FEATURE INSIDE...**

## A38 - A VISION OF THE FUTURE

The Highways Agency has unveiled the plans that should make traffic congestion on the A38 through Derby a thing of the past. The £220 million scheme would enable the A38 traffic to flow freely through underpasses at the Kingsway and Markeaton roundabouts and cross the Little Eaton roundabout on a new flyover. Local traffic should also be able to flow more freely around the A38.



A vision of the future, the motorway approach to Markeaton.

Derby residents have been urged, by the Highways Agency, to help shape the plans to improve these busy junctions and hundreds of people attended an exhibition at the University of Derby's Enterprise Centre in February to look at the proposals in detail. Highways Agency staff were on hand to discuss the plans and the exhibition featured videos of what the finished junctions could look like. The public consultation continues until Friday 13th March.

The report from the Highways Agency comes just weeks before interim improvement works to ease congestion at the Markeaton and Little Eaton roundabouts have been completed, ending months of delays and disruption for motorists on the A38 through Derby. The 2014 road works began in January at

Little Eaton and continued until December with the completion of works at Markeaton. Both projects suffered problems and delays in completion for which the Highways Agency apologised.

Looking ahead, Mark Hartman, project manager for the Highways Agency outlined the aims of the new proposals. "This is a real chance for the public to shape our plans to cut congestion and improve journeys along the A38," he explained. "Over the next few years, Derby is set to see rapid increases in housing, employment and secondary

education. Our new plans offer a long-term solution to help cut congestion, boost the economy and deliver smoother, better journeys for drivers. We really want local people to be heavily involved in deciding how we take this forward."

As a dual carriageway, the A38 through Derby was opened in 1975 when traffic volumes were considerably lighter, but over the decades were raised that flyovers had not been included to help the traffic flow through the Derby area. There are no junctions to delay traffic heading north from Littlefield until reaching Derby with three busy roundabouts in less than three miles. At the A38 joins the Derby ring road, through traffic volumes are swelled by local traffic, particularly busy at peak commuter times. Only the junction with the A6 (now as the Palm Court Island) features an

underpass. From Little Eaton traffic flows north unobstructed until coming at Junction 28 of the M1, close to Mansfield.

Plans for flyovers along the A38 in Derby have initially been discussed on several occasions but were rejected, primarily because of concerns about the visual impact of the structures on local parks and open spaces. Government traffic studies in 2002 and 2008 identified the need for the interim improvements to ease congestion and recommended long-term improvements in the long term. Plans were put forward following a public consultation, the first incorporating underpasses, and receiving a positive reaction, only for the funding to disappear when the East Midlands Allocation Board was dissolved in 2009.

Story continues on Page 2.



Markeaton's refurbished approach after the improvements of 2014.



**COUNCIL ANNOUNCES DERBY ARENA OPENING DATE**



**LOCAL RALLY CHAMPION HEADS FOR THE CIRCUIT**



View of the A38 at the Little Eaton roundabout, a thing of the past.



Mark Hartman

Mark Hartman welcomed the benefits of the plans.

The funding for the current proposal was announced by the Chancellor, George Osborne, in the June 2013 Spending Review and confirmed in his Autumn Statement of 2014. The current proposal has been further refined, from the earlier plans, and should not only cut journey times for through traffic, but also reduce much of the peak time congestion for local traffic on approaches to the A38.

Mark Hartman added "Short-term forecasts show there could be as many as 200,000 vehicles per day on the A38 over the next ten years, so it's important we ensure the road network can cope by creating new junctions on the A38, we will help improve journey time reliability for road users, increase the capacity of the road to improve traffic

flow, and improve overall safety for road users, local drivers and pedestrians."

"On top of these benefits, this scheme will help to support the economy, by speeding up journeys and boosting traffic flow, while helping Derby to meet growing demands on its infrastructure over the next two decades."

Highways Agency spokesman Albert Harris said it is too early to say how the work would proceed. "That will depend on input from the local community, the consultation will have a massive effect on how we proceed. However, we have learnt our lessons from Markeaton and Little Eaton (where crashes were frequent, causing a considerable delay to the works). There are already environmental surveys taking place, we don't want any more surprises. This causes a lot of frustration for drivers, the local community and the Highways Agency."

Kevin Methew commutes along the A38 daily to his work in Heanor. "I regularly use the A38 during the morning rush hour and it's a lot easier, now, to get through the Markeaton Island and Little Eaton Island without a long queue," he commented. "I can see that the proposed improvements are going to

involve extensive work and there will be significant disruption. In the end, though, it will result in a lot less queuing and delay in trying to travel around Derby during the rush hours."

To take part in the public consultation, you can air your views by completing an online questionnaire at <http://www.highways.gov.uk/roads/roadworks/projects/a38-derby-junctions/> by 5pm on Friday 13th March.

The Agency hopes to announce a preferred option for the scheme by July 2016 with the work possibly beginning in 2016 and being aimed 2 years to complete.

Derby City Council has announced a separate long-term plan to create additional flyovers at the Penton Island to reduce delays on the 4th round A38, a major source of congestion at peak times. If it goes ahead, the project would not begin until the A38 improvements are complete, probably in ten years' time. Estimates suggest the project could cost in excess of £10 million. Cllr Mark Rowson said the council had "set itself ambitious but realistic goals".



Kingsway Junction

The A38 - THE FINAL SOLUTION - JUNCTION 28 - KINGSWAY

On the A38 approach to Kingsway from the south the main carriageway will follow its course between the two existing carriageways with the alignment falling

to a level below that of the existing roundabout. The main carriageway would pass through what is, at present, the centre of the Kingsway roundabout. The two existing carriageways would become slip roads on and off the A38 in both directions joining the A6111 Kingsway (Derby ring road) via two smaller roundabouts either side of the A38. These roundabouts would be connected by a single span bridge across the A38.

Continuing north, the main A38 would now be three lanes wide with the speed limit raised from the present 40mph to 50mph. The road would then pick up the existing course of the A38 where the old carriageway would rejoin as a slip lane.

One consequence of the increased speed limit is the closure of the access to Binkensdale

avenue and Blake Street. Three options are under consideration for access to local residential areas - a link to the west side of the roundabout by Greenway Drive South in Mickleover, maintaining a direct link to the A38 although some public open space would be lost and some journeys could increase by up to 1.1 mile; a link to the east off Kingsway Park Close with a more direct route to the A38 from the industrial park but, again, some journeys from Mickleover could increase by up to 1.1 mile; or a replacement of access which would be the lowest cost option, but journeys could increase

by up to 1.7 miles.

**MARKETON**

At the junction along the A38 continues north, there would be a fully staged descent approaching Markeaton to passively beneath a new grade-level bridge roundabout crossing the A38. The course of the road would be to the city side of the present carriageway, needing the compulsory purchase and demolition of properties along Greenway and two on Ashbourne Road together with some land from the Twickenham Army compound and four other residential properties.

The road would remain to its present elevation as it crosses Markeaton Brook, at the beginning of the Kedleston Road slip road exit, retaining to a 2-lane, carriageway with the national speed limit.

Access to the northbound A38 from Mickleover would be by a slip road following the present course of the northbound carriageway. The access to Erfield Road in Mickleover would be closed as would access to Mickleover's residential and the petrol



Kingsway Junction



Little Eaton Junction

station from the A38. On the north side of the junction, access to Mickleover Park would also be closed. The present footbridge across the A38, to Mickleover Park, would be replaced.

The A38 would then continue north for 2 miles with no change to the present 2-lane carriageway and national speed limit, passing below the A6 (Palm Court) roundabout before heading down towards the Little Eaton junction.

**LITTLE EATON**

Having crossed the River Derwent, the present northbound carriageway becomes the slip road east to the Little Eaton roundabout with the main carriageway leading for a new flyover to the south of the present roundabout. The A38 then sweeps left,

and northwards, on the eastern side of the present road, maintaining the national speed limit, and returning to the present course as the road climbs behind the Derby Stadium Centre.

At ground level a new, larger, roundabout would link Little Eaton, and the A61 from Derby, to the A38 via slip roads.

The new layout would take land outside the existing highway boundary and the flyover would have a visual impact, particularly for the residents of Bencolton. There would be no direct impact on Derby Cricket Centre and the Ford Lane mobile home park, although the Ford Lane junction to the west of the railway would be closed. The dedicated southbound A38/A61 link road would be retained.

**University 'Community Fund' helps Belper youth club bounce back after blaze**



## Allestree families fear A38 changes will bring noise and rat-run misery

By **Derby Telegraph** | Posted: March 09, 2015

By ISAAC CROWSON



An artist's impression showing the proposed underpass where the Markeaton A38 island currently sits.

### Comments (3)

PEOPLE in **Allestree** say they are "very concerned" about problems with noise and "rat runs" by drivers during and after major work to redevelop Derby's A38 islands.

The Highways Agency has revealed plans to create underpasses at Markeaton and

### 3 comments

Newest | Oldest | Best Rated



Dave Notts | March 09 2015, 11:26AM



0

The term "rat run" really annoys me. People are not bringing their pet rats to exercise, they are driving their cars down public roads that they have paid - through the nose - for the right to use.

Report



Raglex | March 09 2015, 10:14AM



2

Isaac, used the statement, "The controversial £220m scheme has split opinion across the city and will affect thousands of people." It will certainly affect 'thousands of people' but for most of those people it will be a positive affect. The 'split' will not be 50/50 more like 5/95 in favour of the scheme suggested. Unlike the HS2 project we can see the benefits this scheme will bring to the majority of the people in Derby.

Report



Wizzle | March 09 2015, 8:44AM



5

I can understand their concerns regarding traffic avoiding the A38 during the building works, but afterwards? - why would people choose to 'rat run' through Allestree rather than use the new (hopefully congestion free) dual carriageways? P.S. slightly more balanced article, but yet another negative headline Isaac - please try harder or we'll continue to think you have a personal interest in this rather than reporting objectively.....

Report

Kenny Guihen was interviewed on BBC Radio Derby on Monday, March 9, regarding the traffic tubes being used to update our traffic models for Derby.



## What are the traffic tubes for?

These are pneumatic tubes, which are placed on the road in pairs. They are linked to a roadside box which detects when wheels roll over the tubes.

## What are you doing with them?

We've placed 150 automatic counters on roads throughout Derby city and the county. Most of the traffic counters and tubes were laid during the weekend of 23 February, and will remain in place until around the end of March.

The counters are recording traffic flow volumes so we get a clear and updated traffic model for Derby and the surrounding area.

We've recently completed pinch point schemes at Little Eaton and Markeaton. We know from correspondence from the public that the scheme at Little Eaton, for instance, has really helped to improve journeys for local people.

So, now that these schemes are done, we need to assess their impact. These traffic tubes will help to show us how many vehicles are flowing along Derby's roads, what kind of vehicles they are, when the peak times are, and how fast the traffic is moving.

It's worth noting that the indicator of speed here isn't for enforcement: it's important we understand whether traffic can flow quickly or slowly.

We'll finish at the end of March, and the traffic model will be used by the Agency to support overall assessments of the impacts of the A38 Derby Junctions improvement scheme and its options.

## What data are we collecting?

The counters primarily record the number of vehicles passing through the road. They also allow us to classify the type of vehicle, based on the timing of wheels passing over the two pneumatic tubes (for example, lorries create a different pattern of impulses to cars because they are longer).

Kenny Guihen was interviewed on BBC Radio Derby on Friday, March 13, to update listeners on the consultation ending.



## Derby A38 Junctions – Consultation Ends Briefing

### What's the latest?

The consultation on plans to improve the A38 Derby Junctions at Little Eaton, Kingsway and [Markeaton](#) ends on Friday, March 13.

We'd like to encourage as many people as possible to give their views before the consultation closes.

We'd also like to thank everyone who has given their views so far – we've had a fantastic response from Derby residents and we'd like to thank everyone for taking the time to visit our exhibitions and fill in the consultation forms.

This was a non-statutory consultation, meaning we weren't legally obliged to hold it: but we wanted to canvas opinion in Derby and feel it's been a very, very successful exercise.

### What was the consultation?

We've got big plans to improve three key junctions on the A38 in Derby. We want to create underpasses at [Markeaton](#) and Kingsway and a flyover at Little Eaton to ease congestion, improve the flow of traffic and separate local traffic from those drivers using the A38 for longer journeys.

### How did the consultation go?

In terms of responses, we've had 294 questionnaires through the post and 285 online responses.

We also held three exhibitions – in the city, at Little Eaton and in [Breadsall](#) – and we had 994 people visit these events (652 in Derby, 182 in [Breadsall](#) and 160 at Little Eaton).

Our video showing a 3D simulation of the plans has been viewed 1,774 times.

## Public consultation for major A38 road scheme plans finish today

By **ICrowsonDT** | Posted: March 13, 2015



An artist impression of the proposed work at Little Eaton

**Comments (0)**

The public consultation on plans to redevelop the three A38 islands in Derby finishes today.

The Highways Agency revealed the £220m project to create underpasses at Markeaton and Kingsway, and a flyover at Little Eaton earlier this year.

If said it wanted to hear the views of residents and businesses who live and work close by

## Hundreds have their say over plans for Derby's A38 islands

By **Derby Telegraph** | Posted: March 14, 2015

By ISAAC CROWSON



Brian Mawson looking at the plans for improving the A38 roundabouts in Derby. Hundreds of people have given their views. Right, drawings of the schemes for underpasses at Markeaton and Kingsway and a flyover at Little Eaton.

**Comments (2)**

THE Highways Agency has said hundreds of people have given their views about major plans to redevelop the three A38 islands in Derby.



An artist's impression showing the proposed underpass where the Markeaton A38 Island currently sits.

**Comments (3)**

THE Derby Telegraph receives lots of **letters** each week on issues affecting Derby and Derbyshire, as well as further afield. This one looks at the A38.

THE people of Allestree are now complaining about the rat runs that will happen when the A38 work starts on the underpass and flyovers that are being proposed for the A38 "Fear that A38 scheme could create traffic problems for suburb"(March 9).

This work has to be done and should have been done years ago.

Mike Hotter

## Derby A38 flyover consultation gets more than 600 responses



Plans at Little Eaton would see the A38 taken above the A61 to separate local and through traffic

**More than 600 people have given their views on a £220m scheme that could see changes to a major route through Derby.**

The Highways Agency has proposed new flyovers and underpasses at the Markeaton, Little Eaton and Kingsway roundabouts along the A38.

Consultation on the plans ended on Friday with more than 1,000 people attending sessions since February.

Assistant project manager, Kenny Guihen, said they had received more views than normally expected.

"It was very successful. Way more than what you normally expect with these things," he said.

### Related Stories

**Views sought on £220m A38 scheme**

**Crayfish discovery delays roadworks**

**City route gets £4m junction plan**



## Opinion: 'Wrong option chosen on A38 changes but who will remember that?'

By [Derby Telegraph](#) | Posted: March 22, 2015



An artist's impression showing the proposed underpass where the Markeaton A38 Island currently sits.

### Comments (3)

THE Derby Telegraph receives lots of [letters](#) each week on issues affecting Derby and Derbyshire, as well as further afield. This one looks at the A38.

CONCERNING the proposed route for the A38 past Breadsall roundabout: I have come late to the matter of the new/realigned roundabout, so I may have missed some salient point. If so, I would be pleased to take guidance.

## We already suffer from rat runs in Allestree - reader's letter

By [Derby Telegraph](#) | Posted: March 17, 2015



Ford Lane in Allestree is already a rat run for motorists, claims Lynda Sheppard.

### Comments (1)

I WRITE in reply to Pat Sear, of West Bank Road, "Fear that A38 scheme could create traffic problems for suburb" (March 9).

Allestree is already being used as a rat run from the A6 to the A38 via Derwent Avenue, Lambourn Drive and Ford Lane, all of which are bombarded with speeding motorists and HGVs (ignoring the restriction sign on Ford Lane) from 6.30am to well past 9am every week day.

## EXTRA EXHIBITION ON JUNCTION PLANS

DOZENS of people attended a consultation event on the Mackworth estate to look at plans to redevelop the A38 islands in Derby.

The Highways Agency has put forward plans for a flyover at Little Eaton and the agency wants to create underpasses at Markeaton and Kingsway islands.

The controversial £220m scheme has split opinion across the city and will affect thousands of people.

An event was held at Mackworth Youth and Community Centre to discuss the plans on Wednesday.

The agency's official consultation, giving people a chance to put forward their views on the proposals, ended on March 13. But the agency put on the exhibition this week to get more public reaction to the plans.

Sam Pearch, of Greenland Avenue, was one of the residents



Highways Agency project manager Monica Corso-Griffiths talks to Mackworth resident Neville Dinsdale at the exhibition.

looking at the plans. The 36-year-old said: "My view is that something needs to be done about the problems on the A38 which Derby has been suffering from for quite a while now. It really needs to change and I feel something should have happened several years ago.

"I like some of their plans but I

do have concerns about some of their others. The idea of traffic going through Mackworth is a concern but it is just a plan and there is plenty of time to talk to them about it."

The Highways Agency said the work would bring in £1 billion for the UK's economy but stressed that was a "ball-park figure".

## Breadsall Parish Council

[Welcome](#)[About Breadsall](#)[The Parish Council](#)[Local Information](#)[Community Notice Board](#)[Local Businesses](#)[Links](#)[Using this site](#)[Site Terms and Conditions](#)

[Parish Council News](#) - please click links for more information where available



Safe roads, reliable journeys, informed travellers

### A38 Improvement Plans

BREADSALL PARISH COUNCIL  
invite you to a public exhibition on

**Thursday 26<sup>th</sup> of February 2015**

4pm to 8pm

**Memorial Hall Breadsall**

There will be a display of the planned improvements to the three A38 junctions. Come and see the potential landscape and visual impacts on the Parish. How will it affect the noise levels, light pollution, traffic congestion, rat running and house values?

**We want your views.**

Representatives from the Highways Agency will attend to answer questions.  
*Anyone with transport difficulties please contact [the Clerk](#) who will make the necessary arrangements*

For more information and details of other public consultation events see panel on [Welcome page](#)



## Little Eaton Parish Council

in the County of Derbyshire



Safe roads, reliable journeys, informed travellers

**A38**

Junction  
Improvements

The Highways Agency has started to look into longer term improvement plans to the three existing roundabout junctions at **A38/ A61 Little Eaton**, **A38/ A52 Markeaton** and **A38 / A5111 Kingsway**.

**Public Consultation**

Little Eaton Parish Council has arranged a public exhibition on Monday 2 March 2015, 3.30pm to 7pm, in the Little Eaton Village Hall.

PLEASE [CLICK HERE](#) TO VIEW POSTER WITH MORE INFORMATION ABOUT THIS LOCAL EXHIBITION

The HA's general public consultation on the A38 Derby Junctions scheme will run from **2 February to 13 March 2015**.

For more information please visit the [Highways Agency website](#)

 **Highways Agency**  
@HAnews\_emids

We're holding open days this Fri and Sat at the Enterprise Centre, Derby, to discuss the #A38 plans – please join us! [goo.gl/eITAUV](http://goo.gl/eITAUV)

1:57 am - 2 Feb 2015

 **Highways Agency**  
@HAnews\_emids

We're at the Enterprise Centre, Derby, from 12pm today, to discuss £220m plans for the A38 in Derby. Come and join us: [goo.gl/eITAUV](http://goo.gl/eITAUV)

    **Highways Agency**  
@HA\_Eastmidlands

If you can't make the public exhibition, we still want to hear from you. Here's how to get involved: [ow.ly/IBhbZ](http://ow.ly/IBhbZ)

4:07 am - 6 Feb 2015

 **Highways Agency**  
@HAnews\_emids

We want your views on £220m plans to improve junctions on the A38 in Derby. Here's how to get involved: [goo.gl/eITAUV](http://goo.gl/eITAUV)

    **Highways Agency**  
@HAnews\_emids

Our consultation on plans to improve three #A38 junctions in Derby starts today. Find out more here: [goo.gl/eITAUV](http://goo.gl/eITAUV)

    **Highways Agency**  
@HAnews\_emids

Our plans for the Derby #A38 junctions will be on show at the Memorial Hall, Breadsall, on 26 Feb from 4pm to 8pm. [goo.gl/eITAUV](http://goo.gl/eITAUV)

10:30 AM - 19 Feb 2015

 **Highways Agency**

Join us at the Enterprise Centre, Derby, from 12pm to 8pm Friday, to discuss £220m A38 improvements. More info here: [goo.gl/eITAUV](http://goo.gl/eITAUV)

 **Highways Agency**  
@HAnews\_emids

Our consultation on the [#A38](#) Derby junctions ends two weeks today (March 13). Get involved and give us your views: [goo.gl/eITAUV](http://goo.gl/eITAUV)

2:41 am - 27 Feb 2015

 **Highways Agency**  
@HAnews\_emids **Following**

The Derby [#A38](#) junctions consultation ends in three weeks (on March 13th). Make sure you give us your views! [goo.gl/eITAUV](http://goo.gl/eITAUV)

10:26 AM - 19 Feb 2015

 **Highways Agency**  
@HAnews\_emids

Have your say on £220m plans to improve three Derby junctions along the A38 at an event on Feb 6 and 7. More here: [goo.gl/eITAUV](http://goo.gl/eITAUV)

4:33 am - 30 Jan 2015

 **Highways Agency**  
@HAnews\_emids

We're exhibiting plans to improve the [#A38](#) Derby junctions at Little Eaton Village Hall today, from 15:30 to 19:30. [goo.gl/eITAUV](http://goo.gl/eITAUV)

    **Highways Agency**  
@HAnews\_emids **Following**

The consultation on improvements to the [#A38](#) Derby junctions closes tomorrow (March 13). Get involved here: [goo.gl/eITAUV](http://goo.gl/eITAUV)

10:52 AM - 12 Mar 2015

 **Highways Agency**  
@HAnews\_emids

Breadsall residents: See our plan to improve the [#A38](#) Derby junctions, at the Memorial Hall today from 4pm to 8pm. [goo.gl/eITAUV](http://goo.gl/eITAUV)

3:21 am - 26 Feb 2015

 **Highways Agency**  
@HAnews\_emids **Following**

... week left to give us your views as part of the Derby [#A38](#) junctions consultation - it ends March 13. [goo.gl/eITAUV](http://goo.gl/eITAUV)

10:26 AM - 6 Mar 2015



### A38 Derby Junctions - simulation

**HighwaysAgency**  
Subscribe 1,677

1,774

+ Add to Share More

1 0

Published on 11 Feb 2015

A 3D visualisation showing plans to improve the A38 Derby junctions at Little Eaton, Markeaton and Kingsway.

A Highways Agency consultation is running until March 13. To take part, please visit: <http://goo.gl/eITAUV>

**Category** Travel & Events,  
**Licence** Standard YouTube Licence,

**Highways Agency**  
@HANews\_emids

Follow

A 3D visualisation of plans for the A38 Derby junctions is now on YouTube. The consultation runs until March 13.

[goo.gl/vgGo4F](http://goo.gl/vgGo4F)



YouTube

A38 Derby Junctions - simulation



### A38 Derby Junctions - simulation

A 3D visualisation showing plans to improve the A38 Derby junctions at Little Eaton, Markeaton and Kingsway. A Highways Agency consultation is running until ...

[View on web](#)

4:39 am - 11 Feb 2015

<http://goo.gl/e1TAUV>

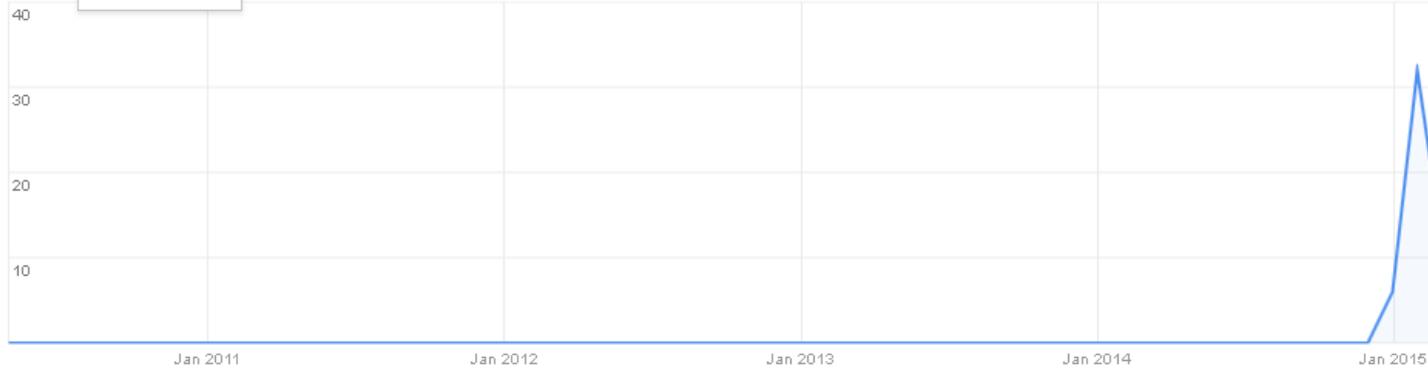
[http://www.highways.gov.uk/roads/road-projects/a38-derby-  
junctions/](http://www.highways.gov.uk/roads/road-projects/a38-derby-<br/>junctions/)

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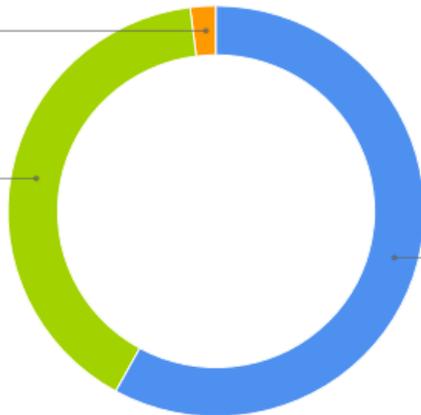


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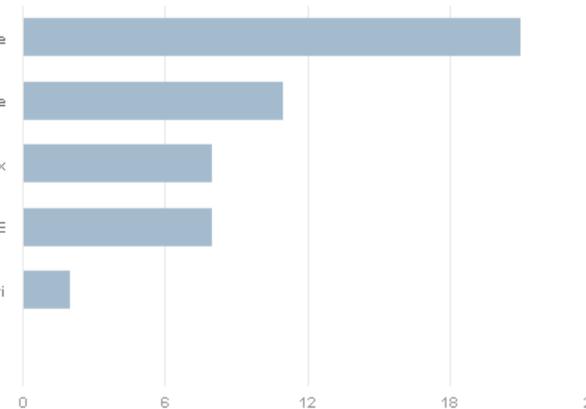
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# Independent tweets

**City of Derby** @CityofDerby Follow

Artist's impressions of planned changes to Derby's roundabouts #a38  
[derbytelegraph.co.uk/Artist-s-impre...](http://derbytelegraph.co.uk/Artist-s-impre...)

RETWEET 1 FAVOURITE 1

3:18 pm - 27 Jan 2015

**Ed Dawes** @Ed\_DawesBeeb · Jan 27  
@CityofDerby Get on with it then!!

**@DaveE** @oneDAV21 · Jan 27  
@Ed\_DawesBeeb @CityofDerby and who decided to shut the A52 when 27000 fans need to leave pride park!

**Jack E Salmon** @JSalmon0703 · Jan 27

**Invest in UK** @investinuk Follow

Unique chance for public to have say on £220 million improvements to Derby's busiest junctions  
[bit.ly/1zigesL](http://bit.ly/1zigesL)

8:54 am - 26 Jan 2015

**Kelly Smith** @DerbyKellySmith Follow

People in Derby are being asked to help shape plans to improve three busy junctions on the A38. @BBCDerby

**East Midlands Today** @bbcent Follow

People in Derby are being asked for their views on how three busy junctions on the A38 could be improved.



RETWEETS 3 FAVOURITES 3

10:50 pm - 25 Jan 2015

**elbac semaj** @Derbyshire\_Celt · Jan 25  
@bbcent aren't there plans for a fly over at markeaton and little eaton?

 **Jonathan Glanville**  
@GlanvilleJB Follow

HIGHWAYS Public exhibition - A38 junctions in Derby (At last!!!)  
[gov.uk/government/new...](http://gov.uk/government/new...)

Connah's Quay, Wales

  
Safe roads, reliable journeys, informed travellers

**Derby Junctions Consultation event A38**

A public consultation event will be held at University of Derby Enterprise Centre, Bridge Street, Derby, DE1 3LD on

**Friday 6th February 12:00 - 20:00**  
**Saturday 7th February 10:00 - 16:00**

The consultation will display the planned improvements to the three A38 junctions.

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

12:12 pm - 3 Feb 2015

 **Ian Kirk-Ellis** @IanKirkEllis · Feb 4  
@GlanvilleJB I will be heading over with my team to have a look on Friday.

 **GOV.UK Documents**  
@govukdocs Follow

Open consultation: A38 Derby Junctions Improvements [zpr.io/7kvz](http://zpr.io/7kvz)

1:42 am - 6 Feb 2015

 **Timothy Doleman**  
@TitusADux Follow

A38 Derby Junctions - Road Projects - Highways Agency  
[highways.gov.uk/roads/road-pro...](http://highways.gov.uk/roads/road-pro...)

11:57 pm - 2 Feb 2015

 **Bolsover Council**  
@BolsoverDC Follow

Highways Agency are consulting public on proposed improvements to A38 Derby Junctions: A38/A5111, A38/A52 and A38/A61 [ow.ly/IB9OL](http://ow.ly/IB9OL)

3:45 am - 6 Feb 2015

 **OurDerbyshire**  
@OurDerbyshire Follow

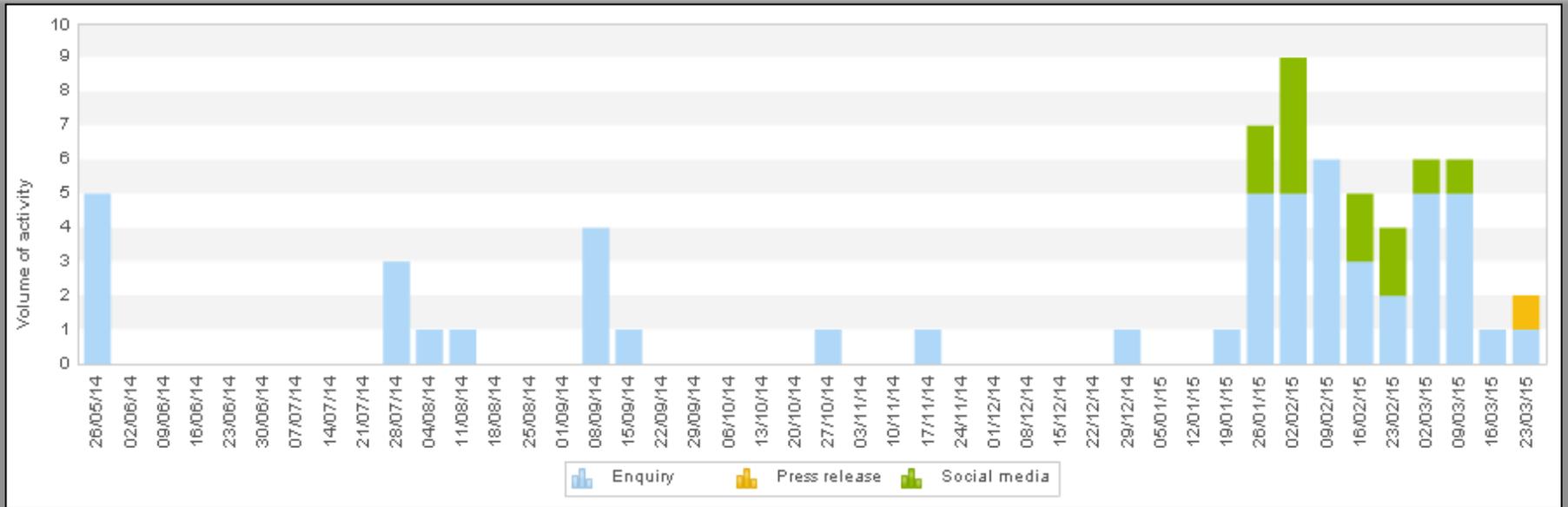
'New A38 flyover scheme will make the country a billion': AMBITIOUS plans to redevelop the A38 islands in Derby...

[bit.ly/1xGEKfZ](http://bit.ly/1xGEKfZ)

2:49 am - 7 Feb 2015

07/02/15	<input type="checkbox"/> <a href="#">▶ Sportscene, 14:01, BBC Radio Derby</a>	Media Outlet: BBC Radio Derby Agreement: Highways Agency East Midlands Keyword: Highways Agency	Journalist: Not Credited Circulation: 16,828 AVE: £252	Ana > Hide tools 
07/02/15	<input type="checkbox"/> <a href="#">▶ Ed Stagg, 13:00, BBC Radio Derby</a>	Media Outlet: BBC Radio Derby Agreement: Highways Agency East Midlands Keyword: Highways Agency	Journalist: Not Credited Circulation: 16,828 AVE: £252	Ana > Hide tools 
07/02/15	<input type="checkbox"/> <a href="#">▶ Ed Stagg, 12:01, BBC Radio Derby</a>	Media Outlet: BBC Radio Derby Agreement: Highways Agency East Midlands Keyword: Highways Agency	Journalist: Not Credited Circulation: 16,828 AVE: £252	Ana > Hide tools 
07/02/15	<input type="checkbox"/> <a href="#">▶ Andy Twigge, 11:02, BBC Radio Derby</a>	Media Outlet: BBC Radio Derby Agreement: Highways Agency East Midlands Keyword: Highways Agency	Journalist: Not Credited Circulation: 16,828 AVE: £252	Ana > Hide tools 
07/02/15	<input type="checkbox"/> <a href="#">▶ Andy Twigge, 09:02, BBC Radio Derby</a>	Media Outlet: BBC Radio Derby Agreement: Highways Agency East Midlands Keyword: Highways Agency	Journalist: Not Credited Circulation: 16,828 AVE: £252	Ana > Hide tools 
07/02/15	<input type="checkbox"/> <a href="#">▶ Aleena Naylor, 08:02, BBC Radio Derby</a>	Media Outlet: BBC Radio Derby Agreement: Highways Agency East Midlands Keyword: Highways Agency	Journalist: Not Credited Circulation: 16,828 AVE: £252	Ana > Hide tools 
07/02/15	<input type="checkbox"/> <a href="#">▶ Aleena Naylor, 07:32, BBC Radio Derby</a>	Media Outlet: BBC Radio Derby Agreement: Highways Agency East Midlands Keyword: Highways Agency	Journalist: Not Credited Circulation: 16,828 AVE: £252	Ana > Hide tools 
07/02/15	<input type="checkbox"/> <a href="#">▶ Aleena Naylor, 07:02, BBC Radio Derby</a>	Media Outlet: BBC Radio Derby Agreement: Highways Agency East Midlands Keyword: Highways Agency	Journalist: Not Credited Circulation: 16,828 AVE: £252	Ana > Hide tools 

SUBJECT/NOTES	DATE	ATTENDEES
Sent to Radio Derby and Derby Telegraph: Extra exhibition to see A38 junction plans	24/03/15	BBC Radio Derby
Geoff Ford at Derbyshire Guardian wanted quotes on end of consultation: provided.	19/03/15	Geoff Ford(Wilderness- WHEREABOUTS UNKNOWN/NO LONGER IN
Isaac at DTel: Can we have a statement about provision for cyclists on new A38? Yes: We did modelling for	13/03/15	Isaac Crowson(Derby Telegraph, News Desk), Derby Telegraph, News Desk
Isaac at DTel: Can we have a statement on end of A38 consultation? Yes.	13/03/15	Isaac Crowson(Derby Telegraph, News Desk), Derby Telegraph, News Desk
Isaac at DTel - what are you doing for cyclists on A38?	13/03/15	Isaac Crowson(Derby Telegraph, News Desk), Derby Telegraph, News Desk
Lucy Vladev at Radio Derby: set up interview with KEnny x2 - for bulletin and live at 7.50am 13.3.15.	12/03/15	BBC Radio Derby
TWEET: The consultation on improvements to the #A38 Derby junctions closes tomorrow (March 13). Get	12/03/15	
Viam at BBC Radio Derby - have seen lots of traffic tubes in Derby. What are they? What are they for?	06/03/15	BBC Radio Derby
Isaac at DTel: What about noise at Allestree re A38 and new plans?	06/03/15	Isaac Crowson(Derby Telegraph, News Desk), Derby Telegraph, News Desk
TWEET: We're exhibiting plans to improve the #A38 Derby junctions at Little Eaton Village Hall today, Hope you're well and had a good weekend.	02/03/15	
TWEET: Our consultation on the #A38 Derby junctions ends two weeks today (March 13). Get involved	27/02/15	Isaac Crowson(Derby Telegraph, News Desk), Derby Telegraph, News Desk
Nimesh Joshi at ITV: Is there anything new on A38 consultation? Can you keep me in the loop please?	26/02/15	ITV News Central
Alex Howick at BBC Derby: Are there lots of traffic tubes in Derby at the moment? Why?	26/02/15	Alex Howick(Newsdesk, BBC Radio Derby), Newsdesk, BBC Radio Derby
TWEET: Our plans for the Derby #A38 junctions will be on show at the Memorial Hall, Breadsall, today	26/02/15	
Isaac at DTel:	20/02/15	Isaac Crowson(Derby Telegraph, News Desk), Derby Telegraph, News Desk
TWEET: Our plans for the Derby #A38 junctions will be on show at the Memorial Hall, Breadsall, on 26	19/02/15	
TWEET: The Derby #A38 junctions consultation ends in three weeks (on March 13th). Make sure you give	19/02/15	
Isaac Crowson at Derby Telegraph:	16/02/15	Isaac Crowson(Derby Telegraph, News Desk), Derby Telegraph, News Desk
Isaac Crowson at DTel: Will A38 plans affect mobile home park near kingsway?	13/02/15	Isaac Crowson(Derby Telegraph, News Desk), Derby Telegraph, News Desk
Isaac at DTel: Mackworth concerns re Markeaton work... can we have a statement please?	13/02/15	Isaac Crowson(Derby Telegraph, News Desk), Derby Telegraph, News Desk
Isaac Crowson at Derby Tel; Could you do me a favour – could you point me in the right direction as to	12/02/15	Isaac Crowson(Derby Telegraph, News Desk), Derby Telegraph, News Desk
Hi Alistair	10/02/15	Geoff Ford(Wilderness- WHEREABOUTS UNKNOWN/NO LONGER IN
Hello,	10/02/15	Isaac Crowson(Derby Telegraph, News Desk), Derby Telegraph, News Desk
Hannah Stokes from ITV Central (Hannah.stokes@itv.co.uk / no number given on voicemail) is looking to	07/02/15	ITV News Central
Tweet alerting public to online space to voice their say on A38 public consultation.	06/02/15	
Tweet alerting to A38 public exhibition	06/02/15	
James Roberson BBC Notts TV, wanted to know if they could go to the Derby A38 public exhibition to film	06/02/15	
Geoff Ford at Derbyshire Guardian:	04/02/15	Geoff Ford(Wilderness- WHEREABOUTS UNKNOWN/NO LONGER IN
Isaac Crowson at Derby Telegraph:	04/02/15	Isaac Crowson(Derby Telegraph, News Desk), Derby Telegraph, News Desk
Tweet: We're holding open days this Fri and Sat at the Enterprise Centre, Derby, to discuss the #A38	02/02/15	
Tweet: Our consultation on plans to improve three #A38 junctions in Derby starts today. Find out more	02/02/15	
Tweet: Have your say on £220m plans to improve three Derby junctions along the A38 at an event on Feb	30/01/15	
TWEET: We want your views on £220m plans to improve junctions on the A38 in Derby. Here's how to get	29/01/15	
Geoff Ford at Derbyshire Guardian wanted A38 release and artists' impressions - sent	29/01/15	Geoff Ford(Wilderness- WHEREABOUTS UNKNOWN/NO LONGER IN
Hi Alistair,	29/01/15	Isaac Crowson(Derby Telegraph, News Desk), Derby Telegraph, News Desk
Provided scheme pics of Derby A38 for BBC Online	28/01/15	
Derby Telegraph asking for visuals for the A38 consultation.	26/01/15	Derby Telegraph
Isaac from Derby Telegraph asking about whether we would comment on criticism by Taxpayers Alliance	25/01/15	Derby Telegraph
Kevin Hill at BBC East Midlands Today in Nottm asking about plans for graded junctions at A38, Derby.	02/01/15	Kevin Hill(BBC East Midlands, Production, East Midlands Today), BBC East



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**Appendix J**  
**Consultation responses received**



21	05/02/2015	Yes	the flyovers / underpasses should have been adopted when the A38 originally cut through this particular route.	Yes	Multiple	ALL	Car		Daily	Yes	Yes - as it is the best of a bad job and looking at the plans reduces the need to acquire a lot of additional land - however I am at a loss to know why the disruption over the past year took place if this was only for the short term - an excessive amount of money, in my opinion, has been wasted with this interim work - especially as it is K1 as there will be huge disruption to those living on Greenwich Drive South.	Option K2	It is a pity the present access has to close but I see why as the cutting will obliterate the present road connections. I have chosen option K2 as this is the best offer available. K3 is totally unfair - which I think you already know as is K1 as there will be huge disruption to those living on Greenwich Drive South.	Yes	Something needs to happen to improve traffic flow. I always assumed you would construct a flyover here and an underpass at Kingsway - but understand your explanation about an unsightly embankment.	Yes	A new footbridge is required but a better quicker design for getting from one side to the other - the reason the present one is Little used is because of its design and the fact you have to go out of your way to get over it... people presently put their lives at risk through laziness	Yes	No Pref	Whatever you do it will be wrong for some... Please ensure that this development looks decent and not just a huge concrete mess... We can go to Birmingham for those aesthetics - :)	55-64	Male	No	No					
22	05/02/2015	Yes	IN MY OPINION IMPROVEMENTS ON THESE 3 MAJOR JUNCTIONS ARE LONG OVERDUE. THE RECENT CHANGES TO THE MARKEATON AND LITTLE EATON ISLANDS HAVE DONE LITTLE TO IMPROVE THE TRAFFIC FLOW.	Yes	Business		Car		Daily	Yes	THESE WILL BE A MASSIVE IMPROVEMENT ON THE CURRENT INADEQUATE SYSTEM.	Option K3		Yes	THE IMPROVEMENTS WILL BE A MASSIVE IMPROVEMENT ON THE CURRENT INADEQUATE OPTIONS	Yes	THE FOOT TRAFFIC TO MARKEATON PARK WILL REQUIRE SAFE ROUTES	Yes	LONG OVERDUE IMPROVEMENT TO A BOTTLENECK	Option L2	THE SOONER THESE LONG OVERDUE IMPROVEMENTS TAKE PLACE THE BETTER	45-54	Male	No	No				
23	05/02/2015	Yes	Improving traffic-flow on the A38 past Derby will bring substantial benefit both to users of the A38 who are simply passing through and to users of the other roads that currently connect with the A38 at these junctions by improving the flow into, out of and around the city. This scheme is long overdue.	Yes	Multiple	Business, Residential & Leisure	Car		Daily	Yes	To achieve maximum benefit, it is essential that the through traffic is, insofar as is possible, kept separate from the local, crossing, traffic - this is only possible with the use of flyovers and underpasses. Improving access to Kingsway Retail Park also needs to be taken into account - there are often (weekly) queues of traffic over a quarter of a mile long waiting to access this centre and, without consideration for its management it is highly likely that the queues will soon back up onto the A38 at the Kingsway junction itself. If this were to continue once the junction had been upgraded the resulting traffic situation would be a nightmare.	Option K1	Purely selfish - it's simply the one that I use most often. I won't be heartbroken if you choose an alternative.	Yes	Traffic separation - through traffic vs local traffic	Yes	Safe access to / from Markeaton Park for pedestrians is essential - especially when there are events staged in the park - on occasion many thousands can be leaving the park within the space of a few minutes - without a footbridge this would be very dangerous and a really good bridge would be well worth the loss of a Little land in this area.	Yes	Traffic separation - through traffic vs local traffic	Option L1		55-64	Male	No	No				
24	05/02/2015	Yes	The three junctions are unsuited to the volume and type of traffic, in that local traffic conflicts with through traffic so the junctions are blocked, backed-up and hazardous morning and night.	Yes	Multiple	Business, Residential & Leisure	Multiple	Car & Walk	Daily	Yes	Good idea	Option K1	More space to develop and less overall impact on residents.	Yes		Yes	Direct pedestrian traffic to the existing footbridge.	Yes	Good idea.	Option L1	Pedestrian access only. Direct all local residential traffic to use the A6 or A61/Little Eaton road. Otherwise increased hazard and a right old 'rat run' will develop. There may have to be improvements to the A6 junctions at Derwent Avenue and Ford Lane by the installation of traffic lights and better road marking.	55-64	Male	No	No				
25	05/02/2015	Yes	Peak time delays	Yes	Leisure		Car		Weekly	Yes		Option K2	Improve access to the retail park.	Yes		Yes	Pedestrian access to the park will be improved	Yes	No impact on Starbucks and garden centre	Option L1	New link would become a cut through for people	35-44	Male	No	No				
26	05/02/2015	Yes	The congestion is caused by high volumes of local traffic mixing with through traffic on the A38 at junctions, which the proposals relate to. As you will have seen on the A1 between the A14 and Blythe, creating a non stop through route for the major route has made an enormous improvement. This section of the A38 is long overdue for this treatment. While the recent improvements have been beneficial, it is a shame that you did not spend the money on the solution to the problem in the first place.	Yes	Multiple	Business & Leisure	Car		Weekly	Yes	The flow of the A38 will be separated from the local traffic.	Option K1	Since I am not a user of the local roads, because I am travelling through the area, I could not comment in a way, which would be based on evidence. I have only ticked K1, because your form would not let me proceed without ticking one of the options	Yes	It makes an effective compromise. A 38 flow is improved by removing the roundabout. Traffic flow going into and out of the City is not impaired by the strong flow of the A38. The separation should improve safety for all types of road users including pedestrians	Yes	I assume that a replacement bridge is required to enable people to enter the park safely. I do not know how well used the current bridge is. It is a sensible compromise to achieve the benefits of the scheme, to sacrifice a small part of a large park near the main road.	Yes	The current proposal does not consider the probable congestion at the limited access at the A6 which is likely to result in safety issues at peak times.	Option L2	What are the conclusions reached into the consequence of closing Ford Lane. One third of the accesses would be closed to a large residential area the remaining two being onto the A6. Can sufficient land be made available to provide an access adjacent to the northbound exit slip road?	65+	Male	No	No				
27	06/02/2015	Yes	Improved local access to City Improved A38 traffic flow	Yes	Multiple	Business, Residential & Leisure	Car		Daily	Yes		Option K3		Yes		No		No	Option L2		65+	Male	No	No					
28	06/02/2015	Yes	Because the recent round of supposed improvements was unbelievably badly managed with a total disregard for the local residents and businesses. There is a very clear attitude that local voices are to be disregarded in what is questionably perceived as a greater good. Also the changes made lately at Little Eaton despite what will have been millions of pounds of costs including that must have also incurred considerable overrun costs appear to have left a junction where we have more accidents than before the changes.	Yes	Multiple	ALL	Multiple	All & Motorcycle	Daily	No	Because there appears to be NO consideration for the needs of local business and residents.	Option K3	It is Little Eaton that concerns me most	No Pref		No		No	I would like to see assurance of proper control during development	No Pref	Ford Lane north exit has Little use, much of it for "short cutting" the A38.								
29	06/02/2015	Yes	The junctions do not cope with current traffic levels, let alone future growth	Yes	Leisure		Car		Weekly	Yes	The West roundabout of the proposal needs to be larger, as big as the East one, to take 2 lanes of traffic including big lorries from A5111 Westbound to A38 Northbound. The West roundabout is currently drawn the same size as the Kingsway Retail Park roundabout, which is too small. Consider forcing the Kingsway Retail Park owner or estates management to either construct a right-turning lane into Cury's car park or prohibit the right turn as it causes traffic to back up onto the A38 in a dangerous way, even on Sundays. I contacted my local councillors about this but they were powerless to do anything. This must be done to complement the A38 junction improvement. Otherwise the East roundabout of the proposal will be solid with traffic.	Option K1	Option K1 balances the traffic on both sides of the A38. Option K2 would have the traffic from Kingsway Park Close interfere with the dominant flow from A5111 Westbound to A38 Northbound, so this would not be such a good option. Need to enlarge the West roundabout to carry 2 lanes of traffic including big lorries.	Yes	The new access to Markeaton Park, the petrol station and McDonalds would need to be a roundabout of similar size to the one at Kingsway Retail Park because there is a lot of right turning traffic.	Yes	Need 2 lanes from A61 Northbound to A38 Northbound, round the roundabout and up the majority of the slip road onto the A38. Cars need to be able to overtake slow lorries before the slip road reduces to a single lane for joining the main carriageway. It may be possible to do a 2-lane merge where the left lane of the slip road becomes a crawler lane for lorries to the top of Drum Hill - this is needed already.	Yes	On Bonfire night a lot of people leave the park at once and need to cross the A38 so the existing bridge realises its capacity on this occasion. The height of the bridge also provides a useful lookout point for reuniting people on the dark evening. HASAVA 1974 Section 3 says that the risk to the public should be As Low As Reasonably Practicable. The risk of accident from a stampede across the A38 would be too high so there should be a bridge.	Yes	People will wish to cross to get to the park. The current zebra / pelican crossing is dangerous and inefficient	Yes	I agree in principle but not for L2. This would be a costly alternative when access is already available via A6/Palm court island. It would also increase traffic flows on B1679 which is already subject to heavy traffic.	Option L1	To much traffic uses ford lane as a way of skipping the queue for the roundabout.	55-64	Male	No	Yes
30	06/02/2015	Yes	There are hold ups at peak times every day and then traffic gets into local rat runs especially in Mickelover This should have been done when the road was constructed in the late 1970s.	Yes	Multiple	Business, Residential & Leisure	Car		Daily	Yes	As before	Option K3		Yes	No	Yes		Yes		Option L1		55-64	Male	No	Yes				
31	06/02/2015	Yes	There is too much traffic crossing the A38 at these junctions. The traffic backs up, blocking the flow of the A38 significantly increasing journey times.	Yes	Multiple	Residential, Leisure & Commute	Car		Daily	Yes	Sensible option	Option K3	No need for access, reasonable alternatives already in place	Yes	Vitaly important to maintain through traffic. This seems a sensible option to stop A52 town centre traffic backing up.	Yes	A lot of people use the footbridge, closing it would run the risk of pedestrians crossing the dual carriageway	Yes	Vitaly needed, lets hope it doesn't suffer from political changes.	Option L1		35-44	Male	No	Yes				
32	06/02/2015	Yes	There has been a need for years to split through dual carriageway traffic at these junctions, especially during peak hours, so as to alleviate the bottlenecks in Derby.	Yes	Multiple	Leisure & commute	Car		Monthly	Yes	The land in this area lends itself to having the main carriageway lower than the islands and slip roads, so understandably cheaper to build and also less impact to the local environment. I notice on maps that there is a "Bramble Brook" running through the current central reservation (south of junction) and traffic island. Environmental studies need to be carried out a.s.p., ahead of any road construction starting, so that any risks can be planned out and prevent contract delays similar to those that occurred with the A38 Little Eaton Economy project in 2014.	Option K3	I don't live in the area, so to me it doesn't really matter, but the current accesses to the A38 are used heavily as 'rat runs' during peak times. If I lived there I'd prefer an option that reduces the traffic. However, if it is decided to install an access road, the K1 option would seem to me to be the shortest and therefore cheapest option.	No	On the southern side of the existing junction the dual carriageway is on a substantial gradient. This would lend itself nicely to having the new carriageway raised as it travels over the A52 junction. The previous consultation (I wasn't able to contribute to that in 2003) seemed to have ruled out the option of an embankment to raise the new carriageway, but did it look at the option of an elevated road? I have in mind the type of construction used in Leeds. I believe it's the A62 and it runs from Jack Lane in the south, crosses over the A639 Hunslet Road and winds its way over other city roads until it crosses the River Aire and joins South Accommodation Road. If an elevated road is used here, I'm sure this would reduce the amount of land take required, as you aren't having to build an embankment or expand on the current roundabout footprint for the elevated roundabout as per the proposed option.	No	If an elevated road is used across the A52 Junction wouldn't it have returned to current road levels at the existing footbridge? However, I've not seen any elevations or sections showing road levels in this area, so could be completely wrong. Saying all that, I'm not sure if a footbridge is needed if an elevated road option is used - pedestrians would be walking under the main traffic, and only have to traverse the slip roads, which I assume would have pedestrian crossings on them.	Yes	I've always said there should have been an elevated section or flyover of this part of the A38 when it was first constructed in the late 1970s. Carry out environmental and ecological checks in the area before any construction starts - prevent delays like those that beset the Little Eaton Economy project.	Option L1	I don't live in the area, but know that Ford Lane is heavily used as a 'rat run' to get to the A38 and miss out the queuing traffic. If you put in option L2, it's still used for that purpose. Improvements are needed on the A38 'Palm Court' island. If A6 traffic flows were improved, Ford Lane wouldn't be used as a rat run.	55-64	Male	No	Yes				

33	06/02/2015	Yes	1. It takes too long to get through all three island during the day and especially during rush hour. 2. Approaching the islands all that kinetic energy you've built up has to be destroyed. 3. While waiting in these queues you are burning petrol to no purpose. 4. As soon as you get past the island holdup, you need to burn more fuel to re-generate that kinetic energy again. Pollution and expenditure!	Yes	Multiple	Residential & Leisure	Car		Weekly	No Pref		Already discussed above. Let's finally get moving on this proposal (no pun intended).	Option K3	No preferences - option 3 chosen simply to more on.	No Pref	No preference.	Yes	Suspect needed to cross safely.	Yes	As above	Option L2		65+	Male	No	No
34	06/02/2015	No	The alterations you have just made are working really well, except the traffic lights half way around the island closest to the South side of the A38. The new proposal as I understand it would mean we would lose the Enfield Road access onto the A38 Northbound of which I object too	Yes	Multiple	ALL	Multiple		Daily	No Pref			Option K2		No	As stated earlier in my comments	No Pref		No Pref	No Pref	No Pref		65+	Male	No	Yes
35	06/02/2015	Yes	the only solution to the traffic problems is to increase the average speed - by allowing the bulk of the traffic to proceed unrestricted this proposal is by far the best solution I have seen	Yes	Multiple	ALL	Car		Weekly	Yes			Option K2	can this provide a future additional entrance to super store - major traffic problems onto island occur now - indeed width allows 2 lanes but only one adds to misery as you approach superstore island	Yes		Yes	But not at the cost of trees - I've lived here all my life and its clear with a Little thought the trees can be kept - the exact position of the crossing is not such a concern here. I also don't want this to be used to restart the construct agenda of the road onto the new university campus	Yes	Option L2		55-64	Male	No	No	
36	06/02/2015	No	We have yet to see the impact of the recent improvements.	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car & Cycle	Daily	Yes	Low visual impact. Better A38 flow. Needs a long slip (or a 3rd lane which goes up the slip) off A38 Southbound to separate ring road commuters from A38 southbound trucks.	Option K2	Keeps the freight to Kingsway Park Close out of residential areas. Protects the green space by Greenwich Drive. Please make sure there is a safe, unencumbered cycle & pedestrian route from Kingsway retail park to Brackensdale Road & Raleigh St.	Yes	Absolutely key, through route is buried out of sight rather than on surface or above. Reduces disconnect between park & Mackworth on one side and city-side.	Yes	Keeps connection of park to rest of 'green wedge' along brook. People using brook walk are not forced to either Kedleston Road or Ashbourne Road to continue Walk/cycle route.	Yes	Least disruption to residences and businesses. Least visual impact.	Option L2		45-54	Male	No	No	
37	06/02/2015	Yes	It will benefit Derby, has been a long required improvement, and will increase traffic through flow around Derby	Yes	Multiple	Business, Leisure & Commute	Car		Daily	Yes	It is a vast improvement on the current layout	Option K2	Greenwich Drive, is a quiet residential area, by creating this access (although beneficial to some residents) may create a 'rat run' through Mackworth estate for some people. K2 maybe also consider additional access to Kingsway Retail Park (Sainsbury's) as the current access Kingsway is a major congestion point, as the retail site only has the one access currently. A second at Kingsway Park would improve traffic flow.	Yes	access/egress to filling Station/McDonalds, to be considered carefully, maybe additional mini-island, so help ingress from eastbound A52 to cross main carriageway, and also egress from 'services' to go eastbound A52, crossing carriageway	Yes	As long as footpaths are provided/improved, advertised, and utilised, maybe with additional pedestrian restriction fencing, to 'force' pedestrian access to use bridge, instead of controlled crossing at island junction. Current bridge not noticeably over used at present.	Yes	Access of flowing traffic into Derby on A61, tailbacks from First Island at Breadsall. Maybe improve flow at island so traffic does not back up onto A38 at peak hours	Option L2		35-44	Male	No	No	
38	06/02/2015	Yes	TRAVEL TO DERBY EVERY DAY AND THE BOTTLE NECK OF QUEUING TRAFFIC AT THE LITTLE EATON ROUNDABOUT These junctions have suffered major congestion over the years and grade-separation improvements are the only real answer	Yes	Commute		Car		Daily	No Pref			Option K3		Yes		No		No	Option L2		35-44	Female	No	No	
39	06/02/2015	Yes	I have been waiting for these improvements to be done for years, when the work started on the two junctions a few years ago I thought this was it, that the flyovers would finally be sorted, but that wasn't the case. I understand the need to add in the traffic lights at both junctions and agree that this was needed, but why didn't it all happen at the same time? There was so much disruption for over a year and now you with this work, there are bound to be further disruptions. So whilst yes I agree this needs to be done, what I cannot understand is why this is so fragmented. This proposal has been banded around for quite some time. I drive to work every day along this road and it fills me with dread that I will have more delays in getting in work on time. I know it seems I am moaning, but when you have to be at work for a certain time, and do this around school drop of times, you only have limited time to then get to work, and if a 20 minute journey then takes you over an hour, you get into trouble at work and then have to make time up or loose an hours pay.	Yes	Multiple	Business & Leisure	Car		Monthly	Yes			Option K3		Yes		Yes	Anything to aid through traffic is welcome. Without a footbridge a crossing would be required that would be another hold-up for traffic	Yes	Option L2		35-44	Male	No	No	
40	06/02/2015	Yes	Lowering the A38 reduces noise and impact. The Kingsway retail park 'mini' roundabout on the A5111 is poorly designed and causes queues in and out of the retail park, which affects the A38 junction at Kingsway. It would be good if an alternative access to the retail park could be included in the plans as well. Hence my preference for option K2.	Yes	Commute		Car		Daily	Yes	mostly I see the benefit here, this is a very busy junction and allowing the traffic to pass through on the A38 and not affect the local residents is a good idea. I cannot understand the closure options though and I think possibly this might be better to actually speak to those people who live here and use these junctions? Has there been some usability studies done, maybe some counting of which if these junctions is least utilised? I am sure you have done this.	Option K3	there isn't an option here to select just 'no preference', you have forced me to answer the question and so I had to select the third choice, which is non nonsensical and isn't actually my preferred choice of answer. I think you have set this question up incorrectly. Should 'No preference' not be a separate option to tick. You need to discount my answer here in your data!!	Yes	again this makes sense, however I am a bit concerned how busy the A52 will be for traffic coming out of Esso and McDonalds if they cannot exit from the A38, but come out on the A52, would it make sense to be one way in and one way in and then one way out too? I think this is what you mean but I cannot quite work it out? You don't give the details of the access to Markeaton park, just that the current access will be closed. Do we assume this houses you are talking about are already done through compulsory purchase and are these people suitably happy with this?	Yes	There is a lot of land there, so I can see that the loss of this provides a benefit. Can you re plant trees elsewhere to make up for those you remove?	Yes	you can see you have thought about this and I definitely see this as the best option. I really think you need to keep a link road from the residential area if you are closing ford lane, and like the choice of linking to the B6179 I think this is genius. What I am not 100% sure of is how this will affect the land around there and by the caravan park and Starturks area	Option L2		35-44	No	No		
41	07/02/2015	Yes	I've sat in too many delays at these junctions that I avoid them at rush hour, using local roads.	Yes	Multiple	Residential & Leisure	Car		Weekly	Yes		Option K2	Revised access to Kingsway retail park is required and this could be included in this option.	Yes		No Pref	I don't know how many people use it though this is probably a good idea for local access to the park.	Yes	The proposal is the most logical with the minimum use of new land.	Option L1		55-64	Male	No	No	
42	07/02/2015	Yes	Significant queues form at the Kingsway and Little Eaton islands during rush hours and traffic flow is reduced even outside these periods	Yes	Leisure		Car		Weekly	Yes	Improves traffic flow with limited additional land required.	Option K2	Kingsway park close will only impact business/industrial area, whereas option K1 will impact local residents. Option K3 will increase traffic along other routes to access A38.	No		Yes	There is sufficient footfall across the footbridge to warrant a replacement. Limiting access to A52 or Kedleston Road crossings will isolate Markeaton park from people using the footpath alongside Markeaton brook to avoid traffic noise. In addition, the annual fireworks display is held in Markeaton park. The footbridge provides much needed access to the Park.	Yes	Significant queues and delays when driving north on the A61 to this roundabout. Is there any way to provide a direct sliproad from northbound A61 onto A38 northbound that does not go via the roundabout. This is the main flow of traffic. If all traffic still needs to negotiate a lights-controlled roundabout, there is a risk that the existing queues are not significantly shortened/removed as the large build up of traffic will overwhelm the roundabout.	No Pref		25-34	Male	No	No	
43	07/02/2015	Yes	A38 is one of the main routes in, out and through Derby so there is need to improve these junctions. My only problem is why was so much money wasted and so much grief caused to motorists recently if these plans were in pipeline.	Yes	Multiple	Residential & Leisure	Car		Weekly	Yes		Option K3	Both K1 and K2 access options should be implemented for maximum flexibility. The existing accesses will become dangerous as the A38 will become a fast dual carriageway to almost motorway standard.	Yes		No		Yes	Option L1		25-34	Male	No	No		
44	07/02/2015	Yes	These are serious bottleneck points which cause delays for both local and long distance traffic.	Yes	Leisure		Car		Rarely	Yes	Perfect arrangement. No delays to long distance traffic through traffic whilst maintaining local access.	Option K3	Perfect arrangement. There should be an improvement in people's quality of life as the through traffic will be in a trench.	Yes		Yes	Very Little land will be lost to accommodate a new footbridge. If there was one there already some sort of replacement must be provided	Yes	Perfect arrangement. All access still maintained. Through traffic not impeded.	Option L2		45-54	Male	No	Yes	





78	10/02/2015	Yes	Traffic Queues can be bad	Yes	Other	Shopping	Multiple	Car & Cycle	Weekly	Yes	I don't understand why the road is to be widened to three lanes when the road up to Little Eaton stays at two lanes. No benefit?	No Pref	Yes	Again why widen to three lanes when it goes back to two lanes after - surely the bottle neck just moves along a bit? It doesn't solve anything	Yes	I use the bridge a lot. It isn't pleasant to cross the A38 at ground level. The crossings at Kedleston road are awkward for all - drives/pedestrians/cyclists	Yes	No Pref	As in 8 & 12 it seems to make the development larger and more complicated to expand two sections to three lanes especially when one section remains at two lanes. Surely the overall flow can't increase anyway? Wouldn't it be sufficient, less disruptive, cheaper just to have the traffic moving without the roundabouts? The notes mention pedestrian and cycle routes "provided at the junction" Does that mean the junction only? I use the cycle route from Kedleston Road to Kingsway often. I would hope it would be improved or extended under this scheme for example, separate provision for cyclists & pedestrians. The recent work on the road caused a lot of disruption at great expense? For very little gain	45-54	Male	No	Yes						
79	10/02/2015	Yes	They will improve traffic flow, avoid delays and make access safer	Yes	Multiple	ALL	Car	Car & Cycle	Daily	Yes	Traffic Flow/Reduce Delays/ Improve Safety	No Pref	Yes	Think some local access here better than all traffic to Markeaton	Yes	Seems the best option	No Pref	Yes	Generally good only concerns listed in further comments	Option L2	55-64	Male	No	Yes					
80	10/02/2015	Yes	Improvements have been delayed for too long	Yes	Multiple	Residential & Leisure	Multiple	Car & Cycle	Weekly	Yes		No Pref	Yes		Yes		No Pref	Yes	Provision(EG Controlled pedestrian crossing) to safely cross the A61 corridor on leaving Breadsall village	No Pref	65+	Female	Yes	Yes					
81	10/02/2015	Yes	To ease congestion and make it safe to exit the B6179 from Little Eaton to Derby	Yes	Residential	Residential	Multiple	Car & Bus	Daily	Yes	Reduce Congestion	No Pref	Yes	Reduce Congestion	Yes	Reduce Congestion	Yes	Reduce Congestion	Reduce congestion, make it safer from B6179 to cross A38	Option L1	65+	Male	No	Yes					
82	10/02/2015	Yes	Improvements would speed up through traffic on the A38 and reduce congestion on Local connecting roads	Yes	Multiple	Residential & Leisure	Multiple	Car & Bus	Weekly	Yes	This Junction is one I use from time to time and the improvement would reduce my travel times.	No Pref	Yes	Not being resident in the area I have no views on the local arrangements	Yes	Same Reason for Q8	No Pref	Yes	This is the junction I use several times a week for A38 Access and through to Derby on the A61. The recent modifications have improved things and the proposed work would improve things even more	No Pref	65+	Male	No	Yes					
83	10/02/2015	Yes	The hours of my life I have wasted sat in queues of traffic at these Islands!	Yes	Multiple	Leisure & Commute	Car	Car	Daily	Yes	This should traffic flowing - This doesn't often happen at the moment! A lot of new houses being built in Mickelover need to be considered	No Pref	Yes	As long as the design aids the flow of traffic - Bearing in mind all the extra houses being built on radbourne lane in Mackworth.	Yes		Yes	Ditto response to 8 & 12 - Traffic needs to be kept flowing with new housing developments in Little Eaton taken into account.	Option L1	65+	Male	No	Yes						
84	10/02/2015	Yes	My family has used this section of the A38 for decades. During this time we must have spent hundreds of hours queuing along it at the interchanges	Yes	Leisure	Leisure	Car	Car	Weekly	Yes	The key benefits described in the exhibition document seem persuasive	No Pref	Yes	Same Reason for Q8	Yes	I do not use this footbridge. I assume the HA has a formula to decide if one is needed based on traffic & pedestrian flows.	Yes	See 8	No Pref	55-64	Male	No	Yes						
85	10/02/2015	Yes	Traffic Flow - All three junctions are bottle necks and should be dealt with asap	Yes	Residential	Residential	Car	Car	Daily	Yes		No Pref	Yes	It's the best option	Yes	We need a bridge its that simple	Yes	Traffic Flow	Option L2	65+	Male	No	Yes						
86	10/02/2015	Yes	We need to keep the traffic moving	Yes	Multiple	Residential, Leisure & Commute	Car	Car	Daily	Yes	Needed	No Pref	Yes	Needed	No	Rarely used	Yes	Needed	Option L2	65+	Male	No	Yes						
87	10/02/2015	Yes	Major Congestion even in quiet times	Yes	Multiple	Residential, Leisure & Commute	Car	Car	Daily	Yes	seems to be the simplest solution	No Pref	Yes	seems to be the simplest solution	Yes	seems to be the simplest solution	Yes	As far as I can see no buildings need to be demolished with this option	Option L2	55-64	Male	No	Yes						
88	10/02/2015	Yes	I spend at least 20 mins everyday in jams caused by these roundabouts	Yes	Commute	Commute	Car	Car	Daily	Yes		No Pref	Yes		Yes		Yes	When the road was initially built there were regular accidents caused by incorrect Gamber & speed of the traffic from the north. The preferred option would be better with a shallower curve & sightline for North Traffic	No Pref	65+	Male	No	Yes						
89	10/02/2015	Yes		Yes	Multiple	Business, Residential & Leisure	Car	Car	Weekly	No Pref	Consideration should be given to traffic flows as recent improvements caused major delays	No Pref	Yes	Access to Mackworth & Morley estates are essential from the south, as going to the A52 is a long way round	Yes	Excellent Proposal	Yes	Essential Facility	Will cut out long delays	Option L1	65+	Male	No	Yes					
90	10/02/2015	Yes	1) Congestion & delays 2)safety	Yes	Multiple	Residential & Leisure	Car	Car	Daily	Yes	A38 traffic too fast round existing island - safety would be improved from Kingsway	Option K1 & K2	Yes		Yes		Yes	Option K1 & K2 need both to ease congestion. Please no loss of local wildlife site effect of crossing landfill area "remediated". This has already been built on so should not be a problem. Replace lost trees and relevant habitats elsewhere	Yes	Replace lost trees and relevant habitats elsewhere	Yes	Want absolute safety for pedestrians/cyclists. I have and still do walk in the area. It's a nightmare. Underpasses or footbridges I do not mind. I used to cycle in this area. I WOULD NOT DO SO NOW	Yes	No ford lane access - A38 OR B6179. Alreestee roundabout only. Safer. Will become a very busy rat-run - dangerous to pedestrians. Only want local inhabitants moving in this area. Safer.	Option L1	55-64	Female	No	Yes
91	10/02/2015	No	Would not need any further improvements in long term if government got serious about improving public transport. Should we be improving that, our roads, HS2? Can we afford it all.	Yes	Multiple	Business, Residential & Leisure	Car	Car	Weekly	Yes	Does this take into account capacity for building at Kingsway hospital and larger royal derby hospital?	Option K1 & K2	Yes		Yes		Yes	1. Greenwich South Drive with housing developments opening up would become unsuitable for the weight of traffic. 2. Kingsway park close would be less disruptive, good for the businesses, with a possibility of a link to the retail park	Yes	There has to be a way of crossing for pedestrians visiting the park from town	No Pref	55-64	Male	No	Yes				
92	10/02/2015	Yes	The traffic congestion is great and will increase in recent years and will continue to do so	Yes	Multiple	Residential & Commute	Car	Car	Weekly	Yes	The traffic backs up at the traffic lights to a great extent nearly all day	Option K2	Yes		Yes		Yes	Very bad traffic congestion especially rush hour & having a supermarket entrance on the same junction	Option K3	65+	Male	No	Yes						
93	10/02/2015	Yes	To much traffic on the road for the road to cope with all at once They are the only non-grade separated junctions between the M1 & M6 Toll. At all 3 junctions there are conflicts between local and through traffic to the detriment of both. The derby road network has very limited resilience on incident can cause city wide chaos. Development in and around derby cannot feasibly take place without these improvements	Yes	Residential	Residential	Car	Car	Weekly	Yes	It is a simple junction layout and easy to navigate. It has minimal impact on the surrounding area. Could it be aligned to accommodate the express bus/cycle lane from Mickelover? As it stands the junction prevents this being incorporated easily.	Option K2	Yes	Low overall impact on surrounding area. Better capacity than alternatives. Three lanes each way on the A38 will improve southbound traffic exiting to join A52 could be in significant conflict with traffic entering from Kedleston road	Yes	Consider creating a more attractive open space above the underpass to create a pedestrian/cycle corridor into Markeaton Park.	Yes	Future proofing - Consider allowing space at Kingsway junction for a 3 Lane A38 - the A38 is not going to reduce in importance in the future. Sound proofing - Local community would benefit from sound proofing of underpass retaining walls at Kingsway and Markeaton	No Pref	25-34	Male	No	Yes						
94	10/02/2015	Yes	to reduce impact of through traffic on residents and local traffic. Large proportion of traffic is through traffic and volumes now create long delays at islands that don't need to happen thus creating increased pollution	Yes	Residential	Residential	Multiple	Car, Bus & Walk	Daily	Yes	It uses less land that is available without too much disruption to residences and businesses. Would support the wildlife considerations - protection of species and production of green corridor	Option K2	Yes	Although involving a lot of earthworks the loss of land would be minimized	Yes	A safe access for pedestrians to park from the city is essential	Yes	Some form of crossing is needed as city centre cycle route comes out there and in general people don't like any deviation so would try to cross anyway	Yes	Much better aesthetically than now but some form of noise suppression would be needed on the raised sections hopefully trees and shrubs.	Option L2	55-64	Female	No	Yes				
95	10/02/2015	Yes		Yes	Multiple	Business & Leisure	Car	Car	Weekly	Yes	The footprint would be no more that at present and would seem to make far more sense.	Option K2	Yes		Yes		Yes	Just get on with it before it costs even more should have been done 30years ago	Option L2	55-64	Female	No	Yes						
96	10/02/2015	Yes		Yes	Multiple	Residential, Leisure & Commute	Multiple	Car & Walk	Daily	No	If no K1 option - only access to Mackworth estate is by prince Charles ave - one route in & out. Build up of traffic would be immense/congested. Longer journey time, more fuel, more pollution. Don't forget two new estates - Kingsway & Radbourne lane will increase traffic/road use via Mackworth	Option K1	No		Yes	A footbridge is more needed from the new entrance of Markeaton Park to McDonalds on A52. Currently this section is very busy and dangerous to cross especially in the summer. The need for a safe crossing is very much needed here. The old footbridge is hardly used.	Yes	People who use Markeaton park will need some kind of access across A38 to get to park	Yes	Keep Traffic Moving on A38	Option L2	55-64	Female	No	Yes				
97	10/02/2015	No Pref	Understand the need for the improvements but lack of consideration for local residents & businesses inc landscape are apparent with proposed plans	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car & Walk	Daily	No	Removing two existing accesses to Mackworth - Enfield & Brackensdale - leaving only access from A52. Removal of trees/boundary Greenwood drive north/a38	Option K1	No		Yes		Yes	It is hoped it would help flow of traffic on A52 into city centre	Yes	Keep Traffic Moving on A38	Option L2	55-64	Female	No	Yes				
98	10/02/2015	Yes	To help flow of traffic on A38 and congestion at each junction	Yes	Multiple	Residential, Leisure & Commute	Car	Car	Daily	Yes	Keep traffic moving on A38	Option K2	Yes		Yes		Yes	It might be worth doing a survey to ascertain how well it is used	No Pref	65+	Male	No	Yes						
99	10/02/2015	Yes	Ease congestion: aid economics recovery: reduce pollution: reduce commuter time and ease access to and access from derby city centre: commercial benefits to local businesses and industry	Yes	Multiple	Residential & Leisure	Car	Car	Weekly	Yes	General alignment of a38 least visual impact: lower cost	Option K2	Yes		Yes		No	Less queues on A38 and less traffic on ford lane.	Option L2	55-64	Both	Yes	Yes						
100	10/02/2015	Yes		Yes	Multiple	Residential, Leisure & Commute	Multiple	Car & Walk	Daily	Yes	Less traffic queuing. Less pollution better access	No Pref	Yes	Improved Access to Kingsway retail park would be nice especially with new housing estate	Yes		Yes	Don't know how many people us this bridge	Yes	Less queues on A38 and less traffic on ford lane.	Option L2	55-64	Male	No	Yes				
101	10/02/2015	Yes	Too much traffic queuing To keep traffic flowing on A38 means no traffic queuing for local people to and from town centre & ashbourne.	Yes	Residential	Residential	Multiple	Car, Cycle & Walk	Daily	Yes	To keep A38 traffic flowing	No Pref	Yes		Yes		Yes	Keep A38 Traffic Flowing	No Pref	65+	Both	No	Yes						
102	10/02/2015	Yes		Yes	Residential	Residential	Multiple	Car, Cycle & Walk	Daily	Yes		No Pref	Yes		Yes		Yes	Keep A38 Traffic Flowing	No Pref	65+	Both	No	Yes						





144	11/02/2015	No	junctions as they will have NO BENEFITS FOR THE PEOPLE OF MACKWORTH AND MORLEY WHATSOEVER, and that is my main objection. The one and only beneficiaries are for the through traffic A38 drivers. Let me explain my point of view -> From the preferred option Key benefits, yes the through traffic will pass without stopping (at an increased speed and therefore increased noise level, something which has never been addressed in the past or considered now, just walk down Greenwich Drive North and have a listen, will that noise get worse, you bet). Queuing on the A52 has already been reduced by the new island layout. If no improvements are done then no land will need to be used. Also AS111 Kingsway A38 problems could easily be improved by an addition set of traffic lights on the down side access onto the A38. WHAT THIS SCHEME DOES NOT ADDRESS -> Access from Mackworth and Morley will be made much more difficult to the present set up!!!! There is a lot of traffic (at the moment) going into Derby A52 via Brackensdale Avenue then Cheviot Street then Slack lane	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car & Walk	Daily	No	Option K3	No	Yes	No	As previous.	55-64	Male	No	No
145	12/02/2015	Yes	They are far too busy with traffic passing through and if you live in Mackworth or heading to Ashbourne too cross the Markeaton island is unsafe and a life risk every time you do it.	Yes	Multiple	Residential & Commute	Multiple	Car, Bus & walk	Daily	Yes	Option K1	Yes	Yes	No Pref		25-34	Female	No	No
146	12/02/2015	Yes		Yes	Multiple	Leisure & Commute	Multiple	Car, Bus & walk	Daily										
147	12/02/2015	Yes	The A38 is a major road used by increasing amounts of traffic to get through Derby. Have three mixed grade junctions not only causes significant tail backs at peak times - but poses a health and safety risk - proved by the number of RTAs at these junctions.	Yes	Leisure	Residential & Leisure	Multiple	Car	Monthly	Yes	Option K3	Yes	Yes	No Pref	Further study should be done to consider raising the speed limit across the whole of the project to NSL. If NSL cannot be implemented - then speed cameras should be considered to enforce 50 - as people thinking it should be NSL and ignoring the limits, whilst others abide by the limits - could cause their own problems.	35-44	Male	No	No
148	12/02/2015	No		No	Multiple	Business & Leisure	Multiple	Car & Bus	Weekly										
149	12/02/2015	Yes	improve traffic flow	Yes	Multiple	Leisure	Multiple	Car	Monthly	Yes	Option K3	Yes	Yes	No Pref		45-54	Male	No	No
150	12/02/2015	No		Yes	Multiple	Residential	Multiple	Car & Walk	Daily	No	Option K3	No	No	Option L1		45-54	Male	No	Yes
151	12/02/2015	Yes		Yes	Residential		Multiple	Car	Daily										
152	12/02/2015	Yes	Crossing the A38 at Markeaton and Little Eaton (especially from the Little Eaton direction) can be very difficult. Heading north along the A38 towards Kingsway can be a major problem when there are high volumes of traffic.	Yes	Leisure		Multiple	Car	Monthly	Yes	Option K3	No Pref	Yes	Option L1		55-64	Male	No	No
153	12/02/2015	Yes		Yes	Commute		Multiple	Car	Daily	Yes	Option K3	Yes	Yes	Option L1		45-54	Male	No	No
154	12/02/2015	Yes	because of the continued congestion on all 3 junctions, because the free traffic flow will be an improvement to the air quality in the local area and because of the benefits to the local economy	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car, Cycle & Walk	Daily	Yes	Option K1	Yes	Yes	No Pref	I do not know if there is enough traffic using Ford Lane to warrant this. Although I have used it in the past if there is a significant queue to the Little Eaton island	45-54	Male	No	Yes
155	12/02/2015	Yes	Occasional congestion inadequate road improvements	Yes	Multiple	Residential & Leisure	Multiple	Car, Cycle & Walk	Daily	Yes	Option K3	Yes	Yes	Option L2	To close Ford lane would increase delays in accessing the A6 from Ford lane and Derwent avenue and would lead to extra mileage and journey times between Wharfedale close and the A 38 northbound	55-64	Male	No	No
156	12/02/2015	Yes	This area is heavily affected by traffic and this affects all routes in & out of Derby. I caught a 'Red Arrow' recently that was 20 minutes late on a half-hour frequency!	Yes	Leisure		Multiple	Bus	Monthly	Yes	Option K3	Yes	Yes	Option L2	I feel it is important that the existing traffic routes are maintained as part of the proposals.	25-34	Prefer not to	Yes	No
157	12/02/2015	Yes	Battled with the A38 round this area for years	Yes	Residential		Multiple	Car & Bus	Daily	Yes	Option K2	No Pref	No	Option L2		65+	Female	No	Yes
158	12/02/2015	Yes	Too many accidents at these junctions	Yes	Commute		Multiple	Car	Daily	Yes	Option K2	Yes	Yes	Option L1		35-44	Female	No	Yes
159	12/02/2015	Yes	I have experienced long delays at these junctions on a number of occasions and consider that the proposed junction improvement schemes are well overdue. They have been required for a number of years to relieve the ever increasing and severe traffic congestion at these key junctions. As a consequence of these 'grid lock' conditions a number of minor residential roads have become 'rat runs' with motorists taking alternative minor road routes in an endeavour to minimise their journey time delays at these junctions with severe environmental consequences and inconvenience to residents residing on these routes.	Yes	Residential	Residential, Leisure & Commute	Multiple	Car	Weekly	Yes	Option K1	Yes	Yes	Option L1	Where the consequences of these junction improvement schemes result in reduced egress and access to residential areas there is a high risk of peripheral pinch points such as Ford Lane and Duffield Road (A8) and similarly with Derwent Avenue. Traffic light schemes or similar traffic management systems will be needed at these locations such as the above locations for residents to access the busy A6 traffic streams into and out of the city centre.	65+	Female	No	Yes
160	12/02/2015	Yes		Yes	Multiple	Residential, Leisure & Commute	Multiple	Car	Daily	No	Option K2	No	Yes	No Pref	I believe a consultation event should be held on Mackworth in order that residents can voice their opinions pertinent to the proposed changes to the area and any questions can be answered.	45-54	Female	No	No
161	12/02/2015	Yes		Yes	Multiple	Residential, Leisure & Commute	Multiple	Car	Daily										
162	12/02/2015	No	I believe it is unnecessary as the just modified system is working smoothly.	Yes	Leisure		Multiple	Bus, Cycle & Walk	Monthly	No	Option K2	No	Yes	No Pref	The only suggestion I have is that you should reconsider the damage that will be done to the local landscape.	16-24	Female	No	Yes
163	12/02/2015	No	Unnecessary road works when the money could be spent fixing the thousands of potholes on derby roads	Yes	Leisure		Multiple	Car	Weekly	No	Option K2	No	No	No Pref		25-34	Female	No	Yes
164	12/02/2015	No		No	Commute		Multiple	Car	Daily										
165	12/02/2015	Yes		Yes	Multiple	Residential, Leisure & Commute	Multiple	Car	Daily	Yes	Option K1	Yes	Yes	No Pref		45-54		No	No
166	12/02/2015	No	Not if they bring more traffic onto a residential road	Yes	Multiple	Residential & Leisure	Multiple	Car	Daily										
167	12/02/2015	No		No	Multiple	Leisure & Commute	Multiple	Car, Bus & walk	Daily	No Pref	Option K3	Yes	No Pref	No Pref		16-24	Female	No	No
168	12/02/2015	No		No	Multiple	ALL	Multiple	Car, Bus & walk	Daily	No	Option K2	No	Yes	Option L2		16-24	Female	No	No
169	12/02/2015	No		No	Multiple	Residential	Multiple	Car & Bus	Weekly	No Pref	Option K3	No	Yes	No Pref		25-34	Female	No	No
170	12/02/2015	No	...	Yes	Multiple	ALL	Multiple	Car, Bus & walk	Weekly	No	Option K2	No Pref	No	No Pref		16-24	Male	No	No
171	12/02/2015	No		Yes	Commute		Multiple	Car	Daily										
172	12/02/2015	No	Since the recent improvement to Markeaton island everything is much better	Yes	Residential		Multiple	Car & Bus	Daily	Yes	Option K2	No Pref	Yes	Option L1		35-44	Female	Yes	No

173	12/02/2015	Yes	Traffic flow is poor with significant backlogs at busy times	Yes	Leisure		Car		Weekly	Yes	It allows free flow of the A38 in both directions from J28 M1 to Birmingham whilst retaining the local traffic options. Just make it as easy as possible to get from m1 j28 to burton	Option K3	I am not likely to be using that access.	Yes	No Pref	Providing there are sufficient alternatives. What footfall does the footbridge get?	Yes	No Pref	55-64	Male	No	Yes	
174	13/02/2015	Yes	I travel from M1 J28 to Derby for work, and the junctions are a	Yes	Commute		Car		Daily	Yes		Option K3		Yes	No Pref	I don't use it so can't comment	Yes	No Pref	35-44	Female	No	No	
175	13/02/2015	Yes	Would make flow of traffic so much better. Markeaton roundabout is so dangerous at the moment if u are coming from ashbourne road and up to ashbourne its self	Yes	Multiple	Residential & Leisure	Car		Daily	Yes		Option K1		Yes	No		Yes	Option L2	45-54	Male	No	No	
176	13/02/2015	Yes	Traffic is terrible between 7.40 and 8am when entering a38 at Markeaton roundabout.	Yes	Commute		Multiple	Car & Bus	Daily	Yes	Although will be awful whilst works going on if the work improves traffic in the long run its a good thing.	Option K1		Yes	Yes		Yes	No Pref	45-54	Female	No	No	
177	13/02/2015	Yes	Long term congestion at all of these junctions causes frequent delays to not only long distance traffic but also to local journeys.	Yes	Business		Car		Daily	Yes		Option K2		Yes	No		Yes	Option L1	25-34	Female	No	No	
178	13/02/2015	Yes	I agree with the need for the A38/A61 and A38/A511 improvements as they do get very congested. In particular the A511/A38 at weekends because of people going to Kingsway. However I think the recent improvements at the A38/A52 Markeaton island have improved things there a lot.	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car, Cycle & Walk	Daily	Yes	Due to close proximity to housing a quiet road surface is required. For the same reason I do not support a 5 0 mph limit.	Option K2	A better link into Kingsway retail park is also required.	Yes	Yes	This footbridge is valuable asset to the park and the walk into the park from the City centre and the West End areas. I use it frequently.	Yes	No Pref	65+	Male	No	Yes	
179	13/02/2015	Yes	problem in terms of traffic pinch points. I can remember before the link between Little Eaton and Markeaton was made and Broadway was the main route and this made a big improvement. However, as a major route, having these 3 roundabouts causing traffic disruption at peak times is a problem for both through and local traffic. Having underpass and flyover solutions will mean a continuous uninterrupted route between the M1 and the M6 toll road therefore encouraging more people to take this route rather than going to the A50 to head West bound. The options to me look ideal. At Kingsway, the road looks like it was meant to have this underpass at the time. I am not sure about the 2 smaller roundabouts at this junction though. Most southbound traffic not sticking to the A38 is then heading onto the ring road towards the Kingsway Retail area. Most traffic heading from the retail area towards the A38 is either going to head north or south. I don't think this small roundabout needs to have an option to turn right. I think traffic flow would be improved by making this more like a dumbbell pair	Yes	Multiple	Business, Leisure & Commute	Multiple	Car & Cycle	Daily	Yes	I agree with the need for improvements but would like alternative habitats to be provided for any disrupted wildlife.	Option K3	I don't think either of these slip roads contribute to the congestion problems here - I don't think they need to be changed at all. However, if they were to be closed, I feel very strongly that the replacement should be K2, via Kingsway Park Close. This route would give the least residential disturbance - the place where traffic would come out is very near the existing slip roads but would not need to go via the residential area on Greenwich Drive South. There are also a lot of large lorries that access Kingsway Park Close on a daily basis for the businesses down there. Such lorries and increased traffic volume on Greenwich Drive South would be extremely disruptive - it is a nice quiet road with no real through route and lots of open green space.	No Pref	No	The existing bridge is very close to both the junction with Kedleston Road or the Markeaton island, where people can cross instead. I don't really see the need for a footbridge on this stretch.	Yes	Very congested and backs up a long way in both directions	Option L2	25-34	Female	No	No
180	13/02/2015	Yes	Traffic build up at each junction leads to significant waste of time for drivers, business waste & unnecessary environmental impact	Yes	Multiple	Business, Leisure & Commute	Car		Daily		Mostly agree, but not totally. At the Kingsway junction, on the roundabout to the east of the A38, do not allow local traffic. Then all traffic heading southbound towards this roundabout only needs to turn left towards the retail park. Then, all traffic from the retail park direction towards the A38 shouldn't have any need to give way because there should be no traffic. In fact, this shouldn't be a roundabout at all but the slip road southbound from the A38 should just continue onto the Kingsway road (A5111) and in the opposite direction, left lane for southbound and right lane for northbound A38 traffic. Northbound A38 traffic exiting at this junction could merge on the Kingsway road towards the retail park roundabout. There isn't very much of this type of traffic anyway. So in short, keep the small roundabout on the west of the A38 but change the east roundabout to be a merging slip road from the A38 north and south onto Kingsway and then a 2 lane system for heading north or south from Kingsway back onto the A38.	Option K3	With no local access, there is less requirement for the east side roundabout to even be a roundabout and traffic heading from the retail park onto the A38 will have no cause to give way to traffic at this junction at all. It will make traffic flows smoother and reduce congestion elsewhere by getting traffic onto the A38 quicker.	Yes	Make better paths for pedestrians to use the nearby Kedleston Road flyover to cross the A38 and pedestrian crossings on the local access junctions at the Markeaton junction.	Yes	Almost ever car that uses this junction now is probably only doing so as a bypass to the traffic and not because they have to. Improvements in traffic flow would mean it would be unnecessary to use this route. Adding an alternative would encourage another rat run and people driving at speed though the housing estate.	Option L1	35-44	Male	No	No	
181	13/02/2015	Yes	frequent traffic delays accessing junctions and through traffic often speeding which intimidates local drivers	Yes	Business		Car		Weekly	No	The designs all look effective in enabling a flow of traffic through the junction. The cycle path either side of Kingsway junction will need to be carefully designed to enable an effective arrangement	Option K3	I work on Kingsway Park close and don't think the road could take the extra traffic.	Yes	Yes	Flow through of traffic & overall layout of junction looks good. The relocation of Markeaton Park entrance & the entrance & exit for petrol station & MacDonald's needs further consideration if a dangerous area adjacent to the junction is to be avoided.	Yes	Option L1	55-64	Male	No	Yes	
182	14/02/2015	Yes	There are considerable delays at all three junctions at peak times.	Yes	Multiple	Residential & Leisure	Car		Weekly	Yes	This is currently my daily commute route, an underpass would seem to be the most unobtrusive.	Option K2	I travel through, but not off this section so have no preference.	Yes	Yes	Effective pedestrian & cycle access across the a38 is needed, otherwise people will attempt to make dangerous manoeuvres across the carriageway.	Yes	Option L1	55-64	Male	No	Yes	
183	14/02/2015	Yes	Having lived in the area all my life I have seen a huge increase in traffic causing huge tail backs which is not always at peak times, Ford Lane is also used as a "rat run" with cars speeding through and not adhering to the speed limit, we have also had 2 cars in the hedge in recent years.	Yes	Multiple	Residential & Leisure	Multiple	Car & Cycle	Daily	Yes	This is currently my daily commute route. The current arrangement has improved things but volumes of traffic turning for the A52 Ashbourne is an issue when traffic is backing up to impede the through traffic. Issues usually down to impatient drivers, hopefully the new design will cope with varying volumes better.	Option K3	I don't use the footbridge.	No	No Pref	could pedestrian access to the park could be achieved without creating another bridge? Perhaps by underpass?	Yes	Option L1	45-54	Female	No	Yes	
184	14/02/2015	Yes	Improved Traffic Flow	Yes	Multiple	Residential & Leisure	Car		Weekly	No Pref	Proposal seems to improve traffic flow	Option K1	So long as some access is kept I have no preference	Yes	Yes	Looks very good	Yes	Option L1	55-64	Male	No	Yes	
185	15/02/2015	Yes	Ford Lane, as surveys have proven is used by a large number as a "short cut", in addition the vast majority do not adhere the speed limit.	Yes	Multiple	Residential, Leisure & Commute	Car		Daily	Yes	This is currently my daily commute route, an underpass would seem to be the most unobtrusive.	Option K3	I travel through, but not off this section so have no preference.	Yes	Yes	could pedestrian access to the park could be achieved without creating another bridge? Perhaps by underpass?	Yes	Option L1	45-54	Female	No	Yes	
186	16/02/2015	Yes	Congestion	Yes	Multiple	Residential, Leisure & Commute	Multiple	ALL	Daily	Yes	Hopefully less traffic on minor roads. Traffic lights are a problem	No Pref		Yes	Yes	congestion	Yes	No Pref	55-64	Female	No	Yes	
187	16/02/2015	Yes	flow of traffic	Yes	Residential		Multiple	Car & Bus	Weekly	Yes		Option K3		Yes	Yes	Not too sure if it is used	Yes	Option L1	65+	Male	No	Yes	
188	16/02/2015	Yes	Local & Through traffic are mixed together causing long delays and local congestion	Yes	Multiple	Residential & Leisure	Car		Weekly	No Pref		No Pref		Yes	No		Yes	Option L1	65+	Female	No	Yes	
189	16/02/2015	Yes	Local & Through traffic are mixed together causing long delays and local congestion	Yes	Multiple	ALL	Multiple	Car & Cycle	Daily	Yes	Separate A38 from local traffic	No Pref	doesn't matter to me as I don't use tree roads at present	Yes	Yes	use of park is diminished if there is no access	Yes	No Pref	55-64	Male	No	Yes	
190	16/02/2015	Yes	To improve traffic flow	Yes	Multiple	Residential & Commute	Car		Daily	No Pref		Option K1	Local Traffic easy access	Yes	Yes	Safety reasons	Yes	Option L2	65+	Male	No	Yes	
191	16/02/2015	No	Breadsall village resident & this development will (and has) affected the sale price of my property	No Pref	Residential		Car		Daily	Yes				Yes	No		No	No Pref	45-54	Male	No	Yes	
192	16/02/2015	Yes	Traffic flow is poor with significant backlogs at busy times	Yes	Residential		Car		Daily	Yes				Yes	No		Yes	No Pref	65+	Both	No	Yes	
193	16/02/2015	Yes	Traffic getting busier year by year	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car & Walk	Daily	Yes	Traffic will flow better, Kingsway retail park needs separate exit & entrance	No Pref		Yes	Yes	A footbridge is essential to access the park.	No Pref	No Pref	65+	Both	No	Yes	
194	16/02/2015	Yes	Traffic getting busier year by year	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car & Walk	Daily	Yes	Traffic will flow better, Kingsway retail park needs separate exit & entrance	No Pref		Yes	Yes	A footbridge is essential to access the park.	No Pref	No Pref	65+	Both	No	Yes	

197	16/02/2015	Yes		Yes	Multiple	Business & Residential	Car		Daily	Yes		No Pref		Yes		Yes		Option L2	Myself and my husband's concerns were mainly with regards to the increase of the whole plan. Attending the consultation was informative and helpful and has answered questions with regards to the compulsory purchase order that may be put in place on our property	65+	Female	No	Yes				
198	16/02/2015	Yes	There is definitely a need to improve the flow of traffic	Yes	Multiple	ALL	Multiple	Car & Walk	Daily	No Pref	It doesn't Directly affect where I live	Option K1		No Pref		Yes	Access will always be needed on foot into the park and is also used a lot for access to the university	No Pref	It doesn't directly affect where I live	Option L2	Myself and my husband's concerns were mainly with regards to the increase of the whole plan. Attending the consultation was informative and helpful and has answered questions with regards to the compulsory purchase order that may be put in place on our property	35-44	Female	No	Yes		
199	16/02/2015	Yes	Improvements well overdue. A38 should have been built without roundabouts in the first place (as was done at A6 crossing)	Yes	Leisure		Car		Weekly	Yes	Wouldn't retaining current large roundabout at junction with 2 bridges provide more capacity for traffic entering A38 and exiting to/from A511	Option K1 & K2		Yes	Two access roads sensibly closed should be replaced by both new access roads	No Pref		Yes	Seems a good plan with Little to detract from it	Option L2	Option L2 but two way would be even better. Restoring access as it was before dual carriageway built between A5 & A6 on original ford lane. I hope these improvements processed as rapidly as possible	55-64	Male	No	Yes		
200	16/02/2015	Yes		Yes	Residential		Car		Daily			Option K1 & K2		Yes	Either	Yes		Yes		Option L2		55-64	Female	No	Yes		
201	16/02/2015	Yes	To remove congestion from the A38 traffic that mixes with local traffic, less time spent in a queue to travel a short distance	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car & Bus	Daily	Yes	Ease access to shopping centre & city travel	No Pref		Yes	Do not live here	Yes		Yes	Local traffic leading into derby will not have the issues with A38 traffic	Option L1		25-34	Male	No	Yes		
202	16/02/2015	Yes	Traffic volume needs changes to reduce congestion	Yes	Leisure	Retired due to ill health	Car		Weekly	Yes	The Plan needs to alleviate/mitigate the disruption while changes are implemented	Option K2		Yes	Salfishly would like easier access to Kingsway park close this could be used by HGV's using Kingsway park	Yes	See 8. A similar scheme in stoke on Trent caused havoc for 2years	Yes	S 8 & 12 The havoc caused charges in local council not NIP due to pubhaenger	Option L2	Agree with proposals on similar to stoke on Trent. Do not underestimate the traffic chaos and subsequent local public anger if you make the flow of traffic worse for a long duration	45-54	Male	No	No		
203	16/02/2015	Yes	To many trucks through to M1	Yes	Multiple	Residential & Leisure	Multiple	Car, Bus & Walk	Daily	No	Junctions Brackensdale & Raleigh street need to have existing slip roads	Option K2		No Pref	The existing access to needs to be retained to Brackensdale & Raleigh st	No Pref		No Pref		No Pref		65+	Male	No	Yes		
204	16/02/2015	Yes	Improve traffic flow reduce delays	Yes	Multiple	Business & Residential	Car		Weekly	Yes		Option K2		Yes	ease of access from town centre	Yes		Yes	Bridge is safer than anything else	No Pref	The bend seems very sharp should the speed limit be 50?	45-54	Female	No	Yes		
205	16/02/2015	No	My Criteria is 'quality of life' not a 'business case'. 'Improvements' will significantly detract from quality of life for local residents through traffic noise and further delays	Yes	Multiple	Residential & Leisure	Car		Daily	No Pref	Not personally suffering delays at Kingsway	No Pref		No Pref	Don't use these accesses	No Pref	Not suffering delays at Markeaton	No Pref	Don't use footbridge	No	Option L2	1. Q17 - Safety should be a major consideration on ford lane due to the volume of through traffic limit through traffic 20MPH limit to Ford lane only. 2. The consequences of the proposals will be to increase traffic delays for at least 2 - 6 yrs (noting that I don't believe the completion times quoted). Also any problems are a direct consequence of the original decisions to use the original ring road for both local commuter traffic and through traffic	65+	Male	No	Yes	
206	16/02/2015	Yes	The A38 is a major truck roach which passes through the outskirts of derby using the outer ring road. Due to the junction (stands) the heavy level of traffic causes jams up to and around these junctions	Yes	Multiple	Residential & Leisure	Multiple	Car & Bus	Daily	Yes	The only solution to the heavy delays is for fly over & or underpasses. On checking the proposed layout of the new junctions I have to disagree with the ring road junction at Kingsway. The under pass design is great however the north bound ring road junction should not go through two islands either one or a direct slip road over a bridge should be used	Option K1		Yes	I consider option K1 to be the easiest to give a better flow of traffic both on & off Mackworth	Yes	The Markeaton junctions looks good for area traffic as well as through traffic on A38	Yes	I consider a footbridge or if a crossing could be made under the flyover would be acceptable	Yes	This is a major junction & has been a major bottle neck for many years. The recent work on the island was a major work of needs	Option L2	Bring the road south or it does over the river bridge would reduce the severity of the curve on the fly over. Coming down from the north it is downhill so speed tends to increase - but at present drivers know they have to stop at the roundabout. When the fly over is complete there will be no stopping and tendency to go too fast on the bend. We think it is not necessary to have the Ford lane link. It will be something of a sacrifice to locals but through traffic can go the longer way round which will be quicker as there should be no delay on the flyover	65+	Male	No	Yes
207	16/02/2015	Yes	Improvement overdue	Yes	Residential		Car		Daily	Yes		No Pref		Yes		Yes		Yes		Option L1		55-64	Both	Yes	Yes		
208	16/02/2015	Yes	The A38 needs improvements Traffic build up on the A38 south back of Greenwich drive south causing more noise with the traffic lights cars stopping and starting	Yes	Multiple	Leisure & Commute	Multiple	Bus & Walk	Daily	Yes	Needs improvements	No Pref		Yes	More bus lanes	Yes	more bus lanes	Yes	need a footbridge	Yes	Needs improvements	No Pref	More Bus Lanes	55-64	Female	Yes	Yes
209	16/02/2015	Yes		Yes	Multiple	Residential & Leisure	Multiple	Car & Walk	Daily	No	Because the traffic will be brought right on to Greenwich drive south cause more noise and traffic build up	Option K2		Yes	Better traffic flow through the A38	No Pref		Yes	I think a flyover is an ideal solution	No Pref		65+	Female	No	Yes		
210	16/02/2015	Yes		Yes	Multiple	Residential & Leisure	Car		Weekly	Yes		Option K2		Yes		No		Yes		Option L2		45-54	Female	No	No		
211	16/02/2015	Yes	These 3 junctions have always been the source of congestion. This scheme will reduce much of this and provide a decent way to navigate around the west of Derby with connections to East Midlands airport via the A50.	Yes	Multiple	Residential & Leisure	Multiple	Car & Cycle	Weekly	Yes	The original scheme (when this junction was constructed) provides for land already	Option K2		Yes		Yes	The majority of the scheme uses land I assume was set aside when the road was originally constructed. I don't see a great deal of CPOs needed. I know the highways authority already own some of the properties affected.	Yes	This bridge provides safe access to pedestrians and cyclist across the road. It will be even more vital if traffic is moving faster.	Option L1	There is very little use of the existing land, mostly food plane.	45-54	Male	No	No		
212	16/02/2015	Yes	Prevent traffic build up and quicker journey times.	Yes	Multiple	Residential & Commute	Car		Daily	Yes		Option K2		Yes	Access for industrial estate.	Yes		Yes		Option L1	Smaller footprint. Less impact on residents of mobile homes at bottom of Ford lane. Less traffic on Ford Lane.	35-44	Male	No	No		
213	16/02/2015	Yes	We need to keep traffic travelling through Derby on A38 moving, with easy access for local traffic. The existing queues at these junctions are ridiculous and cause lots of frustration for travellers.	Yes	Multiple	Residential, Leisure & Commute	Car		Daily	Yes	The existing green space between the existing carriageways can be utilised without encroaching too much on other land either side of the junctions. Need to consider the volume of traffic using the local access routes into Mackworth from the new junction and any impact on local residents, parking, speed, safety etc. May need a weight restriction to prevent HGV's using local residential streets.	Option K1		Yes	Seems to be least disruption to existing roads and fewer properties affected ??? Need to consider the volume of traffic using the local access routes into Mackworth from the new junction and any impact on local residents, parking, speed, safety etc. May need a weight restriction to prevent HGV's using local residential streets.	Yes	I agree with closure of exit onto A38 from MD's patrol station however could this still be used as an entrance from the A38 - should not affect flow of traffic exiting the A38 at this junction. I have some concern regarding new entrance/exit for MD's and Markeaton park - this could become an accident risk area due to increased volume of traffic either turning left or right so close to the main junction when traffic is picking up speed - this will need to be well planned out with dedicated slip roads or lanes, to allow traffic to keep moving around it....	No Pref	I have never used the footbridge and do not know how well it is used.	Yes	Agree with decision to move junction to south of existing resulting in less impact on local residential areas/roads. I have some concern regarding the merger of traffic travelling north up A38 exiting at this junction and turning right onto the A61 and how they will merge with traffic travelling south exiting at the junction on a dedicated slip road for A61 and how the traffic from both directions will merge at the point of access to the A61 just south of the junction - this looks like a possible accident risk area.	Option L1	I do not use this route regularly and have some concern on the impact on the mobile home site of increased traffic passing so close to their site when it does not necessarily benefit them. It appears this will only benefit residents in Allestree and could lead to increased volume of traffic accessing the A38 at this junction from the B6179 which will still cause long queues at this junction - the right hand turn from the new road to new junction on the B6179 could also be an accident risk as drivers become impatient trying to turn right but being slowed down by traffic already in a queue waiting to access the new roundabout slip road.	45-54	Female	No	No
214	16/02/2015	Yes	Ease traffic flows, reduce pollution and save fuel. I agree there is a need for improvements to be made at the proposed junctions. Despite full time traffic signals being implemented at Markeaton Island access from Ashbourne Road across the A38 towards Ashbourne is terrible due to the fact the lights halfway across the road only allow for two or three vehicles meaning traffic still has to queue to allow for traffic travelling from Little Eaton roundabout and also traffic travelling from Ashbourne towards Derby and the A38. It's an accident waiting to happen. The submitted proposal would negate the need for lengthy delays especially in rush hour traffic. Whilst I appreciate there will be a loss of landscaping and habitat nature will soon take over and establish wildlife elsewhere. Further, those who live in homes which require compulsory purchase (and demolition) will receive financial benefits to move elsewhere.	Yes	Multiple	Leisure & Commute	Car		Daily	Yes		Option K2		Yes		Yes		Yes		No Pref		55-64	Male	No	No		
215	16/02/2015	Yes	Improves traffic flow on the primary routes - e.g. A38 and the A52. recognises that significant proportion of traffic on the A38 is through traffic continuing towards Birmingham in the south or M1 to the north.	Yes	Commute		Car		Daily	Yes	It would allow for traffic to flow much more freely around the Kingsway area (especially access to the Retail Park and Hospital). For those heading north or southbound on the A38 towards the M1 and Birmingham they could complete their journeys much more quickly.	Option K3		Yes	I feel the less traffic attempting to join the A38 from side junctions, the better.	Yes	I fully agree with the preferred option for this area. It would allow for traffic on Ashbourne Road to flow much more easily when wishing to join the A38 without getting stuck in the lights which only allow for two to three vehicles. Under the current system it's an accident waiting to happen. It only takes for someone to jump the lights or come flying around with a car, bus, lorry etc to rear end traffic waiting to cross through to Ashbourne.	Yes	Yes, the current footbridge is indicative of the 1960s when the A38 was first constructed. Whilst a loss of some land and trees is highly likely I guess (subject to cost) it would be beneficial to replant some trees elsewhere within the park?	Option L1	Yes, I agree with the proposed option. Whilst the new full time signals have allowed for traffic to flow much more easily within the area there are still lengthy queues from time to time on the A61 and surrounding roads.	I feel that the proposed scheme should've been scheduled sooner and taken place instead of the current 'improvements' the area has seen in 2014. Discovery of local, endangered wildlife and delays due to water mains have left the people of Derby (and those that use the A38 for leisure and commuting) somewhat frustrated as the roadworks took longer than originally estimated. If this consultation had taken place sooner, work could already be well underway for the construction of the proposed options).	25-34	Male	No	No	
216	17/02/2015	Yes		Yes	Leisure		Multiple	Car & Cycle	Monthly	Yes	as previous	Option K2		Yes	no preference as do not usually travel though this junction and unfamiliar with options.												
217	17/02/2015	Yes		Yes	Multiple	Residential, Leisure & Commute	Multiple	Car, Cycle & Walk	Daily	Yes		Option K3		Yes	Brackensdale is already main access onto Mackworth, Greenwich and surrounding streets not suitable for increased traffic, no loss of open space, Kingsway close industrial so less impact on neighbours	Yes		Yes	Bridge hardly used, still have pedestrian access to Markeaton via Ashbourne and Kedleston roads	No Pref		45-54	Male	No	Yes		
218	17/02/2015	Yes	Daily congestion at all three junctions. Hold ups not only for locals but also through traffic on A38	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car & Walk	Daily	Yes	Less visual impact, Kingsway Island is already a 'hole', vastly reduced queuing on A511, keeps A38 moving	Option K2		No		Yes	Less visual impact generally, less impact on Markeaton Park, less queuing on A52, keeps A38 moving	No		No Pref		55-64	Male	No	No		
219	17/02/2015	Yes		Yes	Multiple	Residential & Leisure	Car		Weekly	Yes		Option K3		Yes	No preference	Yes		Yes	A pedestrian underpass could be built into the design of the new junction	Option L1		65+	Male	No	Yes		

220	17/02/2015	Yes	Currently Severe congestion, adverse environmental effects, poor pedestrian and cycle crossing facilities, poor economic issues associated with delays and unreliable	Yes	Multiple	Business, Leisure & Commute	Car	Daily	Yes		Option K3	No Preference	Yes		Yes	Saves time for pedestrians to cross close to desire lines and separated from traffic. Also safer for separate crossing areas.	Yes	No Pref	The A38 needs to be grade separated through Derby as it creates such severance currently, particularly around the three junctions. There are economic, environmental (less fumes), safety and integration benefits, and I fully support the scheme and preferred options. Can't wait for it to be opened!	45-54	Male	No	No					
221	17/02/2015	Yes	Traffic does not flow around the North of Derby and hasn't done so for twenty years or more. The situation is getting worse. Making it actually flow, even at speeds below normal speed limits, is key to economic success of the area and a better quality of life for residents.	Yes	Multiple	Business, Residential & Leisure	Car	Daily	Yes	Part A - They are the most logical. This is a massive, well-overdue, scheme which needs to be right first time. The use common sense and received knowledge from anywhere in the world is a must. Part B - Continually think outside of the box to squeeze out every last drop of benefit to those using the roads. Optimise traffic flow at junctions too. Remove obstacles to traffic flowing close to junctions, e.g. pedestrian crossings and bridge or under-pass for these. Consider sound 'proofing' measures.	Option K3	No Preference	Yes		Yes	Simply choose the option which appears to disrupt people's lives the least based on best information at the time. >>>> The question response is there simply to make the form work. <<<<	No	See previous comments which apply to the whole of the scheme.	See previous responses which apply to the whole scheme. No further comments.	Option L1	Clearly there is an inconvenience factor with Option 1, but there a much greater benefit to local residents from the closing of a rat run. Reduces the scheme cost too.	65+	Male	No	No			
222	18/02/2015	Yes	Stagnant at all 3 junction during rush hour.	Yes	Multiple	Residential & Commute	Multiple	Car & Cycle	Daily	Yes	Option K2	To work with the council to provide a 2nd access into Kingsway retail park reducing congestion	Yes		Yes	Doesn't on facilities at new roundabout & is a sub way an option?	Yes	Most Local creating a good flow on A38	No Pref	1. Consider a pedestrian crossing at Markeaton. 2. Fencing along A38 Kingsway - Markeaton to allow safer traffic. Prevent pedestrians crossing. 3. Why up to 50 rest of A38 is 70mph with new road layout this is possible.	25-34	Male	No	Yes				
223	18/02/2015	Yes	To improve traffic flow	Yes	Multiple	Residential & Leisure	Multiple	Car & Bus	Daily	Yes	No Pref		Yes		Yes	Looks the best option	No Pref	Reduces impact on property i.e. Garden Centre & Caravan site	Option L2	Only concern is the scale of work and disruption it will cause	65+	Female	No	Yes				
224	18/02/2015	Yes		Yes	Multiple	Residential & Leisure	Multiple	Car & Bus	Weekly	No Pref	No Pref		Yes		Yes	Also busy at rush hour. A38 south & A52 into derby particularly. Has improved with recent improvements but will be better with flyover. Buy houses quickly please for inhabitants who are losing their houses	No Pref	A61 from Derby-one big traffic jam - underpass to B6179 should help. Like island as it is now too - better than before		Can we have low-noise tarmac on A38 at big sweep round at island? Can we have good sound barriers. Trees are long term but at 73yrs of age I cant wait for them to mature! Help with negotiations with Derby city council, Erewash borough and Derbyshire and highways agency to really slow traffic coming off slip road onto A61. By next island (Pektron) its fast & dangerous! Cant cross the road to walk out of Breadstall. Traffic lights please!	65+	Male	No	Yes				
225	18/02/2015	Yes	Current traffic flows improved since recent improvements but unlikely to cater for future traffic levels. Still potential for accidents at current islands causing jams	Yes	Multiple	Business, Residential & Leisure	Car	Weekly	Yes	Is there an opportunity to have a 2nd entrance/exist from the Sainsbury side of the retail park onto Kingsway park close. Would reduce congestion on Kingsway/retail road	Option K2		Yes		Yes	As above for future traffic. But access to Mackworth crucial to avoid issue A52 towards ashbourne from the island. Concerned about loss of parkland and traffic queuing to turn right into Markeaton park from the A52.	Yes	Commercial traffic to Mackworth at K2 would be far better suited. K1 would cause a rat run via the top of Mackworth to radbourne lane. Where new Housing is being built		Ref - Markeaton Junctions. If the planned access to Mackworth leaving all junctions closed from the A38, then traffic lights would need to be installed at the prince Charles/A52 junctions. This may also require some traffic control at the radbourne lane/a52 junction.	65+	Male	No	Yes				
226	18/02/2015	Yes	To give better flow of traffic. Reduce noise & obtain lower levels of pollution	Yes	Residential	Car		Weekly	Yes	Generally good, consideration should be given to a second road into Kingsway retail park off the island	Option K2		Yes		Yes	This is by far the best plan. The underpass will reduce noise and pollution	Yes	Hardly used by locals, may be used by university graduates?	Yes	Generally a good lay out. Safety will be greatly improved and again will reduce pollution	No Pref	55-64	Male	No	Yes			
227	18/02/2015	Yes	To improve the traffic flows at each location	Yes	Leisure	Car		Daily	Yes	Scheme looks good in separating the different traffic flows	No Pref		Yes		Yes	Separate traffic flows across these junctions	Yes	There are other alternative access to the park	Yes	Separate the different traffic flows Better emergency traffic movement remove traffic hold up	Option L2	65+	Male	No	Yes			
228	18/02/2015	Yes	It is time these traffic problems were corrected	Yes	Leisure	Multiple	Car & Walk	Daily	Yes	Yes allow for increased residential population	No Pref		Yes		Yes	As Above			Yes	Better emergency traffic movement remove traffic hold up	Option L2	65+	Male	No	Yes			
229	18/02/2015	Yes	At the moment all the junctions have some dangerous elements to them	Yes	Leisure	Car		Daily	Yes	Now I've seen the plans properly I can see it will be less dangerous at junctions and the traffic can flow quicker and easier	No Pref		Yes		Yes	Always a hold up and dangerous	No Pref		Yes	less dangerous coming from Little Eaton	No Pref	65+	Female	No	Yes			
230	18/02/2015	Yes	These improvements were needed since the road was constructed. They should have been incorporated in the first place	Yes	Leisure	Car		Weekly	Yes		Option K2		Yes		Yes				Yes		Option L2	65+	Both	No	Yes			
231	18/02/2015	No	Of no benefit to local residents. Noise pollution increase. Environmental damage. Improvements to junctions will not necessarily be evident(Latest improvements have worsened congestion)	Yes	Other	Shopping	Car	Weekly	No	We are local residents. No benefits to us	Option K2		No Pref		Yes	This option avoids high density living areas	No Pref	Does not affect me	Yes	Does Not affect use	No Pref	This proposal represents a waste of public money. There are only certain lanes of the day when there is congestion. The last improvements have increased congestion and the disruption during the was has been horrendous. This was carried out mainly in 2014 and cost £millions. Such incompetence. I suggest that if the traffic flow were to improve through these junctions, surely there will be congestion somewhere along the road and so benefits will be minimal. Although now recently retired I daily used these junctions whilst at work and at peak periods. I never experience undue delays and was never late for work. I think the case for further alterations has not convince me for the need for additional work. Brackensdale ave already very busy access to school. Pollution already a problem, money already washed on road alterations. Local residents will obviously be adversely affected if Greenwich drive south access is used. The access to the local Sainsbury's on Kingsway needs to be adjusted as this creates slow moving traffic approaching Kingsway island. This could be greatly reduced by stopping traffic making right hand turn to curry's etc if traffic was made to travel to island at bottom of hill. I walk to Sainsbury's or path below Kingsway island, path used for pedestrians walking to royal hospital as commuter route. I use cycle path from Greenwich drive south on daily basis to enjoy fresh air all will be destroyed by creating access road from Kingsway island. I use cycle path to access open countryside.	65+	Male	No	Yes		
232	18/02/2015	No	Pollution visual & noise. Not necessary to make major alterations	Yes	Other	Shopping, Residential, Leisure	Multiple	Car & Walk	Daily	The needs of local businesses & use a facility at Kingsway industrial park the access needs to be greater not less	Option K2		No Pref		Yes	Not impressed with the Greenwich south drive access due to close proximity to houses. Loss of open space, too close to cycle path. Green open space unhealthy for school. Children who walk cycle path to Murray park school these children are our next generation	No Pref	Little Impact. Observe traffic first hand on daily basis previous alternations over ran by months use Markeaton park daily.	Yes	Regular user of this bridge, design very effective to cross the road	No Pref	Whilst these developments help car users what about wheelchair/buggy users? Letting the newest changes bed in would be useful before spending more money. Surely the local population need some relief from roadwork's and cones?	65+	Female	No	Yes		
233	18/02/2015		The recent new developments need time to bed in. The environmental effects are not outline. Remember the works at Little Eaton		Multiple	Business & Leisure	Car	Other	No Pref		Option K1 & K2	See answer 8	No Pref		Yes	Loss of amenity of Markeaton park	No Pref	Will it have wheelchair access 2 give wheelchair users	No Pref	Remember the news found during the last development. What are the environmental effects of this development?	Option L2	65+	Female	Yes	No			
234	18/02/2015	Yes	I live near the water works quite close to the A38 and use the road everyday on my daily commute to Lichfield. I experience all three of these junctions at peak times very frequently and off peak regularly. My wife uses the local roads regularly.	Yes	Commute	Car		Daily	Yes		Option K3		Yes		Yes	I would prefer K3 here if of the locals prefer option K2. Less road building. Protection of public space would be my key issue	No Pref		Yes	I support the proposed road layout of the junction, removing the Ford Lane access will improve safety and traffic flow	Option L1	I am not certain that option L2 is necessary and I think this would massively increase the traffic from the A6, as many motorists speed through the estate here to avoid the queue at the roundabout. Currently I would prefer option L1 with the proviso cyclist traffic has some route from Allestree to Little Eaton without needing to travel on the A38. If the only cyclist route is via a road as in Option L2 then I would propose that you make this a 2-way cycle route/walking path but keep it closed to vehicles.	Both	No	No			
235	18/02/2015	Yes	There is often congestion at these 3 islands	Yes	Multiple	Residential, Leisure & Commute	Car	Daily	Yes	Habitat loss is minor. Widening the A38 to 3 lanes is a vital part. Road marking and signage should be used to segregate the inside lane each way. A5111 to A38 to A52 is a major local route and this should not routinely merge with A38 traffic	Option K2		Yes		Yes	Access to Markeaton park needs to be easy with a right turn lane maybe	Yes	A bridge is needed otherwise there are likely to be accidents with people crossing the main road. Please locate it to minimise loss of trees & Plant new trees	Yes	Street lighting is being reduced nationally and future consultation documents should take this into account when assessing likely visual impact. A38 to A61 southbound link road should enter the A61 well south of the roundabout	Option L2	In regards to Kingsway junction there really must be local access to the A38 otherwise there will be severe congestion and accidents as traffic comes off the estate and turns right on the A52. Option K1 is likely to cause too much through traffic on the residential Greenwich drive south. Option K2 is preferred since Kingsway park close is mostly non-residential. Option K3 should be discarded. Please try to minimise impact on green areas at the back of Greenwich drive south and on local wildlife habitats	45-54	Both	No	No		
236	18/02/2015	Yes	Too much overlap of local traffic & through traffic at present	Yes	Leisure	Car		Weekly	Yes		Option K2		Yes		Yes	The existing Park access needs to be replaced as it is too close to the junction	Yes	Needs a pedestrian traffic survey to determine. A pedestrian traffic survey is needed to determine this and whether the Kedleston rd bridge provides a suitable alternative	Yes		65+	Male	No	Yes				
237	18/02/2015	No		Yes	Leisure	Car		Weekly	No		Option K1		Yes		Yes		No		No	Option L1	45-54	Male	No	No				
238	18/02/2015	Yes	To support what I feel is the better option	Yes	Business	Car		Daily	Yes		Option K1		Yes		Yes		No		No	Option L2	Ford Lane access to (not from) the A38 preferred	35-44	Male	No	No			
239	18/02/2015	Yes	Back log of traffic	Yes	Leisure	Walk		Monthly	Yes	Stop traffic problems	Option K2		Yes		Yes		No		Yes		Option L1	We are getting busy traffic flow already and it would be better for ford lane to stay quiet as we will have more noise pollution from the new road	45-54	Female	No	No		
240	19/02/2015	Yes	Long delays	Yes	Multiple	Leisure & Commute	Car	Daily	Yes		Option K3		No		Yes	Don't agree with houses being demolished when land on park is available.	No Pref		Yes		Option L2		35-44	Female	No	No		
241	19/02/2015	Yes	I work at the Royal Derby Hospital and there has always been congestion at Markeaton and Kingsway island which extends my journey time significantly.	Yes	Commute	Car		Daily	Yes	The majority of traffic is travelling on the A38 through Derby not exiting at Markeaton or Kingsway, so having to stop at roundabouts for the majority of traffic is unnecessary but causes delay for those of us you are. It is particularly bad trying to get across the A3 at Kingsway as cars speed around the island towards Burton because there are no traffic lights therefore, traffic backs up to the retail park and sometimes as far as the fire station at rush hour.	Option K3		No Pref		Yes	The road widening and traffic lights have made a difference	No Pref		No Pref	I do not live in Derby therefore this does not affect me.	No Pref	I do not routinely use this section of the A38	No Pref		35-44	Female	No	No
242	19/02/2015	Yes	I drive between home and the Royal Derby Hospital daily for work, and these junctions slow traffic down considerably. However, I am concerned on the impact the roadwork's will have again, having spent over 12-months stuck in work until after 6.30 most evenings as the access/exit from the RDH staff car parks were congested due to the extra volume of traffic on the island opposite the RDH adjacent to A61. You have only just finished "improving" the Markeaton Island Junction, Little Eaton was "improved" a year ago	Yes	Multiple	Leisure & Commute	Car	Daily	Yes		Option K2		No Pref		Yes	I don't understand Option K3, hence choosing Option K2!	No Pref		No Pref		Option L2	How will any of these options impact on the access/egress for RDH traffic, especially on the traffic island adjacent to A61/Manor Car Parks? Can a temporary access be created via Kingsway Hospital?	45-54	Female	No	No		
243	19/02/2015	No		No	Leisure	Walk		Rarely																				
244	19/02/2015	Yes	I work at the Royal Derby Hospital and the area is very congested due to queues around Kingsway and Markeaton Island.	Yes	Commute	Car		Weekly	Yes	Local traffic can flow easily	Option K3		No Pref		Yes		No		Yes	traffic lights already there to allow people to walk over the roads.	Yes	Option L1	35-44	Female	No	No		



266	23/02/2015	Yes	It can take up to 1 and a half hours to get out of the car park at the RDH but then it can be said there should be direct access from the A38 into and out of the car park to ease congestion. The infra structure should have been put in place before the hospital was built. All this should have been considered 10 years ago.	Yes	Multiple	Residential & Leisure	Car	Daily	Yes	Yes direct access to car parks if possible as this would reduce traffic onto any roundabouts	Option K3	This will stop potential rat runners	No Pref	No	No pref	No Pref	55-64	Female	No	No	
267	24/02/2015	Yes	Traffic congestion at all three sites is sometimes awful, especially the Kingsway roundabout. My husband travels from Quarndon to Stoke daily and finds it can take him 30 mins to get out of derby!	Yes	Multiple	Residential & Leisure	Car	Daily	Yes		Option K3		Yes	No Pref	Yes	Option L2	35-44	Female	No	No	
268	24/02/2015	Yes		Yes	Multiple	Leisure & Commute	Multiple	Car & Cycle	Daily	Yes	Option K3		Yes	Yes	As a longtime pram user the foot bridge was always very useful.	Option L2	35-44	Female	No	No	
269	24/02/2015	Yes		Yes	Multiple	ALL	Multiple	Car, Cycle & Walk	Daily	No	Option K2	Why not maintain access at both K1 & K2?	No	Yes	The scheme proposed allows for changes to Markeaton park, car park and entrance layout. Why not move the proposed route to the West and construct the underpass adjacent to the exist route of the A38. Surely this would reduce the congestion whilst the construction phase takes place.	Option L2					
270	25/02/2015	Yes	All 3 of these junctions suffer from heavy local and regional traffic congestion. This is especially true when the M1 is closed, congested or otherwise busy - much North-South traffic uses the route and adds to the already busy local traffic. This is an essential infrastructure upgrade for the region, not just Derby.	Yes	Multiple	Business, Residential & Leisure	Car	Weekly	Yes	This seems an excellent plan.	Option K3	I don't live in the area but think it is important there is still local access for that area, avoiding the Kingsway retail park. The K2 is least bad since it accesses onto a semi industrial area. The only minor drawback is the presence of a local children's play centre on the mews.	No	Yes	I think it would be good to maintain one considering the presence of the university either side of the bridge. The existing bridge while visually interesting is a pain to use and not well located. I'm not sure if there is an elegant solution but on balance I think there should be a bridge.	Option L1	35-44	Male	No	No	
271	25/02/2015	Yes		Yes	Multiple	Leisure	Car	Monthly	No Pref		Option K3		Yes								
272	25/02/2015	Yes		Yes	Multiple	ALL	Multiple	Bus, Cycle & Walk	Daily	Yes	Option K3		Yes	No		Option L2	16-24	Male	No	Yes	
273	25/02/2015	No	It's all good having the slip road onto the A38 from Ashbourne Road, but what about the turn off for the University? Cars will be criss-crossing each other to get on/off the A38.	Yes	Multiple	Residential & Commute	Walk	Weekly	No	Again, the University slip-road will be ridiculous. Do you people not even consider actually looking at roads/traffic etc to understand the trouble? The connections for the A52 are ridiculous, so PLEASE DO NOT FOLLOW the same route!	Option K1		No	No	There is absolutely nothing wrong with the footpath! Leave it alone. Trees have already been knocked down in that area, I suppose in preparation.	Option L2	25-34	Female	No	No	
274	25/02/2015	Yes	Changes are required along Ford Lane to prevent entry to A38 as far too many cars drive too fast down Ford Lane during rush hour in the mornings. They pay no attention to the speed limit or that school children need to cross the road for the school bus	Yes	Multiple	Residential & Commute	Multiple	Car & Walk	Daily	Yes	Option K2		Yes	No		Option L1	35-44	Male	No	No	
275	25/02/2015	Yes	To alleviate the heavy traffic build up from Little Eaton to Kingsway	Yes	Multiple	Leisure & Commute	Car	Daily	Yes	It lends itself to this solution	Option K3	The benefits will outweigh the inconvenience	Yes	Yes	An obvious solution which we have all wondered why it has taken this long to action.	Option L1	55-64	Male	No	No	
276	25/02/2015	Yes	Congestion is an issue, particularly at the Kingsway and Markeaton park roundabouts.	Yes	Multiple	Leisure & Commute	Multiple	Car & Cycle	Daily	Yes	Option K3	No preference	Yes	Yes	It seems likely to reduce congestion, and the widening of the A38 is needed. I am concerned at the impact on the national cycle path which runs between the A38 and the territorial army centre, though. That will be lost as part of the development and a suitable replacement is needed. A continuous cycle path with few or no road crossings is needed.	No Pref	45-54	Male	No	No	
277	26/02/2015	Yes	For far too long there has been congestion at all 3 junctions. The heavy traffic flow along the A38 is seriously impacted by the busy interchanges at the 3 junctions. This creates significant flow problems throughout the day and at peak times is chronic. My journey time between home and work can vary by as much as double.	Yes	Multiple	Business & Leisure	Multiple	Car & Van	Daily	Yes	Option K2	I have responded to the above question with option K2 as I can't not tick one. I didn't want to respond to any of these options as I don't agree with them, but had no choice, why is there not a none of the above option? To me there is no reason not to keep the exit onto Raleigh St, it doesn't cause a problem for traffic heading South. Likewise the exit onto Brackensdale Ave doesn't cause a problem for traffic heading North. Putting more traffic onto Greenwich Dr South would to my mind be ludicrous as it is a bending road ill suited for much traffic. Quite a large number of vehicles access Lytton St from Cheviot St so having more vehicles joining from Kingsway Park Close would again be to my mind be ill conceived. So my proposal would be to retain the exits (outlined above) as they are but have access to the A38 via a 1 way stretch onto the island from Kingsway Park Close.	Yes	Yes	It ticks all the boxes for what is needed but if it is an island then please leave it as an island and not have traffic lights controlling the flow of traffic.	Option L2	I have gone for option L2 but see no reason why this can't be a 2 way link.	45-54	Male	No	No
278	26/02/2015	Yes	Recent improvements have been done and the traffic is much better. There is no need to spend all this money for minor improvements.	Yes	Multiple	Business & Commute	Car	Daily	Yes	The flow from Kingsway onto the A38 is significantly impeded by the current layout, tailbacks cause significant congestion and this layout seems to improve the situation.	Option K3	Keep flow to new layout with existing local traffic flowing through main route. Hopefully decrease risk of joining traffic causing tailbacks and accidents	Yes	Yes	This option seems to give free flow through the junction at all times.	No Pref	45-54	Male	No	No	
279	26/02/2015	No		Yes	Multiple	Business, Leisure & Commute	Car	Daily	No	There are all terrible ideas that will make the traffic much worse. It will be a nightmare!!!	Option K3		No	No		No Pref	35-44	Male	No	No	
280	26/02/2015	Yes		Yes	Multiple	Leisure & Commute	Car	Daily	Yes		Option K2		Yes	No Pref	Yes	Option L2	35-44	Female	No	No	
281	26/02/2015	Yes	Too much traffic in too-small a space. Far too many access roads lead off the A38 at present. The recent changes to Markeaton Island have created chaos at rush-hours by cramming two lines of traffic into a very short merger lane on both sections of the A52 (east and west).	Yes	Multiple	Residential, Leisure & Commute	Car	Daily	No Pref		Option K3		Yes	No Pref	Yes	No Pref	55-64	Female	No	No	
282	26/02/2015	Yes		Yes	Multiple	Leisure & Commute	Car	Daily													
283	26/02/2015	Yes	There is a traffic jam every morning and evening at these 2 sites which makes commuting to Derby a very tiresome event	Yes	Multiple	Commute	Car	Daily													
284	26/02/2015	Yes	There is a lot of traffic especially around rush hour. I never feel entirely safe crossing Markeaton Island and will go out of my way to avoid it if possible. I also think the slip road from Kidleston Road on to the A38 is dangerous and avoid this as much as possible as well.	Yes	Multiple	Commute	Car	Daily	Yes	Looks good and much safer. Much better to keep the local traffic away from the A38 traffic - better all round.	Option K3	No preference	No Pref	No	Yes	I think there should definitely be a way for pedestrians (and cyclists?) to cross at this point, but it need not be a footbridge.	No Pref	25-34	Female	No	No
285	26/02/2015	Yes	POLLUTION IS WORSENING. WE BELIEVE A FASTER FLOW OF TRAFFIC WILL DECREASE POLLUTION.	Yes	Multiple	Residential	Multiple	Car & Cycle	Weekly	Yes	Option K3		Yes	No	Yes	A NEW FOOTBRIDGE WOULD BE A LARGE EXPENSE FOR LITTLE USE - THERE WOULD BE CONVENIENT ALTERNATIVES UNDER THE NEW PLANS THE NEW SCHEME PROVIDES GOOD ALTERNATIVES	No Pref	65+	Male	No	No
286	26/02/2015	Yes	Congestion is created in and around Derby by traffic not visiting Derby itself. Travel times in and around the area are getting longer. With driving standards getting worse, and more dangerous, more and more people seem willing to risk jumping red lights in order to reach their destinations a few moments earlier. These by-passes would reduce the risk to the residents of Derby and Derbyshire.	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car & Cycle	Daily	Yes	Option K3	Reduce the number of shortcuts for commuting traffic through residential areas.	Yes	Yes	Queues in each direction of the A52 Ashbourne Road are terrible due to the speed of vehicles travelling on the A38, which makes it very difficult to get onto the Markeaton island.	Yes	Option L1	35-44	Male	No	No
287	27/02/2015	Yes	Traffic build up at peak times	Yes	Multiple	Business, Residential & Leisure	Multiple	Car & Walk	Weekly	Minimal impact	No Pref		Yes	Yes	Minimal impact	Option L2	65+	Male	No	Yes	
288	27/02/2015	Yes	Roads are always blocked and needs traffic to be split	Yes	Multiple	Residential & Leisure	Car	Weekly	No Pref		No Pref		Yes	Yes	Proposed plans were made in the 1960s and has needed doing since then	No Pref	55-64	Female	No	Yes	

289	27/02/2015	Yes	The traffic congestion is at times intolerable. The volume of traffic using the A38 to link Birmingham and A50 to M1 will only increase	Yes	Multiple	Business, Residential & Leisure	Car		Weekly	Yes										The proposal with raised A38 significantly closer to Breadsall will have a detrimental impact with noise and visually. It is not clear why the original idea to demolish Starbucks & Mobile home park has been scrapped. The problem put forward by Breadsall Parish council seems preferable & minimises disruption to Breadsall	No		The speed limit should be reduced to 50mph in order to reduce the noise impact. The previous schemes closer to the garden centre had less impact on Breadsall Residents	45-54	Male	No	Yes			
290	27/02/2015	No	Roads often gridlocked - need to split through traffic	No	Multiple	Residential, Leisure & Commute	Car		Weekly	No Pref	This development seems the least contentious of the three	No Pref	I am unaware of the implications for any of these options	Yes	Disruption to a minimum & clear design	Yes				Consider alternative siting for Access to Markeaton park to avoid demolishing trees & natural environmental impacts	No		Don't have enough information. Needs more consultation to enable full consideration of all issues. Collaboration with other developments in derby to ensure major development not taking place simultaneously resulting in further traffic congestion. Traffic congestion through Breadsall. What is the likely cost?? Proper due diligence of Contractors.	35-44	Female	No	Yes			
291	27/02/2015	No	It seems no in depth consideration has been made to ascertain how recent improvements have impacted on traffic flow	Yes	Residential		Car		Weekly	Yes	But please refer to regimise repaving improvements already carried out	No Pref	Not residential there so don't have sufficient experience to comment	No Pref	Go above only generally pass through so will not be affected personally	No				Minimal con and damage to environment must be taken into account.	No	Option L2	Having read the concerns set out by Breadsall Parish Council I have to state that they are completely reasonable and should be taken into account. The option which is stated as preferred certainly will have undesirable impact on the village and I am greatly amazed concerned about the increase in traffic caused by Oakwood and Halo area residents who use Breadsall/Brookside as a rat run living adjacent to this road I am well placed to advised on the misery caused by the amount of traffic and the speed which drivers generally employ. Repeated requests for illuminated speed check signs are ignored by DCC	55-64	Female	No	Yes			
292	27/02/2015	Yes	The junctions as laid out are inefficient, dangerous and restrictive to traffic flow	Yes	Residential		Multiple	Car & Bus	Weekly	Yes				Yes						Very Little consideration seems to have been made to impact on Breadsall village	Option L2	Suggest A61 IS Bridged, tunnelled under/over A38 instead of vice versa	65+	Male	Yes	Yes				
293	27/02/2015	No	No Proper impact assessment has been carried out regarding the increase in traffic that will utilise the existing A61 route into derby	Yes	Multiple	Residential, Leisure & Commute	Car		Daily	No Pref		No Pref		No Pref						Would add additional traffic noise/pollution to a green belt area	Option L2	Also impact on Little Eaton & Breadsall during construction period. Revisit previously discounted options to move the junction north of the existing island. Ensure that any embankment to the south and east of the flyover is higher than the road and is immediately planted with major trees to reduce noise & light pollution. Traffic speed to be limited to 50mph to remove noise as proposed for Kingsway & Markeaton junctions. Compulsory purchase of Starbucks to facilitate above. Provide triple glazing to all properties in Breadsall village due to noise level. Increase fur to elevation. Understand existing noise levels and reasons why people are opposed. Increase flow risk due to greater surface area of ringways caused by ton - particularly with climate change.	55-64	Male	No	Yes				
294	27/02/2015	Yes	It's a pity the A61 (Bookers roundabout) improvements as a feeder aren't included in the scheme. You've included ford lane why not a few yards down A61	Yes	Multiple	Residential & Commute	Car		Daily	No Pref				Yes						Cuts across woodland & greenbelt land as opposed to existing land already developed. Will increase light pollution, sound & speed on A38. Green belt vs Brown Belt	Option L2	There are more people in Breadsall village affect by the Little Eaton proposal than the mobile home site. Mobile = Mobile i.e. can be moved. The A61 congestion down to pentagon island needs to be considered too including the croft lane roundabout. No sound tests have been carried out yet I'm high on a metal construction above the ground, want actual sound tests to be completed not computer models. The recent roundabout construction was very noisy during day and night, this will take longer to construct. Told 2 yrs to complete. Will affect house prices.	45-54	Female	No	No				
295	27/02/2015			Yes	Residential		Car		Weekly	Yes				Yes						Cuts across greenbelt land and woodland where as they could go through land already developed. Will increase noise levels should be build on brown field land not GREEN	Option L2	No sound tests have been carried out yet. There are more residents in Breadsall than the mobile homes. Mobile homes are mobile. The A61 congestion needs to be considered rise the croft lane roundabout. There is too much green belt land being taken with the curve too wide and too near properties on the outskirts of Breadsall. Will also effect on house prices. Recent roundabout construction very noisy working at night. Told 2 yrs to complete	65+	Female	No	Yes				
296	27/02/2015	Yes	Build up of traffic	Yes	Multiple	Residential & Leisure	Multiple	Car & Walk	Weekly	Yes	Minimum Impact	No Pref		Yes	Minimum Impact	Yes				Concerns about noise & pollution	No Pref		The changes to the road will have most negative impact to the majority of Breadsall residents but less advantage	35-44	Female	No	Yes			
297	27/02/2015	No	Since the change in road systems & widened road I feel the congestion has been reduced	No	Multiple	Residential & Leisure	Multiple	Car & Walk	Daily	No Pref	N/A			No Pref	N/A					Increased light, noise & impact on flooding, wildlife/environment. Greenbelt land being taken	Option L2	Respect for the environment and local residents	No Pref		65+	Female	No	No		
298	27/02/2015			Yes	Leisure		Car		Weekly																					
299	27/02/2015	Yes	To ease the flow of traffic on this very busy road. A pity that such a lot of money has just been spent on altering these junctions	Yes	Multiple	Residential & Leisure	Car		Weekly	Yes	To reduce the queues of traffic at the island	No Pref	I don't live close to this island and only use it occasionally	Yes	Again to reduce the queues of traffic at this island	No Pref					I don't know how much this is used. So don't feel that I should influence this. If the bridge is used a lot it should be retained across other busy road	Yes	Option L1	I think the scheme as shown should be modified away from Breadsall. I don't think there is any need for the 'bulge' towards Breadsall. Why cannot the new road layout follow the existing. The speed limit over this section should be reduced to 50mph. I am concerned about noise levels and think sound barriers should be part of the scheme from the start	65+	Male	No	Yes		
300	27/02/2015	No	We are happy with the recent improvements. The flyover will certainly be a very bad move for Breadsall	No	Leisure		Car		Weekly	No Pref	I do not use this junction very often & never at rush hour	No Pref	I am not familiar with the area	No Pref	See my reasons at question 8	No Pref				I suppose a footbridge would be useful for local people	No	Option L2	Please my answer to question 2		65+	Female	No	Yes		
301	27/02/2015	No	The A38 flows well at the moment, the biggest congestion problem is the traffic leaving the A38 and travelling into derby via Alfreton rd	Yes	Multiple	ALL	Car		Daily	No Pref				No Pref						Traffic disruption though village. Pedestrian crossing from croft lane to alfreton road	Option L2	Consideration to environment (crayfish were a problem previous) noise levels to whole of Breadsall village. Light pollution. Impact on villagers during construction period	55-64	Female	No	Yes				
302	27/02/2015	No		No	Leisure		Car		Weekly	Yes				No Pref						I would like to know how & why option 3 was proposed. We should explore other alternatives more suitable.	Option L2	Explore other designs	55-64	Male	No	Yes				
303	27/02/2015				Leisure		Car		Weekly					No Pref																
304	27/02/2015	Yes	Current arrangement is causing safety issues	Yes	Multiple	Business & Leisure	Car		Weekly											Seems unnecessarily detrimental to the village of Breadsall. A raised road coming closer to the village will affect adversely the rural feel	No Pref	Option 4 presented at the public meeting on Thursday 26th Feb 2015 is much preferred - a great deal of research has gone into this proposal - less intrusive into Breadsall village and Little or no encroachment on green belt	45-54	Female	No	Yes				
305	27/02/2015	Yes	Despite constructional improvements carried out on the two sites this section of the A38 most surely be amongst the slowest on the whole length of the A38	Yes	Multiple	Residential & Leisure	Car		Daily	Yes	The proposals appear reasonable	No Pref		Yes	but has sufficient planning allowed for future traffic growth	Yes				To provide access for university students and other members of the public already using facility	No		No mention made of time scales for these proposals or when treasury funds will be made available	65+	Male	No	Yes			
306	27/02/2015	Yes	On major trunk road as A38 - need to split traffic flows currently flows are not acceptable and previous recent works have not been effective	Yes	Multiple	Residential & Leisure	Car		Weekly	No Pref				Yes	This is an obvious fix	Yes				But every effort must be made to preserve all trees and land at the park	No		Q17 - Needs more thought. Need to main consultation and the provision of property and considered cost estimates. How scheme fits into other proposed developments in this area. I.E Pentagon island.	65+	Male	No	Yes			
307	27/02/2015			Yes	Residential		Car		Daily	Yes	I do not use the A38 south regularly but would welcome less queuing on the A511. As I do use this road	No Pref	None resident in this area	No Pref	Recent work has alleviated traffic hold ups mostly! Its not right if people lose their homes unwillingly	No Pref				Do not use this bridge but is there a lot of footfall on it event so to what extent is the loss to the park felt	No	Option L2	I live close to the proposed option and have concerns over the impact of a closer major road network	55-64	Female	No	Yes			
308	27/02/2015	No	It will encourage greater traffic flow causing more noise, more vibration and more pollution. The greatest benefit seems to be to trunk traffic and especially HGVs. It seems likely that the development is being driven by the road haulage lobby as they will benefit most.	No	Multiple	Business & Leisure	Multiple	Car, Cycle & Walk	Daily	No		Option K1	None of these options are good. Despite the much touted benefits to local users, all of these degrade local access and/or the local environment. K1 is the least bad.	No		Yes				The disruption of creating the new junction will go on for many months just after a long period of disruption which has created adequate improvement. Loss of green space you are planning to drive a major trunk road through the Derby suburbs. The increased speed limit and traffic flow in this area will increase noise and vibration for local residents. (dB noise proportional to speed, noise energy proportional to number of vehicles, vibrational energy proportional to speed and traffic numbers). Improved road surfaces only last so long, especially under the onslaught of increased HGV traffic. A lot of people live quite close to the road and it can already be heard from 100s of meters away	Yes		This one does cause long tail backs due to the A61 merger. Personally it doesn't affect me. On the other hand it will cause more traffic noise (especially with the road raised on a fly-over) and be ugly. If I lived in Little Eaton I wouldn't be happy!	No Pref	I don't know enough about the usage of Ford Lane to comment	45-54	Male	No	No	
309	27/02/2015	Yes	But not your proposal	No	Multiple	Business, Residential & Leisure	Car		Weekly	No		Option K3		No									I believe your proposal is fundamentally flawed in that a major trunk road such as the A38 should never have been merged with the Derby City ring road. It doesn't need a brain surgeon to work out that you will have a high on doubling of traffic at peak times. Playing about with flyovers and underpasses is only putting off the day when the roads will become gridlocked again. The clear solution is to separate the trunk road from the local ring road and run the A38 further out west of Derby thus negating the need for any further road works in the area you propose.	65+	Male	No	No			
310	27/02/2015	Yes	I have to travel through all 3 junctions every weekday on the way to work and on the way home and although the recent works have definitely helped they have not solved the traffic problems. It makes us all	Yes	Commute		Car		Daily	Yes		Option K3	I am not familiar with any of the alternatives so cannot comment	Yes						The road is very busy and a footbridge makes it much safer for pedestrians despite a slight loss in trees and land it would be preferable.	Yes			35-44	Female	No	No			
311	27/02/2015	Yes	There are 3 roundabouts in the section of A38 bypassing Derby - the only 3 between the M1 at Junction 26 and Lichfield. Removing these would speed up traffic and eliminate queues of traffic producing foul exhaust fumes.	Yes	Multiple	Residential & Leisure	Multiple	Car & Walk	Weekly	Yes		Option K2	Ideally you would have both preventing local drivers having to take a longer route and causing more congestion.	Yes	I can see no problems with this option. It will be good to see the speed limit between Ashbourne Road and Kedleston Road increased. It is regularly ignored at present.	Yes				It is a useful footbridge for people heading into the city avoiding Ashbourne Road and Kedleston Road. It would be good to replace any trees removed.	Yes	Option L2	If there were no access from Ford Lane to the A38 or B6179, my journey would increase by over a mile. Also, the exit from Derwent Avenue onto the A6 is very poor - there is restricted visibility to the right resulting in protracted exit times when the A6 is busy.	65+	Male	No	No			
312	27/02/2015	No	No consultation why are you not using the brown field site. Why have the residents had no consultation until you were pressed at the last minute using your plans from 2002. Why are building on GREEN BELT land when other options are clearly available comes across you have taken easy option and failed to plan.	No	Multiple	Business, Leisure & Commute	Car		Daily	No Pref		Option K2		No Pref						TAKING 60 METERS OF GREEN BELT LAND WHEN A BROWN FIELD SITE COULD BE USED AT NO EXTRA COST. NO OTHER OPTIONS GIVEN HA QUOTE 2002 DEBATE. NOISE AND LIGHT POLLUTION. 4 MILLION POUNDS OF TAX PAYERS MONEY WASTED.	No Pref	PLEASE USE THE BROWN FIELD SITE AND DON'T TAKE GREENBELT LAND IT APPEARS HA IS TAKING EASY OPTION AND YOU DO MAKE MISTAKES. FOR EXAMPLE WASTING 4 MILLION POUNDS WHICH YOU ARE NOW JUST GOING TO ABANDON HOW CAN YOU JUSTIFY THIS.	45-54	Female	No	Yes				

313	27/02/2015	No	1) Being built on greenbelt land when there is brown site land which could be used why take another 60 meters + into green belt why. 2) No consultation or any other options given to the residents of the village that could be voted for felt very unsafe like from the highways agency and why are you using plans and consultation from 2002 some 13 years later. 3) just had the recent development costing over 4 million pounds of tax payers money which will now be abandoned this caused complete mayhem within the village with vehicles cutting through causing a major rat run with vehicles also noise pollution from works and delays and failure to complete on time made it even worse for local residents. 4) noise and light pollution with the road being closer to the village by 60+ meters. 5) flooding village highlighted already as a flood risk.	No	Multiple	Business, Leisure & Commute	Multiple	Car & Cycle	Daily	No Pref		Option K2		No Pref		No	No	No consultation why are you not using the brown field site. Why have the residents had no consultation until you were pressed at the last minute using your plans from 2002. why are building on GREEN BELT land when other options are clearly available comes across you have taken easy option and failed to plan.	No Pref	You are building on greenbelt land when there is a brown site which could be used there are numerous reasons that I have made reference to earlier in this form this comes across as very poor planning by yourself and the easy option with no thought for the residents of Breadsall. The preferred option looks like it has a very sharp curve with motorist approaching down hill with the national speed limit a accident waiting to happen. To conclude my biggest reason is you taking Greenbelt land when other options are available with no extra costs.	45-54	Male	No	Yes	
314	27/02/2015	Yes	Traffic on main through roads should not stop for local traffic. Massive congestion and use of small lanes as rat runs.	Yes	Multiple	Residential & Leisure	Car		Daily	No Pref		Option K3		No Pref		No	Yes	Again, to provide continuity of traffic flow through the junction, with Little impact on the area or local traffic.	No Pref	Care must be taken that the lanes between Morley Breadsall and Little Eaton do not become busy rat runs whilst work is in progress, during the last small works last year this did happen, and was extremely dangerous. The proposal to close Ford Lane is long overdue. The traffic frequency has steadily increased along a route which is not wide enough for the volume (and speed) of the traffic.	55-64	Female	No	No	
315	27/02/2015	Yes	To eliminate hold-ups at these junctions due to the interchange between local and through traffic.	Yes	Multiple	Residential & Leisure	Car		Daily	Yes	Through -traffic flow.	Option K3		Yes		Yes	Yes		Option L1			65+	Male	Yes	No
316	27/02/2015	Yes	To help solve the serious traffic problems at each of these junctions The traffic every morning at the Markeaton roundabout is horrendous, I have to leave Belper at 7:45 otherwise I will be late getting to work for 9AM	Yes	Multiple	Leisure & Commute	Car		Daily	Yes	The advantages outweigh the disadvantages.	Option K3		Yes	Ditto		Yes	Ditto	No Pref			55-64	Female	No	No
317	27/02/2015	Yes		Yes	Multiple	Residential, Leisure & Commute	Car		Daily	Yes	Better access to the retail park would be helpful but I am mainly concerned with access to the hospital.	Option K2		Yes			No	No Pref	No Pref			25-34	Male	No	No
318	27/02/2015	Yes	It will improve the traffic and access to use the Little Eaton junction daily, on week days at peak times. I use the other 2 junctions less frequently so not able to comment as knowledgeable on these. However the situation at the Little Eaton junction has improved since completion of recent works. In the morning, barring accidents, there are no tailbacks down Abbey Hill heading north and no tailbacks from Little Eaton or Breadsall directions. In the morning there is often a tailback on A38 for traffic heading south and turning left towards Derby however this is not the result of the A38 junction but caused by congestion on the way into Derby. Any 'improvements' to A38 Little Eaton junction would just result in traffic hitting the blockage sooner and is unlikely to improve the travelling time of car users. Whilst not ideal, current junction does accommodate cyclists. Difficult to see how a cyclist would negotiate the proposed junction.	Yes	Multiple	ALL	Multiple	Car & Walk	Daily	Yes	traffic and access to Kingsway retail park will be improved	Option K2		Yes			Yes		Design chosen needs to accommodate other users, not just cars. Cannot accommodate exponential growth in car numbers to the exclusion of other users and environmental factors. Car users need to accept that if they are using their car, they will have to deal with slow moving traffic at popular junctions.	Option L2		35-44	Female	No	No
319	28/02/2015	No		No	Multiple	ALL	Multiple	Car & Cycle	Daily	No Pref		Option K3		No Pref		No	No	Design chosen needs to accommodate other users, not just cars. Cannot accommodate exponential growth in car numbers to the exclusion of other users and environmental factors. Car users need to accept that if they are using their car, they will have to deal with slow moving traffic at popular junctions.	Option L2	Current Ford link access to A38 provides a useful cut through from A6 to A38 but could manage without it. What happens to this should be based more on the views of the residents that live on the estate that will be affected.	45-54	Female	No	No	
320	28/02/2015	Yes	You could AND SHOULD have done this when these junctions were first built. The wasted cost in petrol, diesel and driver time has far exceeded what it would have cost to do the job properly some 40 years ago! You've just spent a significant amount of public money changing the junction at Little Eaton. Why didn't you sort out that junction then?	Yes	Multiple	Business, Residential & Commute	Car		Daily	Yes		Option K3		Yes		Yes	Yes		Option L1	maintain a cycle and footpath to Derby and Little Eaton	45-54	Female	No	No	
321	28/02/2015	Yes		Yes	Multiple	Business, Residential & Leisure	Car		Weekly	Yes	You don't need a degree in the "John Cleese" obvious to see why.	Option K3		No		No	Yes	The present one cost a lot of public money and it's rarely used. People chance it across the road. An underpass would be better	Option L2	Do the work overnight.		Prefer Not to Say	No	No	
322	01/03/2015	Yes	Traffic congestion is becoming intolerable and pressure for more new housing means even more traffic in future.	Yes	Multiple	Business, Residential & Leisure	Multiple	Car & Cycle	Rarely	Yes	Does the job but environmental mitigation and landscaping are crucial.	Option K2		Yes	Keeps traffic away from housing.	Yes	Yes	Pedestrian and cycle access to the park must be well catered for.	No Pref	There is concern at the take of green space but this is preferable to alternatives. Landscaping to screen the road is essential		55-64	Male	No	Yes
323	01/03/2015	Yes	Recent road improvements (2014) have improved the flow of traffic on the A38 particularly at Little Eaton roundabout however future increases in traffic will impact on local traffic	Yes	Multiple	ALL	Multiple	Car & Walk	Daily	Yes	Improved flow of through traffic	Option K3		Yes		Yes	Yes	People should be able to walk safely this is just making people more dependent on their cars - no wonder there is an obesity epidemic	Option L1	The impact on residential dwellings and businesses is less than the other options		45-54	Female	No	No
324	01/03/2015	Yes	Yes but the issues at the A6 roundabout at Palm Court don't appear to be encompassed with the improvements posed and in actual fact those improvements will mean that if Ford Lane is closed, more traffic will need to get off that estate onto the A6 at Duffield Rd causing more congestion on the A6 Palm Court island.	Yes	Multiple	ALL	Car		Daily	Yes	There should definitely be local access either K1 or K2.	Option K1		No		Yes	Yes	Plans seems happy to take up part of the park for a footbridge so why not a Little more to save peoples homes from having to be demolished.	Option L2	Impact on local residents regarding air quality, noise and vibration, landscapes and nature conservation haven't been addressed in the plans. There should be noise reduction fencing and noise reduction tarmac applied along the stretch of the A38 from Markeaton island to Little Eaton island that runs past residential areas. No consideration has been made to the Palm Court island which is frequently congested right back up the A6 due to traffic trying to get down Duffield Road to the City. This will only be increased further if the residents can't access the A38 from ford lane as even more will have to try and get out of the 2 remaining access points from the estate onto the A6. It is already extremely difficult and time consuming to get out at either Ford Lane or Derwent Ave onto the A6. No regard has been made to this with no mention of traffic lights being put in place to enable easier access for residents in to and out of the estate. Traffic lights would also make it safer for pedestrians to cross too.		35-44	Female	No	No
325	02/03/2015	Yes	To cater for increased traffic in years to come - current improvements will be short lived	Yes	Residential	Car			Daily	Yes	This road improvement goes through a cutting so impact is lower & it separates local & A38 traffic	No Pref		No	Not directly affected	Yes	Yes	Access appears to be better from the ashbourne road.	No Pref	This proposal brings the A38, on a flyover far too close to Breadsall village		65+	Both	No	Yes



350	02/03/2015	Yes	Improve Traffic Flow	Yes	Multiple	Residential & Leisure	Multiple	Car & Bus	Daily	Yes	To get to Sainsbury's with out going down to Markeaton yes, join Greenwich drive south and Greenwich drive north	Option K2	To much traffic for Greenwich I reside on the corner of Lytton street & Kingsway park close. K1 & K2 options would both cause increased volume of traffic including heavy goods vehicles accessing Kingsway industrial park which would make excessive/egressing my property almost impossible of noise levels & pollution which are already having a detrimental effect on my physical & mental health & wellbeing	Yes	Improve Traffic Flow	Yes	Need for pedestrian to get from Markeaton park	Yes	No Pref	The need to join Greenwich drive south and Green Drive North, so sum of the traffic would not have to go up Brackensdale avenue, and the people who live on that side of Mackerworth would not have go through the middle of estate.	65+	Male	No	Yes		
351	02/03/2015	Yes	Current levels of congestion at the Junctions needs to be addressed		Residential		Car		Daily	Yes	I acknowledge that there is a need to facilitate through traffic flow in Markeaton travelling on the A38 north & southbound which will in turn ease local congestion at this junction	Option K3								In selecting K3 I realise that this will preclude vehicles utilising Kingsway industrial park so the businesses currently located on this site will no longer be viable. K3 is the least expensive of the three options proposed maybe some of these savings could be used to offer the businesses on Kingsway industrial park a contribution towards relocation costs.	65+	Female	No	Yes		
352	02/03/2015	Yes	Traffic Congestion	Yes	Multiple	Residential & Leisure	Multiple	Car & Bus	Daily	Yes		Option K3		Yes		No Pref		Yes	Traffic congestion	No Pref	I now understand why a 'dip' is required in the new section of the A38 north of the Little Eaton Junction, however I feel this section will need special attention in your detailed design. At a later stage I feel that traffic noise will require addressing.	55-64		No	Yes	
353	02/03/2015	Yes		Yes	Multiple	Business, Residential & Commute	Car		Weekly	Yes		Option K3	No preference	Yes		Yes		Yes		Option L1		35-44	Male	No	No	
354	02/03/2015	Yes	However do not agree with the layout at Little Eaton	Yes	Multiple	Residential & Commute	Car		Daily	Yes		Option K3		Yes		Yes										
355	02/03/2015	Yes	Too much traffic	Yes	Multiple	Commute	Car		Daily	Yes		Option K2		Yes		No		Yes		No Pref		35-44	Female	No	No	
356	02/03/2015	No	I live near by and therefore maybe affected by increased noise. I also walk to work and home via the Markeaton junction. I feel the building of this access will make the area difficult to walk and also unsafe in terms of the park. I also feel very strongly that people should be more patient and also consider using a perfectly good transport system. I feel traffic congestion will always be a problem no matter what you do	No	Multiple	Leisure & Commute	Walk		Daily	No		Option K2		No		No Pref	I do not feel that trees should be lost to facilitate more cars	No Pref		No Pref		55-64	Female	No	No	
357	02/03/2015	Yes	there is a need to reduce traffic congestion at peak times the estate will effectively be cut off. My journey alone to the local hospital for regular treatment will increase over a mile each way for treatment. Greenwich drive south is too small a road to cope with traffic. Essentially routes off the estate will reduce by 50%. If an accident occurs on one route, the estate will grid lock.	Yes	Multiple	ALL	Multiple	Car, Cycle & Walk	Daily	No Pref		Option K3		Yes		Yes	Access to the park should be encouraged for pedestrians.	Yes	Reduces congestion through the area	Option L1		45-54	Male	No	No	
358	02/03/2015	No		No	Multiple	Residential, Leisure & Commute	Car		Daily	No		Option K2	traffic is being forced along a narrow residential road	No		No Pref		No Pref		No Pref		35-44	Female	Yes	No	
359	03/03/2015	Yes		Yes	Residential		Car		Weekly	Yes		No Pref		Yes		Yes				No Pref		55-64	Female	No	Yes	
360	03/03/2015	Yes	To allow villagers to get out of the village at Little Eaton junction to separate fast moving traffic from local traffic to improve flow on trunk road To resolve congestion issues at Little Eaton and safety of access from Little Eaton to derby	Yes	Multiple	Residential & Leisure	Multiple	Car & Bus	Daily	Yes	To remove traffic lights on trunk road & traffic jam so safety is improved	No Pref	Do not live locally	Yes		Yes	improve traffic flow & safety separating high speed traffic from local traffic removing traffic lights which cause tailbacks	Yes	Safety separating fast traffic on trunk road from slow local traffic improving flow on trunk road by removing traffic lights	Option L1	Get on with it. Soon we will have been waiting for this work to be done for quarter of a century work that should have been done when the A38 junction at Little Eaton was built	55-64	Female	No	Yes	
361	03/03/2015	Yes		Yes	Leisure		Multiple	Car & Cycle	Weekly	No Pref		No Pref		No Pref		No Pref		Yes	refer to Q1	No Pref		55-64	Male	No	Yes	
362	03/03/2015	No	I start from the position that there should be less motor traffic & fewer car journeys. Improving roads generally (I believe) increases traffic & journeys	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car, Bus & Cycle	Daily	No Pref		No Pref		No Pref		No		In relation to my answer at 2 I am concerned that improving the flow of traffic will result in more traffic using Little Eaton as a way into derby from surrounds	No Pref	URGENT ATTENTION - Traffic controls Little Eaton island. The existing Little Eaton roundabout does not provide for safe access from Little Eaton onto the roundabout. The Little Eaton access is not traffic controlled and traffic entering the roundabout has to wait for the short gap in traffic flow from Markeaton as other controlled junctions and when they have managed to get onto the roundabout they ask queuing behind traffic all or red light on the roundabout with park of the rear of their vehicle intruding on access from Markeaton up to the A38. The timing of the traffic controls make it a dangerous manoeuvre especially if your vehicle doesn't move off from the junction quickly	45-54	Male	No	Yes		
363	03/03/2015	Yes	There appears to be an increasing need to inflow traffic flow	Yes	Multiple	Residential, Leisure & Commute	Car		Daily	No Pref	Not an area I visit often	No Pref		Yes	Improved traffic flow	Yes	The public green space must be accessible to all safely	Yes	I can see the need for improved traffic flow and I believe the proposed layout will improve access/safely from aid to Little Eaton		45-54	Female	No	Yes		
364	03/03/2015	Yes	We still can not get out at the island to leave the village	Yes	Multiple	Residential & Commute	Multiple	Car & Bus	Daily	Yes	Cycle track made better into derby					Yes		Better access from village to get on A38 & to derby		Should have been done years ago	65+	Male	No	Yes		
365	03/03/2015	Yes	To make it easier for me to drive to derby	Yes	Multiple	Residential & Leisure	Multiple	Car & Bus	Weekly	Yes	Improve the cycle route					Yes			Option L2		55-64	Female	No	Yes		
366	03/03/2015	Yes	Improve traffic flow on the A38 - it was built as the Exeter/Leeds trunk road and there should be as few impediments as possible	Yes	Residential		Multiple	Car, Bus & Walk	Daily							Yes		A rather sharp bend but less environmental impact	Option L1	Only the Little Eaton junction would affect us on a very regular basis. I therefore leave comment on the other junctions to those most affected	65+	Female	Yes	Yes		
367	03/03/2015	Yes	Better traffic control	Yes	Multiple	Residential & Leisure	Multiple	Car, Bus & Walk	Daily	No Pref		No Pref		No Pref		Yes		Appears to address all routes	Option L2		65+	Female	No	Yes		
368	03/03/2015	Yes		Yes	Multiple	Residential & Leisure	Car		Daily	No	Often at weekends & Friday there is extra traffic needing to access Kingsway shopping area, this is very slow moving traffic and it needs an extra lane up from the roundabout to free up the A5111 up to the Kingsway roundabout on the A5111	No Pref		Yes		Yes		Improved traffic flow. Keep loss of land to minimum	Option L2	Sometimes it is useful to have the ford land link when this is roadwork's or accident which will allow traffic to ease the A38 Allestree to avoid any delay on the A38	65+	Male	No	Yes		
369	03/03/2015	Yes	Bette traffic flow	Yes	Residential		Car		Weekly	Yes		No Pref		Yes		Yes		Looks simpler should improve traffic flow	Option L1		65+	Male	No	Yes		
370	03/03/2015	Yes	Safer plus easy access	Yes	Multiple	Residential & Leisure	Car		Weekly	Yes				Yes		Yes		Easy access from Little Eaton to derby or south. To eliminate traffic jams	Option L1		65+	Female	No	Yes		
371	03/03/2015	Yes	Important road - A38 Needs to be efficient	Yes	Multiple	Residential & Leisure	Car		Daily	Yes	Hopefully to eliminate traffic jams.			Yes		Yes	To eliminate traffic jams		Option L1		65+	Female	No	Yes		
372	03/03/2015	Yes	A38 Major road needs easy access through derby	Yes	Multiple	Residential & Leisure	Car		Weekly	Yes		No Pref	see 18 - Dedicated lane to retail park required at the same time	Yes		Yes	Moving access to Markeaton park is a good idea & A52 roundabout over A38	No Pref	Traffic merging onto A61 from Little Eaton is off the A38 looks a potential hazard. How will this work.		1) Kingsway island. A dedicated lane to Kingsway retail park is required thus freeing one lane for A5111 traffic. 2) Local access option at ford lane is needed onto B6179 only for local traffic travelling south on A6 or from Allestree to Little Eaton. We no longer use this short cut now the new Little Eaton roundabout is in place. P.C We would use it as a walk route both ways.	65+	Female	No	Yes	
373	03/03/2015	Yes		Yes	Multiple	Business, Residential & Leisure	Multiple	Car & Motorcycle	Daily	No Pref	As long as I can use the A38 underpass and still have an option to turn off for Sainsbury's and hospital access I have no preference	No Pref		No Pref		No Pref		Typically I only use the A38 and do not use the other roads at the existing roundabout so I have no preference	No Pref	I support whichever option is deemed to be the safest for road traffic	Option L2	There is a property on ford land south of the river & railway which is included in the Erewash ward of Little Eaton & Stanley if ford lane is closed there will be no access from this house to the village - build the link or change the political boundary. Has an option to elevate the existing A38 carriageways over the existing roundabout been considered to prevent the need for a big bend on the A38 proposed plan. This would still need on/off ramps to be constructed and result in the larger roundabout being required but may prevent the demolition of properties on ford lane and minimal impact on the garden centre although Starbucks may have to go	55-64	Male	No	Yes
374	03/03/2015	Yes	Traffic into and out of Little Eaton to be made easier	Yes	Multiple	Residential & Leisure	Multiple	Car & Bus	Daily	Yes					Yes					Option L2		45-54	Male	No	Yes	
375	03/03/2015	Yes		Yes	Leisure		Multiple	All	Weekly	No		Option K2		No		Yes			Option L1							
376	03/03/2015	Yes	Ford Lane currently carries a large amount of A38 thro. traffic for a residential road.	Yes	Multiple	Residential & Leisure	Multiple	Car & Walk	Weekly	Yes		Option K3		Yes		Yes	flow of A38 thro. traffic will be improved.	No Pref	reduced traffic flow in Ford Lane.	Option L1		65+	Male	No	No	
377	03/03/2015	Yes	The current roundabouts just cause congestion. The proposed bypasses for each of these busy junctions would help to ease this problem.	Yes	Multiple	Residential, Leisure & Commute	Car		Daily	Yes		Option K3		Yes		Yes	I think the proposed design would reduce congestion and reduce journey times through this sections, especially during rush-hour.	Yes	This is the safest way for pedestrians and cyclists to cross the A38.	No Pref	This would not affect me as I do not live this side of the A38.	25-34	Female	No	No	
378	03/03/2015	Yes	our lane is far too busy for a residential street	Yes	Multiple	Residential & Leisure	Car		Weekly	No Pref		Option K1		No Pref		No Pref		Yes	Ford Lane is a residential area and is not suitable for all the traffic it currently experiences.	Option L1	Ford Lane is residential and has far too much traffic on it at times.	55-64	Female	No	No	
379	04/03/2015	Yes	Rush hour traffic jams	Yes	Multiple	Leisure & Commute	Car		Daily	No	The Royal Derby Hospital needs to be connected better I think the Kingsway business park (Sainsbury, Argos...) needs its own junction	Option K2	But see above - the Royal Derby Hospital needs to be connected better!	No		Yes	See above - connect the Royal Derby Hospital better	No	Although why would loss be necessary, can't it just be replaced? Can't it go underneath?	Option L2		45-54	Female	No	No	
380	04/03/2015	Yes	It looks like it will blend in well and make the A38 flow.	Yes	Multiple	Leisure & Commute	Multiple	Car & Cycle	Daily	Yes	I love all the green spaces and the trees included!	Option K3		Yes		Yes	Keeps it pretty much the same with A38 flowing underneath.	No	Seems logical. If it is necessary that would be the preferred option. What about noise abatement?	No Pref	I don't use this junction much.	35-44	Male	No	No	
381	05/03/2015	No	Recent modification to Little Eaton junction has greatly improved traffic flow	No	Residential		Car		Daily							No			Option L2	We wish to know are there going to be adequate noise abatement facilities incorporated.	55-64	Both	No	Yes		
382	05/03/2015	Yes	Attendance at meeting in village	Yes	Residential		Car		Daily	No Pref						No Pref			Option L1	A block of red lines on the island is very confusing when you work to be 'of course' for Breadsall village	65+	Both	No	Yes		

383	05/03/2015	Yes	Improve traffic flow and avoid queuing to a limited extent	Yes	Multiple	Residential	ALL	Car	Car	Daily	No Pref	Yes	We have only focussed on area 3 Little Eaton junction and its proximity to Breadsall village	No Pref	No Pref	We seldom use this junction	No Pref	see question 8	No	Yes	We seldom use this junction	No Pref	No Pref	We are very concerned regarding the impact this will have on Breadsall village. Reate the link road from morrison's island to Mansfield road A608 avoid the Breadsall rat run	55-64	Male	No	Yes		
384	05/03/2015	Yes		Yes	Multiple	Residential	ALL	Car	Car	Weekly	Yes	Yes		No Pref	No Pref	We seldom use this junction	No Pref	see question 8	No	Yes	We seldom use this junction	No Pref	No Pref	It would make more sense to utilise the waste land Little Eaton side. The map is not to scale it will be much closer to Breadsall than the current plans suggest. If you could produce a map to scale so the actual impact of light/noise could be gauged this would be useful. The other side (mobile home park side) has fair less residential impact	65+	Male	No	No		
385	05/03/2015	Yes		Yes	Multiple	Business, Leisure & Commute	Multiple	Car & Walk	Car & Walk	Daily	Yes	Yes		No Pref	No Pref		No Pref		Yes	Runners/Dog walkers still need access	No	Yes	see below	Option L1	As you can see by my address I will be very affected by this proposal. 1. The new roundabout would be very near my property and the traffic noise would increase. I can not now have my windows open at the back because of noise. 2) There would be lights from the roundabout affecting my house. 3) Property prices will drop. House sales have already fallen through because of the proposal. So it will a) reduce property prices b) be difficult to sell. I am 100% against your proposal - Ms Holiday also sent and e-mail saved within Public Correspondence in share	35-44	Male	No	Yes	
386	05/03/2015	No	The roundabout has just been upgraded (taking 9 months) and the flow of traffic moves very well 95% of the time	No	Residential			Car		Daily													The roundabout works well now. Improvements would be a waste of money. Proposed route would lower our property value.	Option L2						
387	05/03/2015	Yes	Little Eaton roundabout: has caused traffic queuing when coming out of Little Eaton. New improvement work has reduced queuing most of the time. It is still like Russian roulette when getting onto the roundabout due to no traffic signals	Yes	Multiple	Residential & Leisure	Multiple	Car, Cycle & Walk	Car, Cycle & Walk	Daily	No Pref			No Pref									Its simple & direct, but have concerns about the point traffic from Little Eaton meets traffic from the north A38 which is often moving fast - careful consideration must be given to this point	Option L1	Concern under it 16 - If traffic from Little Eaton just under the new flyover has to give way to the traffic from the A38 going into derby, then the traffic tailbacks experienced by Little Eaton commuters will continue, careful design to allow the Little Eaton traffic to filter & the A38 traffic to slow down will overcome this. Item 17 - Option L1 - If a new link to the B6179 is provided, at times of congestion on the A38 Northbound, traffic leaving derby on the A6 will avoid going onto the A38 proceeding further along the A6 & turning right onto ford lane cutting out the A38. i.e. Rat Run. I know because I have done this many times & seen many others doing it also, much to the annoyance of ford lane residents added to this the fact that traffic currently existing ford lane onto the A38 have caused several near misses that I have witnessed.	65+	Male	No	Yes	
388	05/03/2015	Yes	existing situation & future growth	Yes	Multiple	ALL		Car		Daily	Yes		Traffic backing up from the retail park is very often at weekends	No Pref									Traffic flow into & out of derby at the junction needs to be improved to save it backing up	Option L2						
389	05/03/2015	Yes	They are dangerous junctions considering the amount of traffic using them	Yes	Multiple	Business, Residential & Leisure		Car		Daily	Yes			No Pref					Yes	Access to Markeaton park & to the town from the park	Yes	Yes	Seems to be the most sensible option - using less land from the previous options	Option L2						
390	05/03/2015	Yes	Should make travelling a lot easier than at present, however not looking forward to when the work starts because of delay on the roads which we have only just gone through	Yes	Multiple	ALL		Car		Daily	Yes		But do not like double roundabout when travelling from Kingsway retail park home	No Pref		Does not really affect me	Yes						Does not affect me	Option L1	Have been asking for lane access to A38 to be closed for access as I am fed up with traffic using it as a cut through & speeding	25-34	Female	No	Yes	
391	05/03/2015	No	The traffic noise is Horrendous enough, without it being extended for even more traffic	No				Car		Rarely	No		To much traffic now in this country due to continuous immigration - much of which should be illegal.	No Pref					No					In regards to the Little Eaton proposal I am quite happy with the improvements that will be made. However I am greatly concerned with the increased noise added to the village. On the other side of the village the noise is already greater from the A38 with this side near the park being much quieter. I do not want the continuous drone of vehicles passing by and possibly affect the sales of houses. I think a type of road should be taken into consideration to reduce the amount of noise. Not concrete, and screening should be put up. This does not just mean trees but screens on the sides of the flyover. I also have great concern for the cycle paths and think that they need to be kept/re-instated.	65+	Female	No	Yes		
392	05/03/2015	Yes	My real concern is with the Little Eaton junction as although there have been recent works completed there it is still difficult to leave from LE exit	Yes	Multiple	ALL	Multiple	Car & Cycle	Car & Cycle	Daily	Yes		There is always traffic leaving Kingsway to go back down the A38 or to go into Kingsway retail park to go onto the hospital. Work will help this greatly especially at peak times of the year.	No Pref					Yes	A flyover would greatly deplete the amount of traffic that builds up at rush hour, especially leaving ashbourne road	Yes	Yes	To not make a huge concrete eye soar to design something to compliment Little Eaton. The noise level and access leaving ability into/out of Little Eaton. Cycle paths should be kept open as well	Option L2						
393	05/03/2015	Yes	There is a vast amount of traffic already using the A38 this can only increase. If there is a problem on the M1 at present there are wall to wall lorries queuing all along the A38	Yes	Residential			Car		Daily	No Pref			No Pref									This will make travelling from Little Eaton to derby and vice versa much easier and hopefully less time consuming	Option L1						
394	05/03/2015	No	Too soon for change	Yes	Multiple	Residential & Leisure	Multiple	Car & Bus	Car & Bus	Daily	Yes		Part o the 1970 plans and local residents had accepted reluctantly the change	No Pref		Unaffected by this change	Yes	Back to the original Plan	Yes	Y Not done at the time, would prove very costly to install after the event	Yes	Yes	It all looks very sound and has a good safety appeal about it	Option L2						
395	05/03/2015			No	Residential			Car		Weekly	Yes			No Pref					Yes	Under better than eyesore over	Yes	No	Closing ford lane will cause extra traffic problems with access & egress on Derwent ave & A6							
396	05/03/2015	Yes	Although there have been recent road improvements at Little Eaton island, to get out of the village is still very difficult. The traffic light is in the wrong place.	Yes	Multiple	ALL		Car		Daily	Yes		Traffic bottle necks and adds considerable time to journeys	No Pref					Yes	Traffic often bottle necks here and adds considerable time to journeys.	Yes	Yes	For safety and ease of access for people on foot, the bridge is well used. Also there are a lot of students who use the bridge for the different campus of Ash rd & Kedleston rd.	Option L2	It is very difficult to get out of Little Eaton even though recent road improvements have been done. The traffic light is in the wrong place!	Prefer traffic lights to be at B6179 junction rather than part way round roundabout				
397	05/03/2015	Yes	Traffic build up	Yes	Multiple	Residential & Leisure		Car		Weekly													Better access for traffic joining A38 from A5111	No Pref						
398	05/03/2015	Yes	Traffic at peak times causes long delays	Yes	Residential			Car		Daily	Yes			No Pref					Yes	This option should have been done in accordance with original plans	Yes	Yes	Should have been done years ago	Option L2						
399	05/03/2015	Yes		Yes	Multiple	Residential & Commute		Car		Daily	Yes		At rush hour the traffic on the A5111 can be a nightmare trying to get on the A38 and at times be dangerous	No Pref		Doesn't affect me	Yes		Yes	People need a safe way to access the park by foot	Yes	Yes		Option L1						
400	05/03/2015	Yes		Yes	Residential			Car	Car, Bus & Walk	Daily	No Pref			No Pref					Yes		Yes	Yes	The current junction is dangerous	No Pref						
401	05/03/2015	Yes		Yes	Multiple	Residential & Commute		Car		Weekly	Yes		The traffic has always bottle necked at this junction	No Pref		I don't know the area	Yes	And flow of traffic	No		Yes	Yes	You can cross at Markeaton & Kedleston road	Option L1						
402	05/03/2015	Yes	The original scheme by LETRAC in the 1970's was flawed in that it did not segregate A38 trunk road traffic from A5111 urban traffic on roads and at junctions. This scheme is similarly flawed!	Yes	Multiple	Residential & Leisure	Multiple	Car & Walk	Car & Walk	Daily	No		A38 and A5111 are not properly segregated as occurred in LETRAC 1970s scheme. See note 1 on ground rules and note 2 on preferred scheme & implementation	Option K1 & K2				By boring a tunnel for the A38 between Kingsway and Queensway segregation is achieved. No existing accesses need to be closed and construction is made off-road leading to no delays	No	Yes	A38 & A5111 are not properly segregated. See note 1 on ground rules and note 2 and 3 on preferred scheme and implementation.	Yes	No	Your scheme goes against all the ground rules in my Note 1. Elevated A38 many new bridges, land grab visual eyesore, noise impact, construction, nightmare with delays, massive costs. See not 4 for preferred scheme	Option L2	Preferred option will require least amount of additional land. Provide two-way links for closed ford lane for pedestrians and cyclists.				
403	05/03/2015	Yes	To reduce delays for vehicles. No evidence yet but need to consider how to improve junctions for cyclists and pedestrians. Will closed railway at Little Eaton be made onto greenway?	Yes	Multiple	Residential & Leisure	Multiple	All	All	Weekly	No Pref			No Pref					Yes		Yes	Yes	Easier exit and access to Little Eaton A38 traffic flow better	Option L1						
404	05/03/2015	Yes	Easier to exit Little Eaton A38 traffic will flow better	Yes	Residential			Car, Bus & Walk	Car, Bus & Walk	Daily	Yes		A38 Traffic flow	No Pref		No effect on me	Yes	A38 Traffic flow	No Pref	No Effect on me	Yes	Yes	Yes	Improved traffic and improved road safety over existing(new) scheme	Option L2					
405	05/03/2015	Yes	To significantly improve traffic flow on A38	Yes	Leisure	Business, Residential & Leisure		Car		Daily	Yes		improved traffic flow	No Pref					Yes	Improved traffic flow	Yes	Yes	Improved traffic and improved road safety over existing(new) scheme	Option L2						
406	05/03/2015	Yes		Yes	Multiple			Car		Daily	Yes		Why put A38 in underpass, surely majority of traffic - height available from A5111 to create that side of new layout on overpass and light structure traffic other side/roki and Little right turn traffic off income A38 slip road	No Pref		I only use the A38, above option quicker easier and less costly	No	Once again major road becomes major work, plus gradient increase to TA centre site, A52 is lighter traffic making any overpass working easier, lighter and whole visual impact lighter	No	Use better access at Kedleston	No	Yes	But your option seems to be the one preferred	Option L1						
407	05/03/2015	Yes	Surely obvious with traffic flow	Yes	Multiple	Residential & Leisure	Multiple	Car & Bus	Car & Bus	Daily	No			No Pref					Yes		Yes	Yes	Improved traffic and improved road safety over existing(new) scheme	Option L2						
408	05/03/2015	Yes	Will assist flow of traffic at islands	Yes	Residential			Car & Walk	Car & Walk	Weekly	No Pref		We only pass through these junctions	No Pref					No Pref		Yes	Yes	It will give residents in Little Eaton chance to get onto A38	Option L2						
409	05/03/2015	Yes	Hopefully ease the flow of traffic at junctions	Yes	Multiple	Residential & Leisure		Car		Daily	Yes		To ease the flow of traffic					Yes	Ease the flow of traffic. Erecting a noise barrier for the local housing	Yes	Yes	Yes	To ease the flow of traffic	Option L2						
410	05/03/2015	Yes	Volume of traffic	Yes	Multiple	Residential & Leisure	Multiple	Car & Walk	Car & Walk	Daily			Horrendous queuing from Uttowater road to Kingsway junction	No Pref					No	There should be pedestrian access to the park	Yes	Yes	Closer of ford lane exit will increase the volume of traffic on Derwent avenue which heavy enough	Option L2						
411	05/03/2015	Yes	Queues from Kingsway retail park A38 junction are unacceptable. Heavy congestion at A52 junction at rush hour	Yes	Multiple	Residential & Leisure		Car		Daily	Yes			No Pref					Yes	Access via Greenwich Drive South would create too much traffic along a residential road.	Yes	Yes	Better to improve the pedestrian access between Prince Charles Ave and Markeaton Park	Option L1						
412	05/03/2015	Yes		Yes	Multiple	Residential & Leisure		Car		Daily	Yes			Option K2					No		Yes	Yes	I am puzzled that this scheme is proposed so soon after the extensive work on the Little Eaton & Markeaton islands.	No Pref						

413	05/03/2015	Yes	main road traffic on A38 currently mixed up with local traffic at junctions causing tailbacks and delays. Proposals would allow A38 through traffic to be separated.	Yes	Multiple	Residential & Leisure	Car		Daily	Yes	Local access must be maintained from Mackworth estate to the Kingsway island as this is our route to shops at Kingsway - the ring road (allowing access to other parts of Derby) and also A38 going southwards, we use this junction on a daily basis.	Option K2	There must be local access from Mackworth as otherwise we would have to use the Prince Charles Ave exit onto the A50. This would mean considerably longer journey times from the south of Mackworth Estate to access the shops at Kingsway, the ring road and the A38 South. Kingsway Park close is the preferred option as this is via an industrial estate so less disturbance and disruption to residents, also would minimise loss of green space. Greenwich Drive South is not suitable for goods vehicles and increased traffic as is residential. The cycle path is also here.	Yes	We definitely need a better access road to the park. It would be much safer.	No Pref	I don't think the loss of land and trees would be significant given the size of the park. Do we need a footbridge there? It doesn't seem to be used very much. Have you considered finding out what the usage actually is? I wonder if it might be better to look at providing better access for pedestrians via the A50. Currently no pedestrian crossing. Where the bus stops (just past McDonalds) and dangerous for mums with pushchairs and children. Also no access or pedestrian crossing from the Mackworth estate at the end of Prince Charles Ave. This could also be improved.	No Pref		No Pref	55-64	Female	No	No						
414	06/03/2015	Yes	To reduce traffic congestion around Derby	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car, Cycle & Walk	Daily	Yes	Minimise impact on the natural environment	Option K3	I don't believe either road is capable of handling the additional traffic into Mackworth	Yes	Minimise the impact on the natural environment and residential properties adjacent to the A38	Yes	Foot and cycle access should be improved and made safer.	No	This option will cause the greatest impact to the natural environment and damage the beautiful countryside adjacent to Breadsall Village. Option 2 looks to offer the best compromise, with minimal impact on the surrounding green belt land, natural environment, and create the most direct and safest road way. Option 3 looks a much more dangerous road solution with the fast long blind bend. Traffic coming down the hill from the M1 junction 28 direction towards derby will hit the long blind bend of option 3 at high speed, which will likely increase road traffic accidents on this stretch.	Option L1	I believe the best option at this junction would be option 2 closely followed by option 1. These two options have less environmental and visual impact on the beautiful countryside adjacent to Breadsall Village and also offer a safer and more direct route up the A38 towards the M1.	35-44	Female	No	Yes					
415	06/03/2015	Yes	To increase traffic flow around Derby	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car, Cycle & Walk	Daily	Yes		Option K2		No Pref		Yes	Pedestrian and cycle access should be provided to and from the park from the city centre	No	Option 3 will cause significant and unnecessary impact to the residents of Breadsall Village. The visual and noise impact to the village will be dramatically increased and will therefore have a intolerable effect on this extremely old village. Option 3 would also be the least desirable option for impacting on the natural habitat. This would be the only option that would require laying new roads over what is currently green belt land, with mature trees. Option 3 is the worst of the three options.	Option L1	Option 2 would be preferred as I believe it would have minimal impact on the natural habitat and local residential populations. The impact on the historic village of Breadsall should be minimised. It should never be the preference of the Highway Agency to lay roads over natural green belt land or negatively impact on natural flood plains.	35-44	Female	No	Yes					
416	06/03/2015	Yes	As a daily user of all the junctions along this stretch of the A38 for the last 7 years, it is clear to me that the volume of traffic appears to be increasing on a daily basis. Improvements that seek to increase the flow of traffic and prevent unnecessary stop-start behaviour particularly around Markeaton and Kingsway would greatly increase the throughput of traffic.	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car, Cycle & Walk	Daily	Yes		Option K2	This would minimise the impact on local residents in Greenwich Drive South. Kingsway Park Close is an industrial site so it should naturally be more desirable to route traffic via this area. Access at the top of Kingsway Park onto Brackensdale Avenue would need to be improved with perhaps a roundabout.	No Pref		Yes	It is important to retain and improve foot and cycle traffic access to and from Markeaton park from the city centre.	No	I don't see a good reason why the road should be routed closer to Breadsall Village over what is currently greenbelt land. This proposal create a large blind bend where users will be at motorway speeds. This is inherently more dangerous than the straighter routes proposed in option 1 and 2 back in 2003. I am firmly of the opinion that option 2, then option 1 would be preferable to the new option 3. This would not only create a safer A38 route, but minimise impact on residential areas in Breadsall Village, Little Eaton and Allestree north. Option 2 with the straightest most direct route together with a low noise road surface would cause least impact to the surrounding residential areas and natural greenbelt habitats.	Option L1	With any major road improvements, the Highways Agency should be looking to minimise any impact on green-belt and natural habitat as well as surrounding villages. For this reason Option 3 should be considered the least favourable option of the 3 proposals. I believe Option 2 will have the least impact on the surrounding natural landscape and maximising road safety.	35-44	Male	No	Yes					
417	06/03/2015	Yes	Affects flow of traffic for A38. Creates backlogs on surrounding arterial roads too.	Yes	Business		Car		Weekly	Yes		Option K1	I do agree with the proposed changes although wonder why the recent road works went ahead with all the disruption this caused if this new proposal is now being put forward. I do have grave reservations of how traffic flow will be managed if this proposal goes ahead as the disruption caused during the recent lane changes at the Little Eaton and Markeaton roundabouts was appalling. I work at the Royal Derby Hospital and staff were frequently blocked in the car park for up to 2 hours which is unacceptable. If this were likely to happen again I would be against the proposal as it will take a long time to be completed.																	
418	06/03/2015	Yes	I believe it will help with the flow of traffic in, out and around Derby.	Yes	Leisure		Car		Monthly																					
419	06/03/2015	No	I think that the money would be better spent educating people, making the public transport more reliable and much cheaper, and making cycling a more attractive means of travel for folk. It would help if kids went to local schools and parents given more flexibility so they don't need to clog up the roads first thing in the morning. Encourage children to walk to school too. It's a short-term resolution.	Yes	Leisure		Cycle		Rarely	No Pref		Option K3		Yes		Yes	However, I would prefer to see the trees replaced and doubled.	No Pref		No Pref	35-44	Female	No	No						
420	06/03/2015	Yes	The Markeaton roundabout gets very congested and an underpass would ease flow of traffic. I don't think it so important as regards the Kingsway roundabout.	Yes	Leisure		Multiple	Car & Walk	Weekly	Yes		Option K3	The construction work would cause disruption whatever you did.																	
421	06/03/2015	Yes	Improve the flow of traffic and reduce the queuing at peak times	Yes	Leisure		Car		Weekly	Yes	Will provide the best solution to ease congestion and improve travel times.	Option K3		No Pref		Yes	Facilities already provided should not be withdrawn if there is no easy alternative	Yes		No Pref	65+	Male	No	No						
422	06/03/2015	Yes	I use this section of road most days and it has been a nightmare now for years, the islands put at least 45 minutes extra on getting into and out of Derby at peak times and are a bottle neck. A fly over is logical. I have considered moving house or job to avoid having to make this journey.	Yes	Multiple	Residential, Leisure & Commute	Car		Daily	Yes		Option K3		Yes		Yes		Yes		No Pref	35-44	Female	No	No						
423	06/03/2015	Yes		Yes	Multiple	Business & Commuter	Car		Daily	Yes	flyovers are the logical solution	Option K3	there are other routes that can be taken to provide access for local traffic. A52																	
424	07/03/2015	Yes	Severe delays at periods of heavy traffic at intersections. Possibly worse source of delays anywhere on A38 north of Exeter.	Yes	Multiple	Business, Residential & Leisure	Multiple	Car & Cycle	Weekly	Yes		Option K3	Anything that reduces the delays getting out of the A511 will be good. Approaching Christmas, and at heavy shopping periods, traffic entering the road down to the Kingsway retail park blocks back onto the A38. This is unacceptable for a national trunk road.	Yes		It will improve the flow of traffic long the A38, and on cross-flows. I am very concerned at the concentration of access points to Markeaton Park, McDonalds and the Esso petrol station at what looks like one small junction on the A52. It is already difficult to drive out from the garage onto the A52, which is why I choose to use the A38 exit from the garage which is safer. To add a park entrance opposite the A52 garage exit needs careful thought. Maybe a small roundabout or traffic lights may be needed.	No Pref	I don't use the existing footbridge.	Yes	It's high time the A38 got a clear run through this junction. Traffic blocks back south of the Ford Lane junction at busy times, not right for a UK trunk road.	No Pref	65+	Male	No	No					



436	09/03/2015	Yes	The existing traffic conflicts and increasing traffic flows require a more radical solution than the current situation	Yes	Residential	Car	Daily	Yes	Removal of the conflicts and congestion is necessary	No Pref	Yes	as above	No Pref	Yes	as in 8 above. The effect of the construction needs to recognise that the B6179 is used as the A38 diversion with consequent congestion in Little Eaton	Option L1	My main concern about this project is that during the construction phase the disruption to the lives of local residents and local businesses will be even greater than was experienced during the recent 'improvements' to the Little Eaton roundabout. It appears that the intention is to use the spoil removed from the excavations at Kingsway and Markeaton underpasses to create the embankment at Little Eaton. In comparison with the recent work the proposals will result in a much longer duration and be on a vastly greater scale. The spoil will be taken to the Little Eaton site as soon as any excavation starts and will continue for maybe a year or two. Given the volume of material that has to be moved, I have estimated that about 1492320Mg(tonnes) of spoil and assuming a single lorry will carry about 28Mg this will result in about 53320 lorry loads. Assuming a 5day week for 2 years (say 600 days) this would mean an average of 106 extra journeys(each way ) per day. In addition, the location of the new embankment is on the eastern side of the A38 crossing the traffic flow, and so access to the site will create an additional traffic conflict in the Little Eaton roundabout area. The extra traffic generated will exacerbate an already overloaded route therefore it is essential that minimising the impact of this project on the area must be given a high priority in its planning and execution	65+	Male	No	Yes			
437	09/03/2015	Yes	Improve traffic flow & safety	Yes	Residential	Car	Weekly	Yes	Improve traffic flow	No Pref	Yes	Improve traffic flow & safety	Yes	Pedestrian access to park	Yes	Improve traffic flow & safety. Although the recent modifications have improved flow somewhat, travelling from Little Eaton to derby is dangerous - stopping on island - blocking A38 traffic.	Option L1	Any future work requires competent programme management.	65+	Both	No	Yes		
438	09/03/2015	No	The A38 is being assisted to become an urban motorway in stages. Impacts of speed going up to 50mph(+ beyond) are unacceptable (noise + air pollution). Every road 'improvement' merely generates more traffic and fills up again	No	Multiple	Residential & Leisure	Multiple	Car, Cycle & Walk	Weekly	No	No	Disagree with A38 widened to 3 lanes, should not become an urban motorway. Traffic speeds should not be increased to 50mph+ increased noise, air pollution, CO2 production. Disagree with extra land taken.	No Pref	Speed max of 40mph would permit safe movements and potentially allow some accesses to remain, avoiding lengthening of local journeys	No	This edge of the park is already Little used because the A38 makes it unpleasantly noisy. All this work will add noise and intrusion to an unacceptable level. Increased traffic speeds reduce tranquility of park.	No	The residential area of Allestree, Darley abbey and Breadsall will be further unacceptably impacted by A38 noise, especially on the proposed embankment.	55-64	Female	No	No		
439	09/03/2015	No	Not worth the cost for at best a short-term fix. Should look at ways to reduce traffic growth and reduce peak time traffic	Yes	Leisure	Multiple	Bus & Cycle	Weekly	No	See 2	Option K3	No	See 2	Yes	For safe and convenient access to the park without crossing busy roads at road level	No	See 2	Option L1	1. Look North/East option as it is mainly a brownfield site. 2. The route would be shorter, less costly to build, preserve green belt land and village life. 3. The mobile homes could be mobilised & relocated to a brownfield site further away from the development route. 4. Polluted land is no excuse it can be cleared. Many sites across the country prove this point. e.g. Maiden head polluted by post war radiation & much more was removed & now has a building site on it. 5. Starbucks does not pay taxes. I do and have for 50years plus. 6. No one lives in the garden centre so no visual impact on peoples lives and homes. 7. The car park is reduced land is available across the road, a tunnel under it would make it accessible.	65+	Male	No	No	
440	09/03/2015	No	The new roundabouts have only just been completed. How can they have assessed the improvements. Do residents deserve another 3 year plus of disruption. The new route will never be enough so what next	Yes	Residential	Car	Daily	No Pref						No Pref		No				Reduce the effect on Breadsall. People & us chose to live in this quiet peaceful village in green belt land. This option will have a devastating effect on noise air quality & be a visual blot from our garden. On the landscape and the area in general	65+	Female	No	Yes
441	09/03/2015	Yes	Traffic congestion is still horrendous at rush hour even with the recent improvements	Yes	Multiple	Residential & Leisure	Car	Weekly	Yes	I can see no reason why the A38 cannot pass UNDER the existing island as was planned when this junction was originally proposed. This would require less earth movement.	Option K2	No Pref	Do not use any of the access points	No		Yes	Do not use this bridge	Yes		Travelling from Little Eaton to go south on A61 we are in centre lane with vehicles in RH lane at island cutting across in front of us as two lanes become one lane on RH side of A61. We then have very fast vehicles on A38 link road on our left hand/blind spot) side. Need a longer 3 lane stretch on A61 to avoid trouble	65+	Male	No	Yes
442	09/03/2015	Yes	This will ease flow on both the A38 and Derby ring road	Yes	Multiple	Residential & Leisure	Car	Weekly	No	This junction together with the other two need to be done at the same time.	No Pref	Yes	Why does foot bridge need to be moved? Just extend it. It is used by people accessing west end park.	No		No Pref			Much attention seems to have been given to not affecting business at the extent of residents. Options for both A52 & A61 could be much improved using land of McDonalds, Esso and Starbucks. What a pity	65+	Male	No	Yes	
443	09/03/2015	Yes	To improve traffic flow along A38 through to bottleneck of derby all 3 junctions are causing delays and traffic back-ups.	Yes	Multiple	Residential & Leisure	Multiple	Car & Bus	Weekly	Yes	As Above	No	Yes	Markesaton Park should be left in its entirety	Yes		Option L1	This scheme needs action now. I moved to Little Eaton 24years ago and this was talked about then - so please just get on with it asap!	65+	Female	No	Yes		
444	09/03/2015	Yes		Yes	Multiple	ALL	Multiple	Car & Cycle	Daily	Yes	Option K1	Yes	Helpful for access to uni site @ Markeaton st from car park	Yes		Option L2	Care needs to be taken not to simply pass traffic problems on. Specifically if present access from Ford lane is removed entirely, lots more cars will use Little Eaton as a cut through	35-44	Male	No	Yes			
445	09/03/2015	No	Since the improvements at Little Eaton traffic flow is much improved with Little waiting time & queues	No	Multiple	Business & Leisure	Car	Weekly	No	Impinges on the residential area of Breadsall	No Pref	Never access the above	No		No		Option L2	Impinges on the residential area of Breadsall	65+	Female	No	Yes		
446	09/03/2015	No	The recent improvements have made a significant difference especially at the Little Eaton junction.	Yes	Residential	Car	Weekly	Yes	There is local traffic especially to hospital as well as trunk road traffic	No Pref	No	Why are you not taking any land from Markeaton park at all but blighting Queensway houses	No Pref	No		No		Option L2	you will blight Breadsall village. The road does not need to sweep so far southward, taking a stand of mature trees and raising the road much higher will cause noise & light pollution	55-64	Female	No	Yes	
447	09/03/2015	Yes		Yes	Multiple	Residential & Leisure	Car	Daily	No	I don't use this junction	No Pref	I don't use this junction	Yes		No		Option L2	In 2003 there were 3 options - The best was option 2 - as the curve of the road was less - the road is shorter therefore not as expensive & less effect on Breadsall	65+	Female	No	Yes		
448	09/03/2015	Yes	Build up of traffic especially at peak periods on the A38 and A61	Yes	Multiple	Residential & Leisure	Car	Weekly							No		Option L2	There will be a tremendous increase in traffic noise, air and light pollution.	65+	Both	Yes	Yes		
449	09/03/2015	Yes	To keep derby moving and allow north-south through traffic a much easier journey through derby avoiding three roundabout bottlenecks.	Yes	Multiple	Leisure & Commute	Car	Weekly	Looks to be logical plan	Option K1	Yes	Would seem to be the most sensible access on to Mackworth from the Kingsway roundabout	Yes	Will allow free flowing of A38 traffic and allow local traffic to move without the meeting of north-south traffic.	Yes		No Pref	To keep us all on the move	As part of the team that looks after the off-site staff parking at the royal derby hospital with 21000+ vehicles, we had real problems pre Christmas 2014 with the Markeaton roundabout road works every weekday from 4-15pm staff would be queuing to exit the car park. Being sat on the car park for 2hours before making it to the R D H/Aldi main roundabout was quite the norm. A lot of staff are then faced with a further 1-2hours of more commute. I know the hospital will lose a lot of dedicated staff when they know they would have to face 18months or so of construction hell. There needs to be dialect between the highways agency, DCC, the hospital trust and its staff as there is only one exit point from the off site car park on to Uttoxeter road, the slightest problem on the outer ring road does cause chaos so when construction starts we can only imagine what it is going to be like	55-64	Male	No	Yes	
450	09/03/2015	Yes	Ease traffic congestion and improve flow on the A38 through the derby area	Yes	Multiple	Residential & Leisure	Car	Weekly	as per question 2	No Pref	Not directly effected	Yes	as per question 2	No Pref	Not directly involved	Yes		Option L2	Our home at 7 croft lane Breadsall, is one of the properties that is close to the proposed development at Little Eaton junction. I am concerned that this proposal will lead to a big increase in noise and light pollution from the A38 at high level and the A61 slip road at low level. This will have an adverse effect on the property value and desirability at any future sale. The landscaping of the embankment is a good idea but will not be effective for at least 10 - 15years and will certainly not reduce the noise & light pollution during the three plus years of construction. I was surprised and also other villages I have spoken to that option 1 & 2 was rejected through what you say was lack of public support. Any proposal that moves the road away from the village will reduce the noise and light nuisances and be of benefit to the whole village. On the other hand adopting option 1 or 2 impacts on fewer residential properties other than for a mobile home park that is now located right alongside the A38. This is something by its very nature could be relocated as necessary. Roundabout junction of croft lane with A61 There is a view that the proposals will bring with it an increase in users of both roads. This is bad news for Breadsall that already has a very bad through traffic problem, including HGVs that largely ignore the 7tone weight limit. At the junction with the A61 getting around the roundabout from croft lane is problematic due to traffic volume already using the A61. At peak times now, traffic backs up into the village. Unless the roundabout is remodelled as part of the proposals it is likely that it will not cope with an increase in traffic.	65+	Male	No	Yes	
451	09/03/2015	No	Surely you should assess the success(ok not) of the recent improvements before scraping them and spending more money.	Yes	Multiple	Business, Residential & Leisure	Car	Weekly	No Pref	I don't have enough local knowledge of this junction to comment	No Pref	As above	No Pref	As above	No	Were I not for the decision to attempt to preserve Starbucks and the mobile home park in Situ, Option 3 would not be considered for one moment. It is a substandard layout, cutting the corner is the obvious road construction solution	Option L2	The proposal swings out into green belt in the opposite direction to that which it eventually takes, bearing in mind that this road is permanent & a greenfield site once lost is lost forever, plus the fact that current planning policy guidance is to use brownfield rather than greenfield where possible the only sensible solution is to accept the costs involved in compensation &/or relocating Starbucks & the mobile homes rather than the 'lets make it easy for ourselves' option 3. A repositioned mobile home site could be made off the proposed re-routed ford lane in a position which would be quieter & more private than being in the proximity of a new flyover. A flyover bypassing the roundabout will in any case reduce the visibility of Starbucks, you may well be attempting to save a business which is about to become financially unviable in any case, do a sensible scheme for the long term rather than a bodge job based on the currently perceived expedients.	65+	Male	Yes	Yes		

452	09/03/2015	Yes	Traffic although recent improvements to the roundabouts have greatly improved the situation	Yes	Multiple	ALL	Car		Daily	Yes			No Pref		Yes		No	The park/trees should be protected from development	No	This does not make sense! Why take greenbelt when there is brown field / land fill to use? This also looks dangerous because of the road angle	No Pref	This is a total disregard by the highways agency for greenbelt. You are bringing air/noise pollution closer to Breadsall Village with the "preferred" phase 3. You are also bringing air/noise pollution closer to the world heritage site (Darley Park/Darley Abbey) Your claim to be protecting them is wrong. You are talking about a path. The site is the park & Darley abbey. Some houses in Breadsall village will be 150 metres away from this monstrosity you are preferring green belt over brown field land fill purely because of money. The Jamaican ladies argument over it costing millions to move Starbucks is a joke. Starbucks have been there 2 years and move in knowing about this so that argument is clearly pathetic.	45-54	Female	No	Yes	
453	09/03/2015	Yes	There is a need to decrease the traffic flow down ford lane every weekday morning	Yes	Multiple	Residential & Commute	Car		Daily										Yes	There is a need to decrease the traffic flow down ford lane every weekday morning	Option L1	The benefits of option L1 are many. 1. Lowers the cost of the Little Eaton project by millions of pounds. 2. Option L2 has environmental negatives for the area. 3. No additional land required. 4. The one way road proposed by option 2 is idiosyncratic and expensive.	65+	Male	Yes	Yes	
454	09/03/2015	Yes	Improvements are needed but the junction at Little Eaton latest proposal I do not agree with as it cuts through green belt land and established woodland	Yes	Multiple	Business & Residential	Car		Daily	No Pref				No Pref					No	Use existing developed brown field land and move the mobile homes	Option L2	The environmental aspect of the Little Eaton proposal is high. Existing brown field & industrial areas should be used. a) use of green belt land & established woodland which once built on will be open to further in-fill in Breadsall village. B) The visual, noise pollution/traffic now travelling at 70mph on A38 and sound pollution of a construction at 9 meters high hasn't been evaluated on the village of Breadsall. C) The construction will impose further on the already mis-treated horses in the water logged fields along side the A61. D) The Derwent valley mills world heritage site at Little Eaton area is just a footpath which can easily be moved. E) Pauline Latham conservative MP is not in favour of the proposal. I have this in writing from the house of commons	45-54	Female	No	Yes	
455	09/03/2015	No	Can understand the need @ Kingsway & Markeaton to ease congestion but the alterations already done @ the Little Eaton roundabout have already slowed congestion @ that point	Yes	Multiple	ALL	Car		Daily	Yes			No Pref	Yes				The park & tree should be protected. Public access could be achieved without destroying the park land	No	Totally unacceptable use of Green Belt land when there is ideal waste land the other side. The design also brings the new flyover far to close to Breadsall Village.	No Pref	The original options 1 & 2 did not destroy green belt and the new road would not have affected Breadsall village. The new road under option 3 will have devastating effect on the village in terms of noise & air pollution is visual eyesore for the village that is hundreds of years old. The highways agency should not be unnecessarily destroying green belt and upsetting villages in this manner. There is no reason for option 3. Option 1 & 2 are far better. To suggest that x20 people on a mobile home site should take preference over fu village green belt and thousands they will easily be relocated to a better location anyway	45-54	Male	No	Yes	
456	09/03/2015	Yes	There is still congestion coming from all angles	Yes	Multiple	Residential & Leisure	Car		Weekly	No Pref	I don't use it often enough to express an internet	No Pref	Refer to answer 8	Yes	Congestion will improve greatly	No Pref		I'm not aware how much use the current one gets	No	The impact on Breadsall village is unacceptable and unnecessary, other options are more effective and less disruptive to the village	Option L2	Improvements have recently been completed. These are very satisfactory	As a resident of Little Eaton for 68 years it has always been obvious that a flyover at Little Eaton was required when the A38 was built. Just get on with it	65+	Both	No	Yes
457	09/03/2015	No	Improvements at all three junctions have recently been completed very satisfactorily	No	Multiple	Residential & Leisure	Car		Daily										No		No Pref	It seems very wasteful for any more improvements at any of the junctions	65+	Both	No	Yes	
458	09/03/2015	Yes		Yes	Multiple	Business & Residential	Multiple	Car, Cycle & LGV	Daily	Yes			Option K1 & K2	Yes	Access via both K1 & K2 can be made at minimum cost and disruption	Yes			Yes			Option L2	Given that any road closures anywhere in derby seem to gridlock the whole city, this project has got to be implemented very carefully. It will be essential to prevent the city council from undertaking any other works while the A38 is reconstructed (it caused chaos closing London road at the same time as work on Markeaton/Little Eaton during 2014) Wherever possible as many new pieces of road need to be built first before restricting existing carriageways. The time scale for the project should be chosen to provide minimum disruption not minimum construction cost.	65+	Male	No	Yes
459	09/03/2015	Yes	Level of congestion trying to get through the 3 roundabouts	Yes	Multiple	Leisure & Commute	Car		Daily	Yes	It makes sense to utilise the dead space inside the roundabout and between carriageways	Option K1	It appears to be the most sensible route	Yes	It appears to be the only sensible solution a flyover would be awful	No Pref		In 23 years of working in derby I have never used the footbridge	Yes	It seems to be more sensible than the rejected options	No Pref	Q17 - My concerns about the Little Eaton proposal lie with the local access at ford lane east. It is essential that the new link to B5179 is 2-way and not 1 way. This area has always had three access roads. When an accident occurs on the A6 at Allestree both exits at Derwent avenue and ford lane west become blocked. Thus the access at ford lane east is the only way in & out of the residential area. This is a fact not speculation. Access for local traffic is important but access is essential for emergency services. Emergency access is more important than convert over cut-through traffic which will decrease once the A38 becomes more efficient and thus used more. This new road is required before the closure of ford lane east. Q11 - The proposal to add access to Markeaton park from ashbourne road is a really bad retrograde step. This proposed entrance and out access used to exist years ago before the Derbyshire yeoman pub became McDonalds restaurant. The resultant traffic queues and accidents due to the right turn into the park caused a rethink and the entrance and exit were separated. This solved most of the problems at that time. To return to this seems the height of bad planning. Overall traffic volumes have increased. Traffic will also increase because of residents having to exit Mackerworth estate via King Charles avenue on to ashbourne road. I don't believe that even a mini island could cope with 4 road accesses requiring 3 directions each. Even the exiting Markeaton park cars require petrol or food. This proposal is unacceptable as it has already failed in quieter times. It would be sensible to retain the current access area to Markeaton park and its largest car park but modified with access from the proposed local island between the A52 access and the A38 north run off access road or a run off of its own. This would eliminate the right turn into the park and at least would not increase the current problems in itself. These traffic problems will increase naturally with extra local Mackerworth traffic using the A52. This junction carries the highest traffic of families with children. We need to reduce the risk of accidents here. Please reconsider your current proposal	45-54	Male	No	Yes	
460	09/03/2015	Yes	Traffic volume and subsequent delays are dreadful on this stretch of the A38. As a local I am forced to travel this route between 10am and 2pm only due to these unacceptable delays	Yes	Multiple	Residential & Leisure	Car		Daily	Yes	Separation of local/A38 traffic is essential in this area as it is a major bottleneck at peak periods	Option K2	This option would maintain access for local residents to both the A38 and to the city	Yes	Recent introduction of signal controls has benefited the current traffic levels and filters local commute needs of suburban peaks on demand	Yes	Pedestrians are able to access Markeaton park at the Kingsway island and Kedleston road junction. Wheelchair/disabled persons house no cannot always navigate these obstacle junctions. An overhead footbridge should be designed specifically with them in mind	Yes	Separation of local and A38 traffic is essential to remove this bottleneck and its attendant delays	Option L2	Until foliage screening can become established a sound screen would benefit property to the east side	65+	Female	No	Yes		
461	09/03/2015	Yes	To be responsive to the long term need for A38 improvement	Yes	Multiple	Residential, Leisure & Commute	Car		Weekly	Yes	The balanced concept of a clover leaf formed Junction with underpass appears to meet the improvement required	No Pref	My past usage of this junction is improved by the general concept as planned	Yes	Important to retain (and improve) footpath access between Raleigh Street and Kingsway Retail Park road layouts and widths and volume of parked cars in New Zealand / Morley estates, including at the bottom of Windmill Hill Lane, make alternative route tortuous and probably increases risk of accidents; on the Mackerworth side, roads are wider with fewer parked cars so this is less of a problem. Also Kingsway Park Close is more suited to an additional traffic than Greenwich Drive as it is not residential	No	It has only just been widened! Widening the footprint of the road still further will increase the perception of it being a barrier to pedestrian access across A52. Important to retain safe pedestrian access across all sides of Markeaton roundabout	Yes	Concerned about potential disruption to railway whilst new bridge is built; unlike road users, rail passengers will ultimately get no benefit from the disruption caused by the building works.	No Pref	Within economic limitations - all three junctions should be commenced to make the project a shorter option to achieve earlier travel benefits	65+	Male	No	Yes		
462	09/03/2015	No	Markeaton roundabout only just improved	Yes	Residential	Multiple	Car & Walk		Rarely	No Pref		Option K2		No							No Pref		35-44	Male	No	No	
463	09/03/2015	Yes	the traffic wanting to go past derby needs to be kept moving and the traffic going into city needs quicker access I came southbound from Markeaton today the traffic was backed up to the findern junction. I work for one of Derby's vehicle recovery operators' and we have considerable problems getting around the city at certain times of the day	Yes	Business	Other	Recovery Vehicle		Daily	Yes	yes keep non city traffic moving	Option K3	take traffic A50 M1 WELL CLEAR	Yes					No Pref		No Pref			45-54	Male	No	No
464	09/03/2015	No	Only recently upgraded	No	Multiple	Residential & Commute	Car		Daily	Yes		Option K3		No	Only recently improved let the traffic settle down, but an underpass is better than a fly over	No		People can use crossing at roundabout	No	The fly over will take a lot of woodland that shields the village which cannot be replaced. The land taken is green belt why not use the brown field sites north of Starbucks. The bend is very sharp and will lead to accidents. The flood plan will be affected and this could increase the flooding in Breadsall. The use of Brookside road will increase as a rat run and with the new school proposed for Brookside road the congestion will be very dangerous, this is because if the new junction makes it easier to join the A38 Sir Frank Whittle Way will become more clogged up. The height of the fly over will shed light and noise all over Breadsall as the prevailing south westerly winds will blow it that way.	Option L1	How come the previous options 1 & 2 are no longer on the table the results of the previous consultation have never been made public knowledge. This option at Little Eaton should consider demolishing Starbucks who must have known it was a possibility when they leased the place. I have heard it said that a lot of the mobile home owners are only hanging on for the compensation so why not grant them their wish and preserve the peace of Breadsall	16-24	Male	No	No	





496	10/03/2015	No	The new improved road structure has improved traffic flow immensely	Yes	Multiple	Residential & Commute	Car		Daily	No Pref	Other than at work times the traffic seems to flow fairly well	No Pref	Do not know the area well enough I think one local access is desirable but have no personal preference between K1 and K2. I think the proposed 2-roundabout arrangement likely to cause more congestion for traffic coming from the A5111 ring road on to the A38; one roundabout better. (Would mean two road bridges of course).	No Pref	As above and the new system has greatly improved the flow	No	Traffic pollution is absorbed by trees much needed along the A38. Please do not spoil the lovely park.	No	The new road system has really improved the traffic flow - I have noticed real improvements in journey times	Option L2	The damage to the green belt should be resisted at all costs. Option 3 removes an area of woodland planted to shield Breadsall from sound & visual intrusion. National planning policy states that development in rural areas should be designed in keeping and sensitive to its character and the brownfield sites should always be used for development instead of greenfield sites. Option 3 takes green belt land whereas option 1 & 2 would use brownfield land. Starbucks use rented land and the mobile homes are just that mobile they could be relocated further back into unused land behind their current site. The green belt and hundreds of years old Breadsall village should be protected before it is ruined forever and the health of the children at school should be paramount	55-64	Female	No	Yes					
497	10/03/2015	Yes	It would reduce the serious congestion on the Derby section of the A38, for through and local traffic. Significant cash has just been spent modifying two of these junctions. If these plans already existed then someone need to be held to account for the current congestion and wastage of the current scheme. Additionally significant delays are caused by the traffic flow into and out of Kingsway retail park. This scheme does not address this problem.	Yes	Multiple	Residential & Leisure	Car		Weekly	Yes	To reduce congestion on the A38 and on the A5111 approach to the A38	Option K1	Does not consider shipping centre. Could be cheaper options available by using the existing roundabout and having dedicated filter lanes similar to the A38 Junction at Lichfield	Option K1	To reduce congestion on A38, and on A52 coming north from city centre.	Yes	Bridge needed over A8 to allow access to Markeaton Park; however, current footbridge not heavily used.	Yes	To reduce congestion on A38 and. hopefully, reduce queuing on A61. Hopefully, exiting from B6179 will be made easier.	No Pref	Hard to choose options in Q17. L1 would greatly reduce traffic cut-through along Ford Lane (an advantage), but would be an inconvenience for residents of the Ford Lane area accessing A38, A61 etc. Also would prevent emergency responders taking the shorter route down Ford Lane. L2 might disrupt access to a valued riverbank footpath.	65+	Female	No	Yes					
498	10/03/2015	No		Yes	Leisure	Car		Weekly	No		Option K1	More traffic flow towards Mackworth college	Option K1	Existing alterations have only just finished and need evaluating before any further cash is wasted. Simpler cheaper solutions should be considered	No	Most people drive to Markeaton park, cost benefit ratio is poor for a foot bridge.	No	Significant modification has already occurred. This needs to be understood. Cheaper simpler solution exist.	Option L1	1.Noise 2.traffic pollution,3.property devaluation, 4.Very dangerous curve & poor sightline for vehicles, 5.Visually unattractive. 6. Options 1 or 2 take problems further away from our village & DO NOT AFFECT Little Eaton residents (except for lessehold properties) & only marginally affect Derby garden centre site. These options also create a much safer road as it is straighter and sight line is safe. NB This junction has had a very bad accident rate over many years.	35-44	Male	No	No						
499	10/03/2015	Yes		No	Multiple	Residential & Leisure	Car		Daily	No Pref	more consideration is needed to take in account the junction north bound up to the university. At peak times the traffic can be queuing back onto the A38 for the traffic lights at the top of the slip road.	Option K2		Option K2		Yes		No		Option L1		65+	Female	No	Yes					
500	10/03/2015	Yes		Yes	Multiple	Business & Commute	Car		Daily	No Pref		Option K3		Option K3		Yes		Yes		Option L2		45-54	Male	No	No					
501	10/03/2015	Yes	Long delays at all three junctions	Yes	Multiple	Business, Leisure & Commute	Car		Daily																					
502	10/03/2015	Yes	Delays and queues on a major trunk road need eliminating. The A38 really should have been built to bypass Derby in the first place not incorporate part of the existing ring road.	Yes	Leisure	Leisure	Car		Weekly	No	Would prefer to see a standard roundabout giving access to the A38 rather than the dumbbell design which may cause more delays particularly for traffic from Kingsway joining to go north on A38 i.e. continuing clockwise round Derby ring road.	Option K1	Two access points are being closed on the west of the A38 so it makes sense to make sure they are replaced by one at least. The closure of the Raleigh Street access doesn't require too much of an extra journey to option K1.	Option K1	I feel the A38 should be on a flyover over the roundabout not an underpass which will surely cause more work as the ground level south of the junction is well above the junction itself. The extra hill involved with the underpass will mean lorries struggling up as they travel south causing delays and mean traffic heading north down the slope will tend to go too fast. The argument against a flyover that will spill views seems irrelevant as the houses on the east of the southbound approach are being demolished for the slip road, leaving the only views likely to be spoiled are those from the MacDonald's and I shouldn't think the customers will be bothered. To reduce the height of the flyover the Ashbourne Road roundabout could	No	I'm not sure what purpose this bridge serves. In all the years of driving along this road ever since the A38 was built in the 1970s, I've never seen anyone use it. As the houses on the east of the A38 are being demolished there are no people on that side of the road to need access to Markeaton Park at this point.	Yes	This seems an excellent solution to the problem here. The northbound slip road onto the A38 seems to be shown to the east of the current A38 alignment. Wouldn't it be cheaper to use one of the existing A38 carriageways as the slip road? Or is the whole embankment at this point being removed?	Option L2	I am pleased to see that the national speed limit is being maintained through the Little Eaton section of the route, though can't understand why this can't be done for the full length of the junction improvements. The main justification for the absurdly low 40 mph limit at present is surely the need to prepare traffic for stopping in queues at the roundabouts at peak times. As there should not be any such queues I can't see why there need to be limits less than the national one. Raising the limit through Kingsway and Markeaton to 50mph is hardly a big step. Even if there is a need for a limit (and I can't see why there is) why does it have to be 50mph. Below 70mph there is another possibility - 60mph - which would be more than adequate.	55-64	Male	No	Yes					
503	10/03/2015	Yes	Improve traffic flow and to separate through traffic from Local traffic. The current situation is untenable, costly in congestion and will eventually lead to grid lock for most of	Yes	Multiple	Business, Residential & Leisure	Car		Weekly	Yes	allows through traffic to flow and improves local traffic flows. It will remove congestion and improve the environment	Option K1	seems the only sensible option	Option K1	seems sensible	Yes	to facilitate pedestrian traffic from the park and University towards the City Centre	Yes	seems sensible	No Pref		65+	Male	No	No					
504	10/03/2015	Yes	The build up of traffic at these junctions have got worse over the years, hopefully this initiative will help improve the flow of traffic and reduce accidents.	Yes	Multiple	ALL	Multiple	Car & Walk	Weekly	Yes		Option K1		Option K1		Yes		Yes		No Pref		45-54	Male	No	No					
505	10/03/2015	No	this proposal is absolutely stupid, why if you were considering such a scheme did you spend so much money and cause immense disruption on altering the Kingsway and Little Eaton islands? it is such a waste of money, it should come out of your salaries.	Yes	Multiple	Residential & Leisure	Car		Daily	No	as in my previous reply I think it is disgusting that this scheme is being trailed after all the work that has recently been done, do you people not think ahead before you sanction major expenditure? the three proposed alterations will mean for Derby long periods of unnecessary disruption and pain.	Option K3	the scheme should not go ahead. I thought this government were short of money and needs to cut expenditure, they always seem to find it for their own pet projects which benefit big business.	Option K3		No		No		No Pref							65+	Male	No	No
506	10/03/2015	Yes	To ease traffic congestion at peak times and control noise pollution	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car, Cycle & Walk	Daily	Yes	You should be careful to understand and minimise the impact on the natural eco-system in the area, and effects on residential properties in close proximity. I don't remember seeing any assessment on the natural environment, local wildlife etc. This is very important and should be considered as well as given equal priority in any decision.	Option K3	Neither road option is capable of handling the significant increase in traffic that would occur.	Option K3	You should be careful to understand and minimise the impact on the natural eco-system in the area, and effects on residential properties in close proximity. I would like to see an assessment on the impact to the natural environment, local wildlife and Markeaton Park. Every effort should be made to suppress noise pollution so the tranquility of the Park is maintained.	Yes	You should increase foot and cycle access to the park, perhaps making it easier to access the park directly from Ashbourne road, without having to walk / ride up towards Keadleston road to access the foot bridge.	No	Considering all three junctions, Kingsway, Markeaton and Little Eaton, I believe Little Eaton has the potential for the biggest loss to the natural environment. I think your proposed option 3, is the WORST of all 3 options and would not support this. It is unacceptable for you to route the road over natural woodland as opposed to sweeping round in a more direct line over Starbucks. Option 2 would be my favoured option as it minimises the impact to green-belt land, and the natural eco-system. It would likely only cause significant disruption to the 20 or so temporary residential caravans adjacent to the existing A38 route. With the proposed increase in traffic volume, it would be sensible to move these residential properties anyway.	Option L1	Option 2 would be preferred over option 1, but option 3 should not be considered as a legitimate candidate. It should be everybody's interest to minimise impact to the local environment and seek to create a straight (line of sight) road connection between the two A38 points over this junction, rather than the rather more dangerous blind sweeping bend of option 3.	35-44	Male	No	Yes					
507	10/03/2015	Yes		Yes	Multiple	Leisure & Commute	Multiple	Car, Cycle & Walk	Daily	No Pref		Option K3		Option K3		No Pref		Yes		Option L1		45-54	Female	No	No					
508	11/03/2015	Yes	Major improvement has been needed for years to ease congestion.	Yes	Multiple	Residential, Leisure & Commute	Car		Daily	Yes	I would like to see an additional access and exit road to the Kingsway Retail Park. At present there is only one entrance and exit to the park. Should the entrance and exit become blocked, there is no other way to enter, or exit the site. More importantly, if the entrance and exit become blocked, and there is an emergency on site, there is no other way for the Emergency services to access the site, or for people to be evacuated. Congestion is also a major issue, and an additional access and exit road would help alleviate this	Option K2	Whilst I approve of option K2, I have serious reservations that the infrastructure on Kingsway Park Close, and for Greenwich Drive South, should that be the preferred option, is sufficient to cope with the additional traffic and especially lorries and other heavy goods vehicles. I am also concerned that if the Greenwich Drive South access was chosen that it could become a rat run, potentially cars could use this route to avoid driving down to Markeaton Island to access the A52 to Ashbourne.	Option K2	I object to the demolition of the houses, when the route of the road could be moved slightly to cut into an area of Markeaton Park. I understand that there are objections to cutting down the trees, but I am sure, with modern technology and cultivation techniques, that it is not without feasibility to move and preserve the trees, and relocate them to the side of the repositioned A38. I am sure that it would be far cheaper than compulsory purchasing the houses and paying for demolition. Also with housing shortages, available houses are at a premium, so the demolition of existing housing, in my opinion, is nonsensical.	Yes	The footbridge is essential for additional pedestrian access across the A38, especially from the footpath near Mill Dam.	Yes		Option L1		45-54	Male	No	Yes					





541	12/03/2015	No	This will make the A38 the preferred route over the M1 - A42 - M42 route. Traffic will increase another 10-15 years and we'll be looking at the	No	Multiple	Business, Residential & Leisure	Car		Weekly	No	It will encourage more traffic to use the A38 from J28 of M1	No Pref	Leave as is	No	leave as is	No	As in 1.2 & 3 it will cause major disruption with the end result of more traffic from J28 of M1 using A38 as preferred route	No Pref	Once the 3 areas are complete the A38 will be the preferred route from J28 M1 south. In no time it will need upgrading to motorway status. So lets say 10 or 15 yrs from now we will have a M38 motorway running through derby nobody in derby is asking for that	35-44	Male	No	Yes		
542	12/03/2015	Yes	Fixing the 3 A38 junctions is vital - should have been done years ago	Yes	Multiple	Business, Residential & Leisure	Multiple	Car, Bus & Cycle	Daily	Yes	Overall priority must be to address/fix all 3 A38 junctions	No Pref		Yes	As per Q7 - need to fix all 3 junctions on A38 in the area ASAP	No Pref	Don't use footbridge	Yes	Need to take the hold/long term decision to remove all 3 derby bottlenecks on the A38 - The current A38 is terrible feature of travel in & around derby	65+	Male	No	Yes		
543	12/03/2015	Yes	So much has been spent recently on 2 of these junctions. It is a waste of taxpayers money to decide to dismantle them so soon after completion	No	Multiple	Residential & Leisure	Car		Weekly	Yes	I do think underpasses are much less disruptive and destructive to the landscape than flyovers	No Pref	as above	Yes	Underpasses are less disruptive & destructive to the landscape	No Pref	As above	No	The only valid reason for option 3 is to save the mobile home park and Starbucks. I believe that decreasing the curve by cutting through the brownfield land occupied by the above is the practical long term solution	Option L2	55-64	Female	No	Yes	
544	12/03/2015	Yes		Yes	Multiple	Business, Residential & Leisure	Car		Daily	No Pref		No Pref		No	To release an existing bottleneck which has not really been improved with all the money recently spent & disruption that has taken place	No	Not sure that a foot bridge is required some work on usage should be done before the expense of a new bridge is considered	No	The design has too much impact on the green belt, wildlife and people in Breadsall village	No Pref	55-64	Male	No	No	
545	12/03/2015	Yes	To reduce hold ups & traffic queues	Yes	Multiple	Residential & Leisure	Car		Weekly	Yes	To help traffic flow round the ring road to reduce queues	Option K3		Yes		No Pref		Yes	This work should have been carried out before all the expense of altering area 2 & area 3 to give the travelling public & local traffic the benefits houses. Didn't know if the schemes until I saw survey in local library	Option L1	65+	Male	No	No	
546	12/03/2015	No		Yes	Residential	Car			Daily	Yes	As a local resident I would prefer the status quo but acknowledge that there are problems and improvements are needed	Option K2		Yes	Further consideration needs to be given to the amount of greenspace / trees being lost to the area with 2 major housing projects currently in Mackworth & Kingsway a lot of natural land has been lost	No	See above	No	I do not know that area well enough to comment		65+	Male	No	Yes	
547	12/03/2015	Yes	Should have been done years ago. It was obvious that the A38 would carry more & more traffic in time. An artery from the north to Birmingham	Yes	Multiple	Residential & Leisure	Car		Weekly	Yes	Kingsway excavation is already in places. Markeaton & Little Eaton do not lend themselves to tunnelling	No Pref	travelling from Allestree to Kingsway retail site	Yes	Least disruption & work if junction is bridged	Yes	Preference is a bridge rather than traffic light crossing for park access	Yes	cost & less disruption	Option L1	All junctions worked in unison	65+	Male	No	No
548	12/03/2015	Yes	In particular the crossings over the A52 for pedestrians, cyclists & mobility scooter users need improving the present arrangements from crossing the A38 are satisfactory at Markeaton 7 Little Eaton	Yes	Multiple	Business & Leisure	Multiple	Car, Cycle & Walk	Weekly	Yes	It should reduce congestion on Kingsway traffic	Option K1		Yes	Pedestrians, Cyclists - mobility scooter users - crossings over the A38 - A52	Yes	Allestree & derby	Option L2	Junction	65+	Male	No	Yes		
549	12/03/2015	No	Do not see long term benefits - put moves excess lorries and traffic to the next junctions. Do not see this as good way to spend more important needs	No	Multiple	Residential & Leisure	Car		Daily	Yes		No Pref	Does not make any difference to me	Yes	Underpass seems sensible an explain about access to Markeaton park which is already difficult	No	Seems to be encroaching on precious green area - we need to preserve our trees & green parts	No	This will disrupt the location with Little benefit. Consent 70mph around tight bend seems noisy and unnecessary	Option L2	65+	Male	No	Yes	
550	12/03/2015	Yes	Very heavy traffic congestion at these junctions both on the A38 and all other roads connected to the junctions	Yes	Multiple	Residential & Leisure	Car		Weekly	Yes	Reduce Congestion	No Pref		Yes	Reduce Congestion	No Pref	Yes	Reduce congestion and least damage to the environment	Option L1	65+	Male	No	Yes		
551	12/03/2015	Yes	I agree in principle as long as pedestrian safety is the highest priority above and beyond the points of traffic flow	Yes	Multiple	Residential & Leisure	Multiple	Car, Cycle & Walk	Daily				Yes	It is a better option than the proposals in 2002 given the reduced visual impact - however I would like to see improved pedestrian crossings on the A52	No	As long as there are pedestrian crossings on the roundabout with crossings why would a second bridge be required			Option L2	As mentioned given the increased traffic flow on the A52 I would like to see an improved pedestrian crossing at Haringway gardens. In addition the change to the park entrance will increase traffic and the argument against a pelican crossing on the A52 due to it potentially preventing traffic flow off the roundabout is now a much weaker argument. Given flow will now not be an issue I would like to see a pedestrian crossing which stops the traffic at haringway Gardens	35-44	Male	No	No	
552	12/03/2015	Yes	There has been unacceptable levels of congestion at all 3 junctions for at least the last 20 years	Yes	Leisure		Car		Weekly	Yes	By lowering A38 impact of scheme on local area minimised. Disruption during construction will be relatively low as most of it is clear of the existing network	No Pref	The existing junctions carry a reasonable amount of traffic. This access needs to be maintained - Do not have a preference with respect to K1 & K2	Yes	As with Kingsway visual impact is reduced as is the effect on Markeaton park - not felling the trees may keep environmentalists happy.	Yes	Lack of a bridge would encourage some people into crossing the A38 - substantial anti-pedestrian fencing would then be required along the A38	Yes	Move the A38 a modest amount to the south and away from wharfedale close.	No Pref	65+	Male	No	Yes	
553	12/03/2015	Yes	To the junction at Little Eaton option 1 or 2 not 3	Yes	Multiple	Business, residential & commute	Multiple	Car & Walk	Daily							No		(Option 3) would bring more noise and pollution also more traffic through Breadsall	No Pref	55-64	Both	Yes	Yes		
554	12/03/2015	Yes	Better Traffic flow	Yes	Multiple	Residential & Leisure	Multiple	Car & Bus	Daily	Yes	Better traffic flow	No Pref		Yes	Better traffic flow	No Pref	Yes	Better traffic flow	Option L2	55-64	Male	No	Yes		
555	12/03/2015	Yes	In the abstract "yes" - a through A38, not impeded by traffic islands would be better - But "NO" if the impact is too great	Yes	Residential		Multiple	Car & Walk	Weekly	No Pref	The impacts of these schemes are better addressed by local people			No	The impacts of these schemes are better addressed by local people	No		No	does not use the brownfield option has high impact on Breadsall village moves the new road close to Breadsall onto greenfield land - green belt? Not an housing solution to traffic management in the area	No Pref	65+	Male	No	Yes	
556	12/03/2015	Yes		Yes	Multiple	Business, Residential & Leisure	Car		Daily	No Pref			No	No Pref		No		No	This is a dangerous road angle. Brings road noise and pollution closer to my home. Damage to green belt when brownfield is still available. It should give easier access to A38 from Little Eaton if traffic lights are retained it will enable traffic from LE to go ahead into derby	Option L2	55-64	Female	No	Yes	
557	12/03/2015	Yes	It will improve local access to A38 at the Little Eaton roundabout	Yes	Multiple	Residential & Leisure	Multiple	Car & Bus	Monthly	No Pref	We are quite new to the area & hardly know this junction	No Pref	see above	No	We rarely use this junction	No Pref	see above	Yes		Option L2	65+	Male	Yes	Yes	
558	12/03/2015	No	Traffic lights to get out of prince Charles avenue on to the ashbourne road a lot of accidents on this road	Yes	Residential		Car		Daily	Yes											65+	Male	No	No	
559	12/03/2015	Yes	Little Eaton junction occasional delays	Yes	Residential		Car		Weekly	No Pref				Yes	Delays	Yes		Yes	Traffic on this slip road from A38 south is very fast & traffic from B6179 has difficulty merging in	Option L1	65+	Female	No	Yes	
560	12/03/2015	Yes	Having a through road improves transport links, possibly takes some traffic from city centre roads	Yes	Multiple	Residential & Leisure	Car		Daily	No Pref			as above	No	as above	No Pref		No	The scheme encroaches onto green belt land where brownfield land could and should be exploited. The scheme cannot be decided in isolation so consultation must include wider issues	Option L1	55-64	Female	No	Yes	
561	12/03/2015	No	The congestion is acceptable money should be spent elsewhere whether it be on the highways or other departments.	No	Multiple	Business, Residential & Leisure	Car		Weekly	Yes	There is a congestion problem approaching the island from Sainsbury's	No Pref	Not enough knowledge of the locality	No	The latest improvements have helped the traffic flow adequately	No	I don't think the existing one should be taken down. No alterations required	No	The latest improvements are adequate to alternative congestion	Option L2	35-44	Male	No	Yes	
562	12/03/2015	Yes	Volume of traffic	Yes	Multiple	Residential & Leisure	Multiple	Car & Run	Daily	Yes		No Pref		Yes		No Pref	Yes	Yes		Option L1	45-54	Female	No	Yes	
563	12/03/2015	Yes	Very difficult to leave Little Eaton at the Starbucks island. Speed of traffic down abbey jill even with lights.	Yes	Leisure		Car		Daily	Yes				Yes			Yes	Why didn't the Little Eaton/Starbucks junction get lights? Why is their no underpass for Little Eaton?	Option L2	65+	Male	No	Yes		
564	12/03/2015	Yes	Only part of the A38 (locally) with roundabouts causing congestion	Yes	Multiple	Residential & Leisure	Multiple	Car & Bus	Daily	Yes	Better flow of traffic	No Pref		Yes	Better flow of traffic	No Pref	Yes	Yes		Option L2	55-64	Female	No	No	
565	12/03/2015	Yes	You have just spent many months altering it so has to make it better the traffic down our road was so bad we could not get out in a morning	Yes	Multiple	Residential & Leisure	Car		Daily	Yes		No Pref		Yes		No Pref	Yes	as I stated over the page, the noise from the road is very bad coming nearer would also increase pollution, also a slower speed limit might help	Option L2	35-44	Female	No	No		
566	12/03/2015	No		No	Multiple	Residential & Leisure	Car		Weekly					No	Not enough time has passed since the alterations to know whether it has been a success. Also it has already cost millions of pounds and it must have been known prior to this work that a flyover was to be done	Yes		No		No Pref	65+	Female	No	Yes	
567	12/03/2015	No		No	Multiple	Residential & Leisure	Car		Daily	No		No Pref		No	The footbridge is used regularly	No		No	Leave ford lane as it is. The preferred option is taking a considerable amount of greenbelt and it will encroach on properties in the village. More noise and pollution will result. Over the last few years flooding in the village has increased and this work could affect the flood plain		65+	Male	Yes	Yes	





594	12/03/2015	No	The recent works, which took some time to complete, have improved traffic flow in the area.	Yes	Multiple	Business & Residential	Car		Daily	No Pref		Option K3		No Pref	No Pref	No	do not agree with latest proposals (option 3) and do not see what is wrong with the original proposals that planned to take the flyover across the car park of the garden centre. Starbucks site and static caravan park. The original proposal does not impact the green belt as the latest proposal does, nor does it affect as many residents. The latest proposals will impact 450+ residents and homeowners in nearby Breadsall Village and only a handful of residents in the static caravan park will be affected if the original plans were progressed. Which considering the people in the static caravan park made a choice to live so close to the Little Eaton Junction and irrespective of which option is progressed - will still be right next to the junction, seems ludicrous. As well as noise and light pollution levels, impact on wildlife in greenbelt fields as well as the impact of the traffic levels through Breadsall Village add to the many reasons why I do not agree with option 3. I strongly believe that the original proposal would be the best route to go with the least amount of impact on nearby residents, wildlife and pollution levels.	No Pref				35-44	Male	No	Yes				
595	12/03/2015	Yes	my life in my hands several times a day when I use the Markeaton Island to access the A38 to take my daughter to school and when I go to work. However, the main beneficiaries of this scheme are not going to be local people; it is the through traffic which will benefit most. While I see the economic benefits of speeding traffic through the edge of Derby, local people are going to be taking a big hit - and making a big sacrifice in terms of local amenity/access - for the benefit of the wider population. Given this idea of the greater good for the greater number, the importance of ensuring local people get the best possible scheme for them, has to be the national Government and the local government's main priority. I want to be reassured that local people's access and amenity will be assured - and I reject outright any option which includes no replacements for the Brackensfield Avenue and Raleigh Street junctions. Depending on what is chosen there, as a resident of Windmill Hill Lane I could well be badly affected by the new layout. If the local access roads are not replaced, a lot of	Yes	Multiple	Residential, Leisure & Commute	Car		Daily	Yes		Option K1	one of the main problem areas. I reject outright Option K3 - no replacement of local access. This is because: 1. By closing the local access, residents of Mackworth and New Zealand will have a lot less amenity in using the A38 as a useful link to local places. It will also create a lot more traffic problems on local roads as traffic will then be funnelled down Ashbourne Road and Prince Charles Avenue to give drivers access to the A38 at Markeaton Island. Ashbourne Road is already heavily congested and turning right out of Prince Charles Avenue onto the A52 is very dangerous and there have been a number of accidents there. Has the impact on other local roads been considered if access is closed as I cannot find this in the consultation. If it has been considered, what are the predicted extra traffic movements? I would like an answer to this question. If the Kingsway Park Close option is put in, I would be very worried about extra traffic on Windmill Hill Lane as this is named in the consultation as an alternative route to the Markeaton Jct. This road is not suitable for this and would have a detrimental effect	Yes		Yes	I use this island several times a day. The new "improvements" have made its use even more dangerous. I have explained the problems to the agency. One of my fears of the changes here will be that the sliproad onto Ashbourne Road - in the direction of the city centre - could become a car park as Ashbourne Road won't be able to take the volume of traffic coming off the A38. This worries me as this is how I access my own home. I imagine this is being considered as part of the plan. It seems that local people like me will be paying a very high price to ensure people can bypass the city more swiftly.	Yes				45-54	Female	No	Yes				
596	12/03/2015	Yes	At present they cannot take the weight of traffic using them	Yes	Multiple	Residential & Leisure	Multiple	Car, Cycle & Walk	Weekly	Yes		Option K1	No preference	No Pref	Yes					55-64	Female	No	Yes						
597	12/03/2015	Yes	The through traffic and local traffic has been a nightmare for more than 35 years. Recent improvements have made it better but the new proposals are needed urgently.	Yes	Multiple	Residential, Leisure & Commute	Car		Daily	Yes		Option K1	Why not use existing roundabout with two bridges? This would be much simpler for local traffic and would save the cost of the two roundabouts. The slip roads are already there. It would also be similar to the next junction down the A38.	Yes		Yes	Why cannot the main road be nearer to the park? (say taking 3 to 5m off the park which is negligible compared to the total size of the park). This could allow retention of houses opposite.	Small loss of land on the park would lead to a better local solution in the long run	Option L1	It is essential that the junction of the B6179 (from the Little Eaton area) and the roundabout is Traffic Light controlled.	Option L1	Little Eaton Junction - Extra Comment The introduction of option L2 would add considerably to the congestion on the B6179 access to the roundabout. If it is built it should be two way to reduce the need for local traffic to use the A38. Why not use the existing line of Ford Lane with a bridge over the railway where the level crossing was. This would take the Alleestree traffic directly into the A38 roundabout junction.	65+	Male	Yes	Yes			
598	13/03/2015	Yes	Will enable local traffic to move smoother - through traffic will also move quicker ie not having to mix with local traffic. Through traffic journeys quicker. We need a better A38 with the increase of traffic today.	Yes	Residential	Business & Leisure	Car		Weekly	Yes	easier for local and through traffic	Option K3	Do not use this area	Yes		Yes	easier access for local and through traffic	No Pref	No		Option L1	Preferred option cuts into green belt. Option 1 is preferable otherwise 3a provided by a Parish Council. It does not take any where near as much land as the preferred option and moves the road away from the village more. My concern is traffic through the village to access this new junction - it would make more sense if a road were to be built from Bishops Drive to the Morrison	No Pref	65+	Female	No	Yes		
599	13/03/2015	Yes		Yes	Multiple	Business & Leisure	Car		Daily	Yes		Option K2		Yes	No	Yes			No Pref				16-24	Male	No	No			
600	13/03/2015	Yes	To reduce congestion on through traffic on the A38 and improve access for local residents who need to cross the junctions to reach the city centre or local amenities	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car & Cycle	Daily	Yes	A through route for the A38 would reduce congestion so as a local resident it will be easier to travel to and access the shops on Kingsway retail park	Option K1	Occasionally require access to A5111 from Mackworth	Yes		Yes	Should allow traffic to flow more freely through A38, which use to commute to work and to get to shops on Kingsway retail park. Also should reduce congestion for local traffic using A52 route	We often use this bridge as a safe, traffic free cycle route to the city centre	Option L1	Will improve flow for through traffic and reduce journey times when travelling north away from Derby	Option L1	All three junctions have needed improvement for many years. As a local resident who needs to travel on the A38 for all our journeys north and south from Derby, the proposed changes will reduce our journey times. Also as traffic volumes continue to increase it is very frustrating to have to queue with through A38 traffic just to get to the shops, garage and local amenities- hopefully these queues will be dramatically reduced.	35-44	Female	No	No			
601	13/03/2015	Yes	Derby needs to continue to improve. A significant portion of the offices in Derby are actually empty and by improving the infrastructure in and around the City will drive improvements in this, generating more for the local economy. It is essential that Derby continues on the front foot in its development	Yes	Multiple	Leisure & Commute	Car		Monthly	Yes	It looks like a simple but very effective option	Option K3		Yes		Yes	Keep the options open. A small amount of loss to Markeaton park is nothing compared to the benefits this will provide and the green areas in and around Derby. I imagine if you were to look at the green areas as a % of developed in derby, this change would not move the needle, hence really a mute point perse	as per comments on previous same question	No Pref		as per comments on previous same question	25-34	Male	No	No				
602	13/03/2015	Yes	To ease the appalling traffic congestion at these junctions. They should have been done years ago, if not when they were first built!	Yes	Multiple	Residential & Leisure	Car		Weekly	Yes	No, just hurry up and let's hope it's doesn't end in delays of months and months and months! The waste of time improvements to Markeaton and Little Eaton were a waste of time and money. The fly overs should have been done then.	Option K3		Yes		Yes	keep it simple but effective. I.e. ensure the design has longevity to it and post the completion nothing will need to be done to further enhance for many years		Option L2		Option L2	It is awful when cars slow and block a lane trying to turn right especially. Accidents waiting to happen! People are going too fast on the road to suddenly slow down and try to get into another lane.	55-64	Female	No	No			
603	13/03/2015	Yes	I believe that improving these junctions will make journeys easier not only to commuters/haulers/etc bypassing Derby, but also people using this section of the A38 as a ring road. I believe it will greatly improve the traffic flow around these areas and provide the surrounding areas with some respite from traffic jams.	Yes	Multiple	Business, Leisure & Commute	Car		Weekly	Yes	believe that the preferred options provide the most benefits with the least amount of negatives. My main concern is over the exit off the A38/A5111 Kingsway junction up the A5111 towards Kingsway Retail Park island. At the moment, during the evening rush hour, there is always traffic queued back from that island to the A38 island. This is mainly traffic going to the retail park. While these improvements are being done, perhaps consider making this piece of road 2 lanes to allow traffic to continue past the Kingsway Retail Park island along the ring road.	Option K2	Having traffic avoid residential areas would be better which is why I selected this option.																
604	13/03/2015	Yes	It will reduce congestion around Derby, reduce pollution from queuing vehicles.	Yes	Multiple	Business, Leisure & Commute	Car		Monthly	Yes	Anything is better than the current situation.	Option K3		Yes		Yes	For local residents. It is unreasonable to completely remove this and not replace.	Yes	No Pref				45-54	Male	No	No			
605	13/03/2015	Yes	Acute traffic issues, and the view that this is a "national" road, not just a Derby problem.	Yes	Multiple	ALL	Multiple	Car & Cycle	Weekly	Yes	Consideration given to the visual impact at Markeaton, which is and will remain a busy local junction. Journey times through this major bottleneck will be vastly increased.	Option K3	Don't really have a preference	Yes		Yes	The number of lanes through the area needs to cater for local and regional traffic flows.	This is an important thoroughfare and needs to be maintained.											
606	17/03/2015	Yes	The 3 islands are a bottleneck which impacts on all the surrounding area	Yes	Residential	Business, Leisure & Commute	Car		Weekly	No Pref	Kingsway retail park is very busy so traffic backs up (especially near Christmas) this blocks A38 traffic at the island so they cannot get route it. Hope this is factored in.	No Pref	Not sure of impact on Mackworth estate so cannot pass any opinion	Yes		Yes	Would improve flow through the junction	Yes	No Pref		No Pref	If there's no footbridge pedestrians, Dog walkers and children on bikes may risk crossing the A38 to get to the park (presumably there won't be a pelican crossing instead of the bridge)	Yes	Hopefully due allowances for increased volumes of traffic has been factored in	No Pref	65+	Female	No	Yes
607	17/03/2015	Yes		Yes	Residential	Business, Residential & Leisure	Car		Daily	Yes	To reduce long traffic delays by allowing the increasing volume of traffic to pass through more quickly and safely	No Pref	Not sufficiently familiar with traffic flows in Mackworth at peak times	Yes		Yes	As in 8 above	Never use the footbridge	Yes	No Pref		No Pref	Long delays at times exiting Little Eaton via the B1679 with no traffic lights controlling that exit it is dangerous especially as the lane markings at that point on the roundabout can be confusing for traffic approaching from Derby and going up the A38 to Ripley	No Pref	65+	Male	No	Yes	
608	17/03/2015	Yes	These improvements were needed years ago. I have wasted many hours sitting in traffic jams	Yes	Multiple	Business, Residential & Leisure	Car		Daily	Yes	Much needed - think this is best option	No Pref	I do not use the local access	Yes		Yes	I do not use footbridge	Yes	Option L2		Option L2	The sooner these improvements take place the better it will be for all local residents as well as through traffic	55-64	Female	No	Yes			

609	17/03/2015	Yes		Yes	Multiple	Residential, Leisure & Commute	Multiple	ALL	Daily	No Pref	No Pref	Use it rarely	No Pref	Use it rarely	Yes	And it should be able to take bicycles / push chairs etc	Yes	Cycle and pedestrian access all round junction so coming from Little Eaton can get on to Breadsall footpath without going all round the island	One way link silly it will still be a rat run but only in one direction as it is now. But maintain bicycle & pedestrian access i.e. a footcycle bridge ford farm to B6179	45-54	Female	No	Yes		
610	17/03/2015	Yes	It will cause less traffic through our village, which is constantly used as a rat run		Multiple	Residential & Leisure	Multiple	Car & Bus	Weekly						Yes		No Pref	The design we saw on the 02.03.15 would seem to leave a lot of the landscape in site which would be a good thing	I feel the alterations will be a good thing. I hope all the local businesses continue to thrive and it doesn't take revenue away from those. I hope the highways agency keeps us up dated on changes and anything we need to know. I feel the changes will be a good thing for the amount of traffic the road will be taking in the future. I am sure for the village of Little Eaton it will be a step in the right direction	45-54	Female	No	Yes		
611	17/03/2015	Yes		Yes	Residential		Car		Weekly						No			In my opinion the original option 1 is preferable	After listening to the discussion between the members of the public and Mrs Pauline Latham at the memorial hall, Breadsall on Friday evening 6th March 2014 I fully agree there is a need for a flyover at the Little Eaton junction with the least possible disruption to the village and the least possible encroachment of the Green Belt. Option 1.	65+	Female	No	Yes		
612	17/03/2015	Yes		Yes	Multiple	Residential & Leisure	Multiple	Car & Bus	Daily	Yes	No Pref		Yes	No Pref	Yes		No Pref		This project needs to go ahead as far as the Little Eaton junction is concerned, I think you have achieved a good balance between the needs of users of the A38 and the local people.		55-64	Male	No	No	
613	17/03/2015	Yes	Congestion	Yes	Leisure	Business & Commute	Car		Weekly	No	Option K1 & K2	Why not have K1 & K2 to reduce the traffic increase along Brackensdale road which would result from your proposals (K1 preferred to K2/K3 if no this possibility)	Yes	Keep pedestrians away from A38	No		Yes	In a project costing hundreds of millions of point penny pinching seems to have been applied to local in - A38 traffic to keep down costs	Volume of traffic. Safety of traffic from Little Eaton on to island		65+	Female	No	No	
614	17/03/2015	Yes	Volume of traffic & danger to cars from Little Eaton on to roundabout	Yes	Multiple	Leisure	Car		Weekly	Yes	volume of traffic	Option K2	Convenience	Yes	Volume of traffic	Yes	Access to Markeaton park	Yes		I have been to 3 consultations and spoken to highway staff. I appreciate that it is likely that the flyover is going to happen but do to the fact that it has been a plan since the 70's people on the estate are suffering from apathy. There are a lot of elderly people on the estate, who moved in when the estate was built and so of the opinion it will not happen, as we have done this all before in 70s, 2002 etc. We will all be affected by the noise with increased traffic and so require noise reducing measures to be part of the plan. We do need an access from ford lane, Option L2 is fine otherwise Derwent avenue and top of ford lane will be a nightmare to get out onto A61. It is already difficult with parked cars on Derwent avenue and your estimate would increase this by 15%. This is a residential street. Please let us have option L2 so we will be able to go southbound of estate. Other option of just 2 exits of estate, dangerous in case of emergencies	65+	Female	No	No	
615	17/03/2015	No	Need to see if improvements made at Markeaton junction at Little Eaton have improved situation which I believe they have		Multiple	Residential & Commute	Car		Daily	No Pref		Do not use junction enough to make informed choice	No Pref		Yes		Yes	I agree with preferred option but noise reducing tarmac is required along section between palm court island and new junction as estate very close			55-64	Female	No	Yes	
616	17/03/2015	Yes	As a resident of Little Eaton for over 30 years this has been a long time coming as through traffic on the A38 around the area has been a nightmare at times with Little Eaton suffering at the Starbucks island and the need for slip roads to support the main through road of the A38	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car & Bus	Daily	Yes		It maintains through traffic on a heavily used road, all slips roads off and onto the A38 may require a traffic light system dependant on volume of traffic plus the road up to the Kingsway way needs to be addressed with traffic volumes	No Pref		Yes		Yes	Access looks fine on both options but residents of the area would probably want to know the volumes of traffic that were to pass through those option	Although when passing through I never see the footbridge used the traffic light system allows pedestrians to cross the road. A defined safe passage of crossing would be needed	I agree with preferred option but noise reducing tarmac is required along section between palm court island and new junction as estate very close	65+	Male	No	Yes	
617	17/03/2015	Yes	Improve traffic flow. Hopeful noise reduction, less start, stop gears	Yes	Multiple	Leisure & Commute	Multiple	Car & Walk	Weekly	Yes		Looks the most straightforward less cost and environmental impact	No Pref	Do not use	Yes		Yes	Don't know footfall on Bridge, Shame to lose trees and park Lane. If safe walk access to park can be ensured	Minimum impact on land, properties, cost who had the spirograph for opt 1 & 2. Sound reflective barriers	Noise impact on Little Eaton trees great, but not in winter. A38 was impact on Little Eaton which has never been addressed	65-64	Male	No	Yes	
618	17/03/2015	Yes	The time lost by traffic very often backing - up most amount to a very large cost; not to mention the frustration	Yes	Multiple	Residential & Leisure	Multiple	Car & Bus	Daily	Yes		Traffic flow for traffic travelling north to south & vice versa should be both smoother & quicker	No Pref		Yes		Yes	The multimedia projected traffic flow appears to be satisfactory, (wondered if some traffic light control might be required on - to cover pedestrian crossing on A52	The multimedia project traffic flow appears to be satisfactory (wondered if some traffic light control might be required on A61 & b6179 pedestrian crossing.		65+	Male	Yes	No	
619	17/03/2015	Yes	Roundabout causes long & polluting traffic James on A38 and A61	No	Multiple	Residential & Leisure	Multiple	Car & Walk	Daily	No Pref			No Pref		No		No	Leaves A38 very sub-standard & will cause accidents & tail backs - and extra pollution therefore	This unhappy compromise will be revisiting this work all over again. Using greenbelt land has environmental impacts where done undervalued We are Ostracising the land and should be using brownfield in line with government recommendations. The flood risk needs to be honestly evaluated. Breadsall is already listed without insurance as being a flood risk, and even local building has had an effect on the many underground springs. Noise levels. If any overpass is constructed - noise to Little Eaton/Breadsall / Allestree residents will increase but no detailed analysis and term insurances are forthcoming - eg sound barriers. Trees are mentioned but are ineffective, rather a visual distraction. Could the road be sunk into an embankment. I cannot see how the Derwent hills heritage site is less affected by option 3. This seems an emotive phrase for support. Option 3 as proposed by Breadsall parish council with a sunken embankment would be my preferred option	65+	Male	No	No		
620	17/03/2015	Yes	Traffic Question	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car, Cycle & Walk	Daily	Yes		I like the underpass option - Less intrusive, less noise for local residents	No Pref		Yes	As above	No Pref	No	Its depends on the alternative - could a subway be constructed? Would pedestrian - lights disrupt traffic flow considerably? How often is the footbridge used. (I see people using pedestrian crossing but never see anyone on bridge)	I would like to know why an underpass is not an option as it is for the previous junctions. Presumably flood risks/costs		45-54	Female	No	Yes
621	17/03/2015	Yes	Significant improvements made @ MARKEATON & Little EATON emphasise need for change @ KINGSWAY	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car & Cycle	Daily	Yes		Ease congestion on Kingsway	Option K1	Majority of traffic heading into Mackworth will come from Kingsway or Markeaton. Assume K2 will improve traffic flow onto Kingsway	Yes		Yes	To avoid pedestrian crossings interrupting flow on A38	Improve safety for HGV negotiating bend in road. Separating A38 traffic from local traffic		45-54	Male	No	Yes	
622	17/03/2015	Yes	These junctions are congested several times during everyday	Yes	Residential		Car		Weekly	No Pref			No Pref		No		No	Pedestrian access will be required to Markeaton Park	The new proposed option 3 encroaches onto land closer to Breadsall village. This land is green belt and should be preserved		45-54	Female	No	No	
623	17/03/2015	No	Don't see that the expensive and disruption will benefit	No	Residential		Multiple	Car & Walk	Daily	No		If necessary prefer option 1&2	No Pref		No		No	Would prefer not to lose green belt, trees. What about underpass for pedestrians	I see this as an unnecessary waste of money won't congestion at Little Eaton is queuing in the rush hour far traffic travelling into derby. It is very difficult to get out of Breadsall now in the morning rush hour		55-64	Female	No	Yes	
624	17/03/2015	Yes	The through traffic & local traffic has been a nightmare for more than 35years. Recent improvements have made it better but the new proposals are needed urgently	Yes	Multiple	ALL	Car		Daily	Yes		Why not use existing roundabout with 2 bridges. This would be made simpler for the local traffic and would save the cost of the two roundabouts	Option K1	Option K1 would be better with the single roundabout unless option K2 was combined with a second access to the Kingsway shopping centre	Yes		Yes	Small loss of land on the north would lead to a better local solution in the long run	It is essential that the junction of the B6179 from Little Eaton area) and the roundabout is traffic light controlled		65+	Male	Yes	Yes	
625	17/03/2015	No	I believe it to be a gross waste of taxpayers money given the current level of national debt and continued cuts in public sector areas and services		Multiple	Business, Residential, Leisure	Car		Daily	No Pref			No Pref	I don't use these accesses I use it Brian Clough way	No Pref		Yes	It maintains quality access for pedestrians and cycles		I believe the current option to be a poor compromise and option 1 would be more satisfactory. My real preference. However would be option 3a as presented by Breadsall parish council as this involves building as closely as possible on the current road network and with a few alterations could be far more suitable		25-34	Male	No	Yes
626	17/03/2015	Yes	Will ease the daily traffic jams on the A38 as it travels past derby	Yes	Residential		Car		Daily	No Pref			No Pref		No		No	The height of the flyover will send the noise much further than at present. Please use all noise reduction possibilities available						Yes	
627	17/03/2015	Yes	A clear run-through on the A38 passing derby will greatly ease congestion in this area	Yes	Multiple	Residential & Leisure	Car		Daily	Yes	See Q2		No Pref		Yes	See Q2	Yes		Same as Q2			65+	Male	No	No
628	17/03/2015	Yes		Yes	Residential		Car		Weekly	No Pref			No Pref		No		Yes	We need walking access to the park	Breadsall villagers will fight this plan that has been foisted on them all we area a small village the number of objects as a percentage of the population will be for greater than any of the other areas which are Little Eaton or Allestree		65+	Male	No	Yes	
629	17/03/2015	Yes	To improve traffic from A38 and A61		Multiple	Residential & Leisure	Car		Daily						No		No	Pollution levels and visual impact would be very high for all residents in the village			65+	Female	No	Yes	
630	17/03/2015	Yes	1) The flow of through traffic on the A38 is impacted by the present roundabouts. 2) Local traffic cannot safely or easily cross the roundabouts	Yes	Multiple	Residential & Leisure	Multiple	Car & Cycle	Daily	No Pref		I am not directly affected by this junction	No Pref	As 8	No Pref		Yes	As 12	1) Option 1 offers the mildest alignment for the A38 giving the mildest radius with a consistent curve	Although I am a resident of Breadsall, I have tried to be objective in my judgement of the proposals. Option 1 is clearly the most straightforward and best suited for keeping traffic moving at a consistent speed safely. While option 1 would introduce some loss of land at the end of the garden centre and Starbucks and the mobile home site, the environment for people who would have to live next to the new alignment would not be very pleasant. It would be better to re-house the mobile homes and re locate Starbucks in their best interests and in the latter case, patrons. I hope that these are reasoned comments and not merely a selfish view as a Breadsall resident		65+	Male	Yes	Yes
631	17/03/2015	Yes	To avoid conflict between through traffic and local traffic	Yes	Multiple	Residential & Leisure	Car		Daily	No Pref			No Pref		No		No		1) The adverse impact on Breadsall in terms of noise pollution from traffic light from street lighting etc 2) The effect of extra traffic on existing roads in and near Breadsall	1) The A38 will be nearer to Breadsall and much higher causing increased noise, traffic pollution and light levels. The visual impact on Breadsall will also be adverse. The alternating options would avoid this. 2) The highways agency has provided very Little information to help residents judge the precise impact of the scheme. Its consultants stated at the Derby Exhibition that there were no estimates for Noise or light levels not of the effect of mitigation measures. There was an artists impression of the appearing of the new junction but this way taken from the middle of a field not from the position of the houses facing the scheme. 3) There appears to be no consideration of the impact of additional traffic generated by the A38 improvements on adjoining roads near Breadsall. Croft lane and Brookside road already provide a rat run to the A38 causing rush hour queues at the A61 roundabout. This can only get worse a new link from the A608 to the Morrison roundabout is needed		55-64	Female	No	Yes
632	17/03/2015	Yes		Yes	Residential		Car		Weekly	Yes			Option K2		No		No				65+	Female	Yes	No	
633	17/03/2015	Yes	To eliminate traffic congestion at peak times	Yes	Multiple	Residential & Leisure	Multiple	Car & walk	Daily	No Pref			No Pref		No		Yes	To allow safe pedestrian access to Markeaton Park	The new flyover will encroach too close to Breadsall village & lead to increased noise & high level lighting disturbance	The Little Eaton flyover should follow the line of the existing A38 or take extra land on the Little Eaton side of the existing roundabout - this would also be a cheaper option		65+	Male	No	Yes

634	17/03/2015	Yes	See notes and letter to Mr Hartham 09/03/15	Yes	Multiple	Residential, Leisure & Commute	Car		Daily	No Pref		No Pref		Yes	Yes	No	see comments & letter	No Pref	Please refer to my accompanying letter. The disruption to both Little Eaton south and Breadsall council by the existing works were quite severe. The new roundabout is working and though the turning sequence of lights could be improved to let traffic out of Little Eaton the project is acceptable and automatic for very many years. The preferred option would cause severe disturb to the residents to the west of Breadsall. I requested a report on light and noise effect at the points along rectory lane. In addition I requested a projection of traffic flow and disunity 25yrs from completion and comparison to the flow from A38 completion to present	65+	Male	No	Yes			
635	17/03/2015	Yes	The A38 is a major trunk road carrying national traffic local derby traffic is forced to mix with national traffic	Yes	Multiple	Residential, Leisure & Commute	Car		Weekly	Yes		No Pref		Yes	Yes		The footbridge allows pedestrian and cycle access to Markeaton park via a quiet path from derby city centre	Option L1	Please close ford lane to avoid it becoming a rat run through a residential area. Option 2 will encourage rat running and create danger on ford lane. Exhibition was excellent thank you for a good event	55-64	Male	No	Yes			
636	17/03/2015	Yes	To reduce traffic congestion & improve traffic flow on the A38 and local roads	Yes	Multiple	Residential & Leisure	Car		Weekly					No	No		Option 1 or 2 of 2003 more acceptable. Reasons listed Q18	Option L2	1 strongly object to the new proposed line of the A38 at the Little Eaton junction for the following reasons. 1/ closer proximity to Breadsall village and residential properties. 2/ Encroaching on green belt land. 3/ Destruction of trees planned to screen village from A38. 4/ More noise and pollution in the village. 5/ Light pollution from traffic and road lighting. 6/ Visual effect from local properties	65+	Male	No	Yes			
637	17/03/2015	Yes	I live in Breadsall village To improve traffic flow from each quarter appertaining to the proposed flyover	Yes	Multiple	Residential & Leisure	Multiple	Car & Cycle	Daily		Neutral Views			No	No		See attached letter, dated 12.03.15	Option L1	Option 3 would impact such that increased noise/pollution and visual impact would very likely be apparent	Please think very carefully on the impact on the Majority of residents in Breadsall. The routes need to be shifted away from the village rather than bring it closer than it already is	65+	Male	No	Yes		
638	17/03/2015	Yes		Yes	Multiple	Residential & Leisure	Car		Weekly					No	No			No Pref	I understand a vote was taken with all Little Eaton / Allestree / Breadsall residents. It goes without saying we in Breadsall are very out numbered and hope decision was not made with weight on this vote. We understand Starbucks was always aware when signing their lease that eventually the flyover would go through there. Caravan park residents appear to be happy with either route. What about the effect on Breadsall residents if flyover comes our way & with 70mph speed limit and the omissions	65+	Male	No	Yes			
639	17/03/2015	Yes	Unhappy with decision to opt for Phase 3 at Little Eaton junction	Yes	Multiple	Residential & Leisure	Car		Monthly					No	No			No Pref	Very unhappy with Phase 3 taking up green belt & bringing road closer to Houses will increase noise level. Were as option 1 or 2 would not affect residential property		45-54	Female	No	Yes		
640	17/03/2015	Yes	To ease the flow of traffic on A38 & the access on the roads that cross it	Yes	Residential		Multiple	Car, Cycle & Walk	Daily	Yes	Will provide suitable access to through & local traffic. All new roads to be within the space between the two carriageways	Option K1	More space for the development with suitable road realignment away from exiting properties	Yes	No		Good access for through & local traffic	Alternative access to be provided at Ashbourne road & Kedleston Road	Yes	Good access for through & local traffic	No Pref	Speed restriction of 40mph to be maintained through the section from Kedleston road to beyond Kingsway junctions. All screening should be natural materials not sound screens	65+	Male	No	Yes
641	17/03/2015	Yes	To allow through traffic safe bypass and allow local travel without frustration which creates an environment for safer/caring driving manner towards all road/path users	Yes	Multiple	Residential & Leisure	Multiple	Car & Cycle	Daily	No Pref	Pedestrians, cyclist and disabled should be given EQUAL opportunities at road junctions. After all vehicle users have brakes, clutch & accelerators	No Pref	The REAL local users should have a weighted influence on the outcome they know the needs and issues in the own local area	No Pref	See Area 1 Q8 & Q10	Yes	Allow foot users a continuous route access without traffic disrupting their access needs - vehicle use is given higher priority	No	Option 1 or 2 - keeps the road working away from the green belt and the urban areas Breadsall & Allestree - MP informed us that the mobile home owners(in general) could benefit by the move & business already we aware of predicted changes	Option L1	A38 north slip road to the A61 should exit onto the island to give equal priority to use the A61 left hand lane - there should not be priority to the A38 used at the expense of local traffic onto A61. The current layout already creates merging problems buses already tail to stop at bus stops saying its too dangerous to pull into the left hand lane. The slip road is a recommended 40mph so 70-40 merge onto A61 dual carriage way 70 the down to 3 lane 60 to the petron island. Two lanes on the island traffic now used both lanes to go straight on to derby. From the island 2 lanes are merged in to on lane within 30-50 meters causing a bottle neck and create aggressive attitude. Traffic blocks the island and stops other traffic due to selavage use of the road. Both city & county highways must be forced into cooperate to reduce the speed limits to 40 max & change the islands into 2 52 island. A61 lane cross at old craft lane footpath	65+	Male	No	Yes	
642	17/03/2015	No	A waster of taxpayers money, given the cuts in public funding on central services and national debt You have just completed a scheme of road widening/traffic lights at these islands which have adequately addressed the congestion	Yes	Multiple	Residential & Leisure	Car		Weekly	No Pref	This does not affect me	No Pref	This does not affect me	No Pref	This does not affect me	No	Already explained I think the works which complete last year adequately address traffic issues. Do not think any further works are required	No Pref	Impact on Breadsall village, green belt, sub-optimal route	No Pref	My preference would be to enact option 1 however this does impact on the mile homes and Starbucks. As a fall back position a preferred solution would be 3a as presented by Breadsall parish council as this appears to have the least impact in all areas	25-34	Female	No	No	
643	17/03/2015	No		No	Multiple	ALL	Multiple	ALL	Daily	No Pref		No Pref		No	No	Because you are going to knock my house down	No	No	Think last years scheme has already address the traffic flow problems	No Pref	A specialist has carried out tests & concluded that sound will rise from the flyover & fall to earth in Breadsall village. Air waves will follow dumping more pollutants, ie diesel particulates on the village. Lights on the flyover will be way higher than any screening. Option 3 will destroy half the trees planted to screen the village as well as encroaching on green belt land. We realise the earlier options 1 & 2 will affect the garden centre but only minimally sadly these options will also encroach on the mobile homes but many of those residents told Pauline Latham that they wanted to be moved if the flyover is built in any form. Option 3 appears to have a dangerous curve for a fast road - we don't want a repeat of overturning vehicles as previously at this junction. Option 3 will bring the road to within 100m of some properties in the village	55-64	Female	Yes	Yes	
644	17/03/2015	Yes	To improve traffic flow on the A38 Level of A38 through traffic justifies unrestricted movement through junction and also necessitates improvements for local traffic movement	Yes	Multiple	Residential & Leisure	Car		Weekly					No	No		Will avoid increase of traffic along ford lane which if allowed to happen with option L2 comes indust traffic through Little Eaton	Option L2	Option 3 will bring the road too close to Breadsall village resulting in more sound, air & light pollution	Option L2	Changes to Little Eaton roundabout during 2014 particularly increased of interval between traffic light changes have improved access onto the roundabout from Little Eaton. Hopefully these changes to the lights will be maintained in the traffic out from the B6179 onto the roundabout first traffic light control lights them the existing make a dash for it	65+	Female	No	Yes	
645	17/03/2015	Yes		Yes	Residential		Car		Weekly					Yes	Yes			Option L1	Will avoid increase of traffic along ford lane which if allowed to happen with option L2 comes indust traffic through Little Eaton	Option L1	I was not able to attend the meeting regarding Area 3 so I do not know details of the plan. I have been told that the new link could come much nearer to Breadsall which already has more than its fair share of traffic travelling through it at speed with the consequence of much noise, softened only by plenty of good quality double glazing. Emergency sirens are heard very regularly and very loudly. I do not think it is a fair plan to subject the residents (that includes me) of Breadsall to yet more noise & fume pollution	65+	Male	No	Yes	
646	17/03/2015	Yes		Yes	Residential		Car		Weekly													1. Option 3 sees loss of green belt. The green belt is valuable to our society and should not be lost forever when other suitable alternatives exist, which they do. 2. I appreciate option 1 & 2 would have a major impact on residents of the caravan park but option 3 would still have a significant impact on them as well as an increased impact on the residents of Breadsall. I am also lead to believe that some residents of the Caravan park are not against option 1 & 2 and would be happy to leave with compensation. Breadsall residents will not have that option. 3. Options 1 & 2 are clearly superior in terms of the route for through traffic but require more complicated layouts for adjacent roads and slips roads.	65+	Female	No	No
647	19/03/2015	Yes	I understand and support the case for improvements at the roundabout. I believe a flyover is the best solution	Yes										Yes	Yes											
648	19/03/2015	Yes	Desperate need to improve Non motorised travel to and from derby and the surrounding towns and countryside	Yes	Multiple	Residential & Leisure	Multiple	Bus, Cycle & Walk	Weekly	No	There needs to be adequate provision for walkers and cyclists across the junction and alongside both sides of the A38	Option K3	The whole point of this massive expenditure is to improve traffic flow on the A38 and benefit local residents. Providing more access points to the A38 will increase the number of "rat runs" to the detriment of residents. Also the peaceful off road walking/cycle routes to Sainsbury's and sustans National Cycle routes 54/68 would be destroyed by the increased "rat runs"	No	A replacement footbridge is essential to maintain traffic - free access from Derby city from Mackworth / Allestree area - also for students at derby university	No	I would support the proposal if it included walking/cycle routes alongside the A38 from Ford Lane and a safe route alongside the A61. The absence of A38 through traffic on the roundabout and consequent reduction in motorised traffic should be taken as an opportunity to improve free flow walking/cycling traffic across the junction with traffic lights that respond immediately to cyclist and pedestrians and do not have to wait for a gap in motorised traffic - as with existing highways agency traffic lights. The effort required for an average cyclist to accelerate from rest to 15mph is the equivalent of cycling several hundred yards further for each stop. If all this money has to be spent to improve the A8 through traffic at least spend a relatively small amount improving conditions for the people who live in derby and surrounding towns	Yes	I would support the proposal if it included walking/cycle routes alongside the A38 from Ford Lane and a safe route alongside the A61. The absence of A38 through traffic on the roundabout and consequent reduction in motorised traffic should be taken as an opportunity to improve free flow walking/cycling traffic across the junction with traffic lights that respond immediately to cyclist and pedestrians and do not have to wait for a gap in motorised traffic	Option L1	I Would support this option providing ford lane remains open for cyclists and pedestrians. Building a bridge over the railway is an unnecessary expense which would also be a hazard to traffic on the B6179 and out through the existing sustans national cycle route 54 to Little Eaton	65+	Male	No	No	
649	19/03/2015	Yes	Improvement will help to reduce congestion on to the A38 and local road network	Yes	Multiple	Residential & Commute	Multiple	Car & Walk	Daily	Yes	a) good solution for A38 B) Traffic often backs up from the Sainsbury's retail park onto the A38. Will junction be able to accommodate? What about getting derby city council to signalise roundabout at Sainsbury's access-?	Option K1	Present rat-running through residential area to east of A38	Yes	No Pref	Best options - southbound entry slip road from Kedleston road onto A38. I have witness numerous near misses & a few accidents due to speed of traffic on A38 - longer slip road?	Yes	Maintain footway/cycle access into derby city from Mackworth / Allestree area - also for students at derby university	Yes	Best option	Option L2		55-64	Both	No	Yes
650	19/03/2015	Yes		Yes	Multiple				Daily	No Pref				No	No											
651	20/03/2015	Yes	undoubtedly the junction is a bottle neck and requires improvement. The first phase already completed has created a much improved traffic flow.	Yes	Multiple	Residential & Leisure	Car		Weekly	Yes		No Pref		Yes	Yes		It have never seen anyone use the present bridge	No	I am not against progress. I am not against ultimately a flyover but it doesn't follow the route of the pursuit A38. Everyone who lives in the vicinity knew this may happen the refer to build upon the present like of the A38 is of no detriment to anyone to more the fine melic when & loses. This is unequivocal no one wants the flyover but to build where it is not unreasonable in the circumstances	Option L1	The present improvements are excellent. The queues we have endured for years have disappeared, consequently there is no urgency for further work suck & see wait a while before going further. We all want a flyover. I am not against progress and if it is eventually required then every attempt must be made for it to follow the present line of the A38. then this cannot be detrimental to anyone. I am 100% against any realignment to the road. The encroaches onto green belt and is seriously prejudicial to Breadsall - and totally unrealistic unnecessary. I am not saying I approve proposals 1 or 2. I think more time need to be given to the route. its surely not be your someone's skills to come up with a solution that replicates the present line which the A38 takes	65+	Male	No	No	
652	20/03/2015	No	The recent changes have improved the flow of traffic adequately	Yes	Multiple	Residential & Leisure	Multiple	Car & Bus	Daily			Option K1 & K2	Demolition of houses in Queensway & Ashbourne road is unacceptable just for a free flow of traffic on A38. Closure at access via Enfield road & Brackensdale road will bring higher volumes of traffic at prince Charles ave & A59 where access at the moment is suicidal & will the hand make when all the new housing estates are build	Yes	A crossing will be needed that do we have to sacrifice our park and trees	No	The impact on the residents of Breadsall is not acceptable	Option L2	Little consideration has been pond to the impact of the proposed changes on the lives of local people just so that vehicles on the main roads can drive faster and increase in volume	65+	Female	No	Yes			

653	20/03/2015	Yes	To improve the through flow of traffic through the derby area. This scheme is long overdue	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car & Cycle	Daily	Yes	This is in my opinion the most logical & easiest option. However it is a shame that a second access to the Kingsway retail park could be incorporated from local access option 2	No Pref	As above - incorporate additional access into Kingsway retail park from local access option 2 to the rear of Sainsbury's & to max	Yes	As working in the logistics industry, I would ask for serious consideration to be taken with regard to the gradient for HGVs heading south & out from under the underpass	Yes	Definitely need access to Markeaton park for pedestrians/cyclists to avoid them risking crossing of the A38	Yes	Because along with Markeaton Island, this is one of the worst junctions for congestion. The recent £2.7m spent has barely made a change.	Option L2	1) As previously stated - consider the gradient of the A38 southbound for 44 lone new HGVs when climbing from the bottom of the underpass. I raised this question at the public consultation & not one single highways agency representative could give any answer as to how steep this climb would be? why? I appreciate trucks will be able to harvest momentum as they are already travelling but combined with the southbound entry slip from the A52 there may be potential for slow moving traffic in slip periods? counter product? 2) Incorporate a segregated cycle lane within the one way access from ford lane to B6179 thus maintaining safe cycle links to/from derby	35-44	Male	No	Yes
654	23/03/2015	Yes	Living in Little Eaton without the traffic lights we asked a few years ago you take your life in your hands exiting from Atherton road. New Layout on exiting onto (No Suggestions) road. A61 is now very dangerous causing a number of accidents already	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car & Bus	Daily	Yes	Allowing free flow of through traffic. Reduce speed to 50mph like the underpasses in stoke to avoid accidents	Yes	As Above	Yes	As Above	Yes	Make the curve on the Breadsall side more gradual to reduce some of the impact on residences. Make speed limit 50mph through/over the junction to reduce pollution.	Option L2	By reducing the curve & speed limit as ab above would also reduce the noise slightly, as well as the pollution and force heavy goods traffic especially with trailers to slow down. We already have more than our fair share of accidents at this junction frequently with lorries going too fast and overtaking on the south bound route. New rerouted Ford Lane should be 2 way it always used to be when there was a curve crossing before the A38 was built, this would reduce traffic flow via the island. Traffic lights are required at the Little Eaton exit, we take our lives in our hands and early morning to 10am and from 3.30pm onwards. Traffic trying to exit B6179 often back up to the Duffield road junction and always to the waterworks I am very concerned about the extra traffic coming down the A61 to pektor island after speaking to one of your people David Elliot he forecast at least 40% more traffic coming along this road. Its already difficult for villagers to get out the village, but what is the worrying thing that there is no crossing on this part of the A61 to our Bus stops for visiting north and south of derby already the buses have difficulty getting into lane to pick-up passengers. We need a crossing and slower speed limit along the A61. This requires forceful negotiations with Derbyshire county council and derby city council. The use of valuable green belt land is not in keeping with national planning & policy framework. There is Brown field land available with much less adverse effect on Breadsall village. This therefore should surely be the preferred option op 2. Option 3 most significantly effects the food plan & we already suffer from flooding as is well known. We will also be body impacted by the noise, fumes & lights at night	65+	Female	No	Yes		
655	23/03/2015			No	Leisure		Multiple	Car, Bus & walk	Daily									No	Too close to community in terms of noise & pollution	Option L1		65+	Female	No	Yes
656	23/03/2015	No		No	Multiple	Residential & Leisure	Car		Daily	No Pref		No Pref		No Pref				No		No Pref		65+	Female	No	Yes
657	23/03/2015	Yes		Yes	Multiple	Residential, Leisure & Commute	Multiple	Car & Cycle	Daily	Yes	Access to A38 from Greenwich Drive North(near McDonalds)	Option K2	Fewer people affected! No loss of public space / less traffic to Mackworth!(orries) better access for industrial park to A38.	Yes	Access to A38 from Mackworth at McDonalds. Keep petrol station	No	Hardly ever see it used - what about an underpass instead	Yes		Option L2		45-54	Male	No	Yes
658	23/03/2015	Yes	Ease traffic, improve convenience for people on A38	Yes	Multiple	Residential, Leisure & Commute	Car		Daily	Yes		Option K2		Yes		No	Re-plant the trees in the area lost/off opposite Brackensdale school.	Yes		No Pref		16-24	Male	No	Yes
659	23/03/2015	Yes	A38 needs to free flow at these junctions for traffic flow and to encourage business into derby which at present is thwarted	Yes	Multiple	Business & Residential	Multiple	Car & Cycle	Daily	Yes	Worried about slip roads closed and new junction desire. Traffic build up, Greenwich drive south would cause CHAOS, the other option to the business park is best because this would not cause residential problems and needs revamping anyway	Option K2	The business park is run down and promotes antisocial behaviour and would benefit greatly with a new road (widened) and development.	Yes	Only concern with A38 going under existing roundabout is the flooding aspect	Yes	safety of everybody involved	Yes	Free flow of A38	Option L1		45-54	Male	No	Yes
660	23/03/2015	Yes	The A38 is heavily used and since the recent change at the Markeaton roundabout at peak times the road to the city backs up so that vehicles block the roundabout insufficient traffic can get through	Yes	Multiple	Residential & Leisure	Multiple	ALL	Daily			Option K1 & K2	I am concerned about restricted access to Mackworth estate and longer journey times. Concern about increased through traffic and the impact on residential roads in Mackworth	No	Reluctant to agree to the loss of open green space for traffic	Yes		Option L2		55-64	Female	No	Yes		
661	23/03/2015	Yes	Too many are using it	Yes	Residential		Multiple	Bus & Walk	Daily	Yes	How will buses run on to the estate	Option K1	I live at the back of McDonalds	Yes	I don't like the land and trees going	No		No Pref		Option L2		65+	Female	No	Yes
662	23/03/2015	Yes	Chronic congestion at moment	Yes	Multiple	Residential & Commute	Multiple	Car, Cycle & Walk	Daily	Yes		Option K2	Re open Greenwich Drive north onto Brackensdale avenue. Link the retail park to the K2 access road.	Yes	Road access to Markeaton park will not work with only 1 entrance/exit	Yes		Option L2		55-64	Male	No	Yes		
663	23/03/2015	Yes	Recent modifications need adjusting. Add yellow box only enter if exit clear. Traffic lights on all 4 roads lorries currently block local traffic	Yes	Multiple	Residential, Leisure & Commute	Multiple	All	Daily	No	Reducing access/egress into Mackworth estate from 4 to 2 is ridiculous. Making residents zig-zag through the estate for 1.7miles is unfair on residents of those streets. Increasing to 50mph makes far more noise	Option K1 & K2	Both biggest estate needs more than 2 access/egress points. Access to park is critical	No	need a footbridge to get over all the tarmac don't want to lose any of the park	Yes	No impact on any residential aspects. No land grabbing from public parks so ok.	Option L2		45-54	Female	No	Yes		
664	23/03/2015	Yes	Traffic Congestion	Yes	Multiple	Residential, Leisure & Commute	Car		Weekly	Yes	An exit from Kingsway retail park on Mackworth end	Option K1	An exit from Kingsway retail park onto Kingsway park close will ease traffic on Kingsway island	Yes	need a footbridge for young families crossing to the park. Needs extending to the McDonalds also (spider bridge)	Yes		Option L2		45-54	Female	No	Yes		
665	23/03/2015	Yes	Traffic congestion will ease	Yes	Multiple	Residential, Leisure & Commute	Car		Daily	Yes		Option K1		Yes	Safety of those crossing the busy road	Yes		No Pref		16-24	Female	No	Yes		
666	31/03/2015	Yes	Major Hold ups daily - Lots of accidents probably as a result of frustrations of hold ups	Yes	Leisure		Car		Weekly	No Pref	Get past this junction and driving becomes a pleasure	No Pref	Not an area I use so does not affect me personally	Yes	Pedestrian safety to park	Yes	Prevent risk taking over busy routes	Yes	There has been issues and promises to resolve for years and nothing done	Option L2		65+	Female	No	No
667	31/03/2015	No	I feel the recent improvements are sufficient for local derby residents	No	Residential		Multiple	Car & Walk	Daily	Yes	To improve the flow of the derby inner ring road and queuing along Kingsway	Option K1 & K2	I think both are required to replace the loss of 2 entrances and exits to Mackworth	No	Not necessary the new improvements work well	Yes	For pedestrian access - obviously	No	The recent improvements work well	No Pref		45-54	Both	No	Yes
668	01/04/2015	Yes	needed to reduce congestion and pollution in the area	Yes	Multiple	Residential, Leisure & Commute	Car		Daily	Yes	needed to reduce congestion	Option K2	Less disturbance to residential areas and more possibility of alternative entry/exit to existing retail park nearby	Yes	needed to reduce congestion on the A38	Yes	I think most people would prefer to use the pedestrian crossing	Yes	needed to reduce congestion	No Pref		45-54	Female	No	Yes
669	01/04/2015	Yes	Traffic congestion in these areas causes long delays	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car & Van	Daily	Yes	Long traffic delays as mentioned	Option K2	I chose K2 because all other options seem to look like they are going to have more impact i.e. green spaces/parks cycle tracks, football pitches/ access to skate park & residential housing	Yes	The footbridge is rarely used in my opinion	Yes	To reduce traffic congestion on the A38 at Abbey Hill	Option L1	To reduce traffic congestion on the A38 at Abbey Hill	Option L1		45-54	Male	No	Yes
670	01/04/2015	Yes	To ease congestion/improve road safety / Reduce traffic noise and reduce impact of HGVs on residential areas	Yes	Residential		Car		Daily	Yes		Option K2		No Pref		No Pref		No Pref				35-44		No	Yes
671	02/04/2015	No		No	Multiple	Residential & Leisure	Multiple	Car, Bus & walk	Daily				Further use of Bailey Bridge should be used for temporary over passes	No	Present could be extended both ends if required	No						65+	Male	Yes	No
672	02/04/2015	No	I agree the Markeaton junction needs improvement but not Kingsway although if Markeaton is improved the traffic travelling along A52 to ashbourne rd will create pinch point onto the inner ring road this traffic will tail back along A52	Yes	Residential		Multiple	Car & Walk	Daily	Yes	To divert traffic away from houses, environmentally friendlier route, will not expose residents to traffic emissions dust & danger	Option K2	Brackensdale ave is a pinch point during school term time, road always busy. Route K1 will create extra HGV traffic in a residential area. Better cycle facilities to Sainsbury's store as footpath is shared by pedestrians & cyclists	Yes	I use the footbridge on a regular basis, good pedestrian route to walk or cycle to city	No Pref	Not a regular user of this junction	No Pref		65+	Male	Yes	Yes		
673	02/04/2015	Yes	Long traffic queues	Yes	Residential		Car		Daily	Yes		Option K2	I chose K2 because all other options seem to look like they are going to have more impact i.e. green spaces/parks cycle tracks, football pitches/ access to skate park & residential housing	No Pref		No Pref						65+	Male	Yes	Yes
674	02/04/2015	Yes	To ease congestion/ reduce noise of traffic / safety / and the impact of HGVs on the residential areas	Yes	Residential		Car		Daily	Yes		Option K2		No Pref		No Pref						45-54		No	Yes
675	02/04/2015	Yes	Traffic Bottle Neck at Markeaton Island and Little Eaton island	Yes	Multiple	Residential, Leisure & Commute	Car		Daily	Yes	Consider linking the north bound entrance off Brackensdale ave with Greenwich drive north. Creating a road on the estate to access Enfield road through to new entrance	Option K2	Kingsway park close is already an industrial area so less impact on local residents	Yes	I've always thought that the footbridge over the A38 was a good idea for ease of access to the park	Yes	This island has always been the worst of the three junctions for bottlenecking traffic. The new layout will allow free flowing traffic	No Pref		45-54	Male	No	Yes		
676	02/04/2015	Yes	Too many traffic queues	Yes	Residential		Car		Daily	Yes		Option K2		Yes		Yes		No Pref		65+	Female	Yes	Yes		
677	02/04/2015	No	The health & well being of the residents of Mackworth are more important. The carving up of more of Mackworth greens is not acceptable	No	Multiple	Residential, Leisure & Commute	Multiple	Car, Bus & walk	Daily	No	Yes you should take into account the residents of Mackworth and the carving up of green spaces. We are already being pressured on the green space lane side of ashbourne road	Option K2	No I think I have explained my protests in Q8	No	Why should we keep carving up green spaces all for the CAR at this rate we will suffocate	No	Hardly anyone uses it	No Pref		65+	Female	No	Yes		
678	02/04/2015	Yes	Congestion at all 3 islands daily. Makes getting to/from work longer - proposals will reduce time for me	Yes	Multiple	Residential, Leisure & Commute	Multiple	Car, Cycle & Walk	Daily	Yes	ensure cycle path is safe & accessible from Mackworth to Kingsway - I can leave my car at home then. Current path is too isolated & dimly lit.	Option K2	Less traffic on the smaller roads on the estate. Less impact on the environment(Mackworth park) and residents (Greenwich drive)	Yes	Reduce risks of accidents, less impact on environment and better traffic flow for A38 & A52	No Pref	Reduce congestion and improve traffic flow	No Pref		45-54	Female	No	Yes		
679	02/04/2015	No	There were recent changes to the A38 junctions that solved any issues the impact on the health & well being of the local residents is too great	No	Multiple	Residential, Leisure & Commute	Multiple	Car, Cycle & Walk	Daily	No	The Impact on the health and well being of the local population would be too great	Option K2	K1 would decimate green space which is already under pressure. K2 goes through an industrial area	No	Recent improvements have solved any issues. The impact on local health & well being would be too great	No	Green space is already in short supply & any removal would be detrimental to the health & well being of local residents	No Pref		45-54	Female	No	Yes		
680	02/04/2015	Yes	Having lived around area all my life, I can definitely see the need for vast improvements	Yes	Multiple	Business, Residential & commute	Car		Daily	Yes		Option K2	There is no need to take local access across Greenwich drive south upsetting residents. Taking option 2 is sensible option. Traffic lights would be beneficial at new roundabouts like at No18	Yes	Should have been approved years ago	Yes		Option L1		55-64	Female	Yes	Yes		



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## **Appendix K**

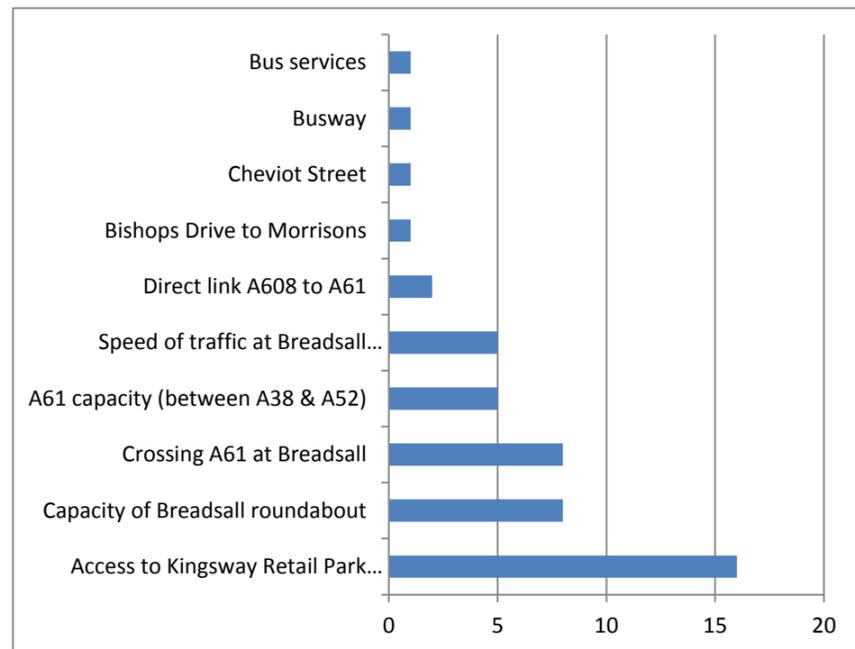
### **Schedule of comments received beyond the scope of the scheme**

Response No.	Comments on Issues Beyond Scope of the Scheme	Summary of Key Issue(s)		
4	Benefit of not stopping on the A38. Need to think about if there is any impact on the Breadsall roundabout (on the A61 south of this junction)	Capacity of Breadsall roundabout		
23	To achieve maximum benefit, it is essential that the through traffic is, insofar as is possible, kept separate from the local, crossing, traffic - this is only possible with the use of flyovers and underpasses. Improving access to Kingsway Retail Park also needs to be taken into account - there are often (weekly) queues of traffic over a quarter of a mile long waiting to access this centre and, without consideration for its management it is highly likely that the queues will soon back up onto the A38 at the Kingsway junction itself. If this were to continue once the junction had been upgraded the resulting traffic situation would be a nightmare.	Access to Kingsway Retail Park (existing improved / new alternative from Mackworth)		
29	The West roundabout of the proposal needs to be larger, as big as the East one, to take 2 lanes of traffic including big lorries from A5111 Westbound to A38 Northbound. The West roundabout is currently drawn the same size as the Kingsway Retail Park roundabout, which is too small. Consider forcing the Kingsway Retail Park owner or estates management to either construct a right-turning lane into Currys' car park or prohibit the right turn as it causes traffic to back up onto the A38 in a dangerous way, even on Sundays. I contacted my local councillors about this but they were powerless to do anything. This must be done to complement the A38 junction improvement. Otherwise the East roundabout of the proposal will be solid with traffic.	Access to Kingsway Retail Park (existing improved / new alternative from Mackworth)		
37	Access of flowing traffic into Derby on A61, tailbacks from First Island at Breadsall. Maybe improve flow at island so traffic does not back up onto A38 at peak hours	Capacity of Breadsall roundabout		
41	It would be good if an alternative access to the retail park could be included in the plans as well.	Access to Kingsway Retail Park (existing improved / new alternative from Mackworth)		
47	Must address traffic flow onto and from A5111. Retail Park Roundabout is a major problem for DCC to address.  Overall the A38 proposals are good but peripheral issues must be addressed by DCC. This scheme will mean getting over the A38 towards town much easier and quicker to get to the city problems of the A61 (Pentagon Island), town end of Ashbourne Road and the A5111 Kingsway Retail Park roundabout. Without addressing these needs inbound residential journey times will not be improved, but once clear of the city centre quicker to get home! The government's current national house schemes will see several hundred news developed on the northern fringe of Derby, on top of the hundreds already authorised. If K1 is not developed along with an easy way round/through Mackworth then the Radbourne Lane and Prince Charles Ave junctions onto Ashbourne Road could become problems and peak times. Possibly requiring traffic Lights or Roundabouts.	Access to Kingsway Retail Park (existing improved / new alternative from Mackworth)		
56	An effective link to the Kingsway Retail Park needs to be effected from the Roundabout otherwise the gridlock situation on the A5111 is likely to continue to affect traffic on this 'main line'.	Access to Kingsway Retail Park (existing improved / new alternative from Mackworth)		
66	This scheme is vital for the south west are of Derby where large new housing estaes are planned. There is already Gridlock at Peak times in Little eaton with traffic taking this route matter than congested A38 as a way into Derby. Some improvements are needed in access to Kingsway Retail Park which often causes delays to traffic leaving A38 for A5111. The developments on the Manor Kinsway(Hospital) sit will increase problems at this junction and the A516/Uttoxeten Road/Hospital Roundabout and consideration should be given to Improvements in these areas	Access to Kingsway Retail Park (existing improved / new alternative from Mackworth)		
80	Provision(EG Controlled pedestrian crossing) to <u>Safely</u> cross the A61 corridor on leaving Breadsall village	Crossing A61 at Breadsall		
101	Improved Access to kingsway retail park would be nice especially with new housing estate	Access to Kingsway Retail Park (existing improved / new alternative from Mackworth)		
113	I honestly cant see an objection to this scheme. However improvements should also be implemented on the A61. Between A38 & A52 this route is very heavily used When either M1 or A38 are closed due to accidents (which is often)	A61 capacity (between A38 & A52)		
119	Restrictions at rush hours on the A61 of frankwhittle road must be overcome with dualling & improved roundabouts & junctions. I await with interest the derby city councils proposals for this with interest which includes a flyover at pentagon island	A61 capacity (between A38 & A52)		
129	Plus A52 Flyover pentagon island. Get it done asap plus 3 major projects over and done with oh	A61 capacity (between A38 & A52)		
130	The local access to Kingsway park should be via the supermarket access from kingsway. This would also then give access to Mackworth bia Littleaton st to brackensdale avenue. The existing road layout could then be utilised for access to/from A38	Access to Kingsway Retail Park (existing improved / new alternative from Mackworth)		
139	you should liaise with derby city council and get them to sort out the kingsway retail park problem, where there is only one way in and one way out, causing conjestion.	Access to Kingsway Retail Park (existing improved / new alternative from Mackworth)		

Response No.	Comments on Issues Beyond Scope of the Scheme	Summary of Key Issue(s)		
195	As residents of breadsall village the little eaton junction does not directly affect us however our Major concerns are:- 1. The amount and speed of traffic @ the BOOKER roundabout make it very dangerous when leaving the village via croft lane. Anything to reduce the speed of traffic approaching this roundabout would be good. 2. Currently we have a very limited bus service through the village and there is a possibility this will cease alltogether - this service currently stops at 5.30pm. Alternative bus route is along he A61 and for many people it is impossible to cross the road when getting off the bus. In addition we only have one shop in the village and if this were to close the supermarket is our only option and again crossing the A61 is almost impossible.	Crossing A61 at Breadsall	Speed of traffic at Breadsall Roundabout	Bus services
196	Traffic will flow better, Kingsway retail park needs serperate exit & entrance	Access to Kingsway Retail Park (existing improved / new alternative from Mackworth)		
224	Help with negotiations with Derby city council, Erewash borough and derbyshire and highways agency to really slow traffic coming off slip road onto A61. By next island (Pektron) its fast & dangerous! Cant cross the road to walk out of breadsall. Traffic lights please!?	Crossing A61 at Breadsall	Speed of traffic at Breadsall Roundabout	
226	Generally good, consideration should be given to a second road into kingsway retail park off the island	Access to Kingsway Retail Park (existing improved / new alternative from Mackworth)		
246	Be nice to see if access to Kingsway retail park can be improved at the same time, which presently tails back onto the A38 and round about most weekend.	Access to Kingsway Retail Park (existing improved / new alternative from Mackworth)		
253	it will cost too much. how about using traffic lights to let the cars out of kingsway onto the A38 to stop the back log. also needs another exit from the kingsway retail park - only one exit at the moment and it gets backed up with huge queues... it is also a fire hazard as no emergency vehicle could access or exit kingsway retail park in a hurry with the volume of traffic in that area.	Access to Kingsway Retail Park (existing improved / new alternative from Mackworth)		
294	It's a pity the A61 (Bookers roundabout) improvemtns as a feeder aren't included in the scheme. You've included ford lane why not a few yards down A61	Capacity of Breadsall roundabout		
325	If the plans go ahead consideration needs to be given to the A61 island at breadsall, it is increasingly difficult to cross it safely by car & impossible on foot to use the bus service	Capacity of Breadsall roundabout		
326	The Knock-on problem for traffic on southbound A38 coming off slp road on to A61 heading for derby city centre causes dreadful speeding A38 lasa 10mph limit. A61 should be 60mph. There a 3 lots of slow signs which no one adheres to. The following island, known as pektron island locally is dangerous to road traffic & pedestrians. A61 traffic tried to come across at speed causing vehicles waiting in croft lane to enter the island system at the bottom at hand side at croft is a raised spot pedestrian facility for people waiting to cross. Not used. Anymore as its too dangerous. Inside lane vehicles occasionally stop but outside one speeds & tries to kill you. If you dare to cross. Please help. Highways agency even though this area is not in your remit & bring your good offices to bear & get derby city elewash boranza & Derbyshire C C to work together for traffic lights	Crossing A61 at Breadsall	Speed of traffic at Breadsall Roundabout	
343	Provision needs to be provided to: a) Provide additional access to the Kingsway retail park. B) an express busway needs to be provided using the old rail track bed into the friargate area of derby. C) Provide access to the new 700 house development being built on the kingsway hospital site  1. The existing single carriageway on kingsway(A5111) is not able to accommodate existing & predicted traffic flows. This needs to be made a dual carriageway to link up with the A38/A5111 Kingsway junction. 2. The provision of a park & ride facility on land to the west of the A38 & then an express busway through the A38/A5111 junction is a must. This would release land for a proposed park & ride system near to derby royal hospital. Parking for staff, day patients & visitors at the hospital is diabolical & creates a 'hell; parking situation for residents in the area. 3. The Uttoxeter new road (A516) junction with its junction with kingsway needs replanning. The bus lane on the uttoxeter new road causes a major pinchpoint for traffic travelling eastwards into the city. the bus land should be scrapped. The bus lane causes chronic traffic conjestion in the area causing very poor air quality(diesel particulate) for local residents. The A516 needs to be made a dual carriageway to its junction the the city inner ring road	Access to Kingsway Retail Park (existing improved / new alternative from Mackworth)	Busway	
346	By working with Derby City council it would be possible to extend option K2 to allow a service road to be constructed to the waste plant on slack lane. This would alleviate the use of Cheviot street/Slack Lane by heavy HGV vehicles which affects between 50-100 properties along the route. The route would follow the old railway track bed and therefore have little impack on the houses along cheviot street.	Cheviot Street		

Response No.	Comments on Issues Beyond Scope of the Scheme	Summary of Key Issue(s)		
372	Dedicated lane to retail park required at the same time 1) Kingsway island. A dedicated lane to kingsway retail park is required thus freeing one lane for A5111 traffic. 2) Local access option at ford lane is needed onto B6179 only for local traffic travelling south on A6 or from Allestree to little eaton. We no longer use this short cut now the new little eaton roundabout is in place. P.C We would use it as a walk youte both ways.	Access to Kingsway Retail Park (existing improved / new alternative from Mackworth)		
450	<b>Roundabout junction of croft lane with A61</b> There is a view that the proposals will bring with it an increase in users of both roads. This is bad news for breadsall that already has a very bad through traffic problem, including HGVs that largely ignore the 7tone weight limit. At the junction with the A61 getting around the roundabout from croft lane is problematic due to traffic volume already using the A61. At peak times now, traffic backs up into the village. Unless the roundabout is remodelled as part of the propals it is likely that it will not cope with an increase in traffic.	Capacity of Breadsall roundabout		
476	I am concerned that this proposal will lead to a big increase in noise and light pollution from the new A38 dual - carriageway and much closer to our property than at present. This will have an adverse effect on the property value and desirability at any future sale. The landscaping will not be effective for many year and will not reduce the noise and light pollution during the years of construction. Any proposal that moves there road away from the village will benefit everyone. Breadsall already has a problem with through traffic and HGVs that ignore the weight limit. Unless the roundabout leading out of the village onto the A61 is remodelled, the problems will only continue	Capacity of Breadsall roundabout		
491	The engineers at the consultation said that option 2 would be cheaper and safer. I cannot understand why option 3 is preferred. I have walked my dogs to little eaton for 30 years. The new path is stupid. Crossing the A61 south of the island is impossible. Whatever option is chosen there should be a safe way of walking from breadsall to little eaton	Crossing A61 at Breadsall		
508	I object to the demolition of the houses, when the route of the road could be moved slightly to cut into an area of Markeaton Park. I understand that there are objections to cutting down the trees, but I am sure, with modern technology and cultivation techniques, that it is not without feasibility to move and preserve the trees, and relocate them to the side of the repositioned A38. I am sure that it would be far cheaper than compulsory purchasing the houses and paying for demolition. Also with housing shortages, available houses are at a premium, so the demolition of existing housing, in my opinion, is nonsensical.	Access to Kingsway Retail Park (existing improved / new alternative from Mackworth)		
521	The knock on effect of the traffic at the pentagon island A61 and back up to the A52. The proposals will increase traffic heading to A38 ny 40%	A61 capacity (between A38 & A52)		
522	Recent alterations to this island has already cost a large amount of money and caused considerable disruption and inconvenience. However traffic flow has greatly improved why alter it again? The problem now at busy times is traffic held up on the A61 into derby backing up croft lane into breadsall village. It is suggested the proposed plan will benefit derby. This will mean more traffic travelling on the A61 at a greater speed. Driving out of breadsall at busy times is already a nightmare. To cross the roase to use public transport, public footpaths or go to the super market is impossible. A pelican crossing or an overhead footway is needed for safety. Breadsall is already a rat run. Breadsall village has a problem with flooding and this option would affect the flood plain.	Crossing A61 at Breadsall	Capacity of Breadsall Roundabout	
555	Personally can see little benefit for cost of such a link. Breadsall has and is suffering from loos traffic planning in the past. The village particularly the brookside road area carries a large amount of traffic towards and from the pektron roundabout on the A61. Recent works at little eaton roandabout have made access from the village even more difficult with vehicles approaching the roundabout at speed, a direct link from the A38 is a majore cause of this. Traffic has a high impact on breadsall. Now this does nothing to address this. What really is required is a co-ordinatedscheme to provide direct access from the A608 to the A61 which has been proposed in the past. Incorporating this into an improvement scheme on the A38 utilising the brownfield option would at least provide a houstic approach to traffic management in this art a	Speed of traffic at Breadsall Roundabout		
560	Concers: option 3 brings the road much closer to breadsall village - increase in traffic noise, light pollution, air pollution. Volume and speed of traffic off A38 to A61 pektron roundabout already makes access out of breadsall difficult and dangerous particularly at peak times proposed 50mph speed limit from A38 would not each this. Potential to increase traffic through breadsall village from A608 - A61 - A38 with attendants noise aire pollution and road safety issues. The right restrictions are not enforect at present. Scheme should include a direct link road from A608 to A61(out of oakwood) which had been planned but never constructed. An holistic approach is required not just 2the scheme" in isolation	Direct link A608 to A61		
569	1)consider option put forward by breadsall parish council. 2) Reconsider previous 2 rejected options. 3) Build road from Bishops drive to morrisons roundabout. Ahead of A38 works. This will relieve rat run traffic through breadsall. 4) Concerns about noise & light pollution. 5) Environmental impact will be emarnes. 6) Your preferred option appears to have unnecessary curves on main carriageway. Would it no be better to follow the existing A38 road. 7)Breadsall village will not stand up to diverted traffic while alterations to the junction are made. 8) Your option will be unacceptably close to many properties in breadsall. 9) After construction this proposed embankments will not be maintained. This will cause further environmental problems. 10) Pedestrian crossing required urgently on A61.	Bishops Drive to Morrisons	Crossing A61 at Breadsall	

Response No.	Comments on Issues Beyond Scope of the Scheme	Summary of Key Issue(s)		
589	How on earth is the scheme going to be managed in regards to the existing traffic on these roads whilst the changes are being undertaken? From a personal point of view (and working at the Royal Derby Hospital), the recent Little Eaton and Markeaton roundworks caused MASSIVE problems for commuting (especially the impact getting out of the hospital staff car park) with traffic diverting to the roundabout outside the hospital instead of sticking to the A38. This blocked the car park and resulted in staff taking up to 2 hours to leave work!!!!!! I cannot see how these schemes (presumably taking years not months) will alleviate these issues whilst being undertaken. Only when the impact on the current traffic during any work is FULLY established and addressed, should these schemes go ahead. Whilst I realise that major roadworks always have an impact on traffic as lanes need closing etc. etc., the lives of thousands of workers are being stressfully affected, childcare fines having to be paid, and generally a miserable end to a hard working day was felt during the whole recent Markeaton roadworks.	A61 capacity (between A38 & A52)		
631	There appears to be no consideration of the impact of additional traffic generated by the A38 improvements on adjoining roads near breadsall. Croft lane and brookside road already provide a rat run to the A38 causing rush hour queues at the A61 roundabout. This can only get worse a new link from the A608 to the morrison roundabout is needed	Direct link A608 to A61		
641	A38 north slip road to the A61 should exit onto the island to give equal priority to use the A61 left hand lane - there should not be priority to the A38 used at the expense of local traffic onto A61. The current layout already creates merging problems buses already tail to stop at bus stops saying its too dangerous to pull into the left hand lane. The slip road is a recommended 40mph so 70-40 merge onto A61 dual carriage way 70 the down to 3 lane 60 to the pektron island. Two lanes on to the island traffic now used both lanes to go straight on to derby. From the island 2 lanes are merged in to one lane within 30-50 meters causing a bottle neck and creates aggressive attitude. Traffic blocks the island and stops other traffic due to selvage use of the road. Both city & county highways must be forced into cooperate to reduce the speed limits to 40 max & change the islands into Derby & A52 island: A61 pelican cross at old croft lane footpath	Speed of traffic at Breadsall Roundabout		
655	I am very concerned about the extra traffic coming down the A61 to pekton island after speaking to one of your people David Elliot he forcast at least 40% more traffic coming along this road. Its already difficult for villagers to get out the village, but what is the worrying thing that there is no crossing on this part of the A61 to our Bus stops for visiting north and south of derby already the buses have difficulty getting into lane to pick-up passengers. We need a crossing and slower speed limit along the A61. This requires forceful negotiations with derbyshire county council and derby city council.	Crossing A61 at Breadsall	Capacity of Breadsall Roundabout	



Issue	No of Responses
Access to Kingsway Retail Park (existing improved / new alternative from Mackworth)	16
Capacity of Breadsall roundabout	8
Crossing A61 at Breadsall	8
A61 capacity (between A38 & A52)	5
Speed of traffic at Breadsall Roundabout	5
Direct link A608 to A61	2
Bishops Drive to Morrisons	1
Cheviot Street	1
Busway	1
Bus services	1
<b>Total</b>	<b>48</b>

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**Appendix L**  
**Word Clouds**



**Q7 & Q8 Do you agree with the proposals at Kingsway?**

Reasons for “yes” response



Reasons for “no” response



**Q9 & Q10 Do you have any preference where the local access is?**

Reasons for a “K1” response



Reasons for a “K2” response



Reasons for a “K3” response



Q11 & Q12 Do you agree with the proposals at Markeaton?

Reasons for “yes” response



Reasons for “no” response



**Q13 & Q14 Do you consider a replacement footbridge is needed?**

Reasons for “yes” response



Reasons for “no” response



**Q15 & Q16 Do you agree with the proposals at Little Eaton?**

Reasons for “yes” response



Reasons for “no” response





Comments received from Allestree



Comments received from Darley Abbey

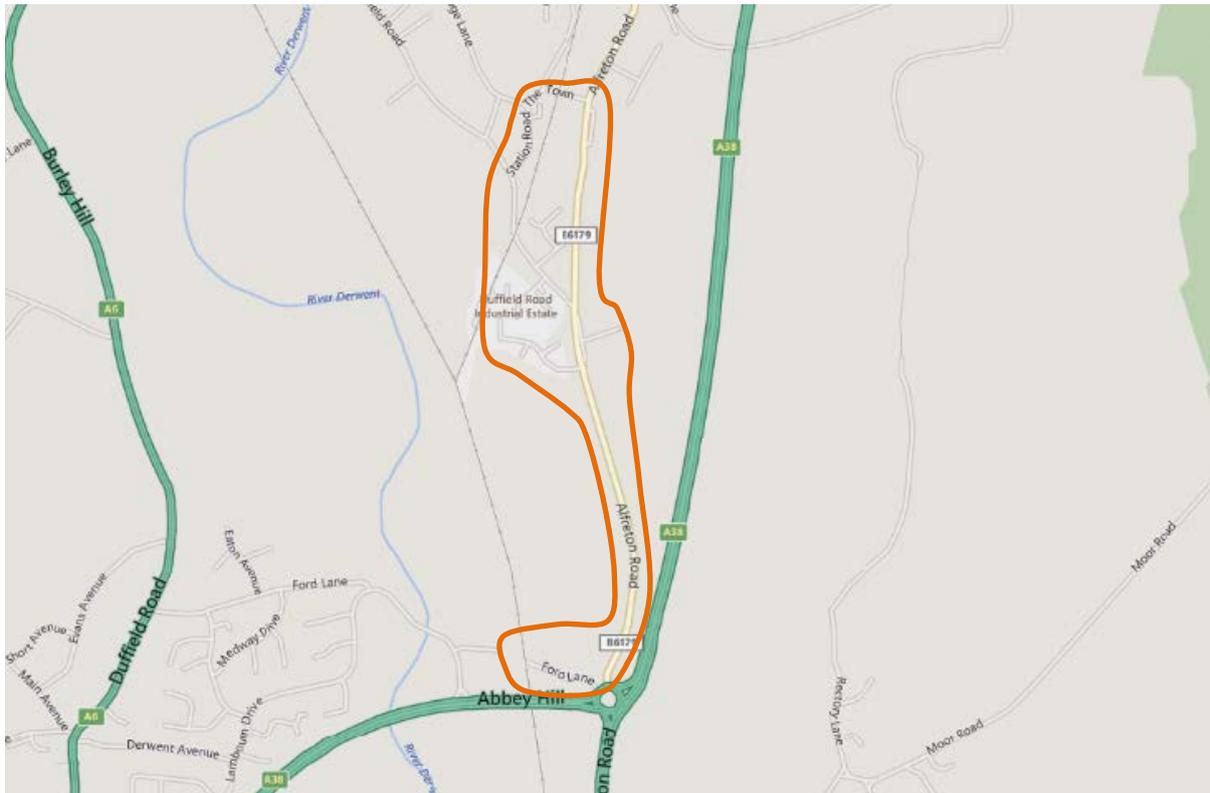


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**Appendix M**  
**Public Consultation Leaflet Distribution**

# 1. Little Eaton

1.1 **Figure 1** below shows the area where leaflets were distributed in Little Eaton.



**Figure 1** - Little Eaton – Distribution Area

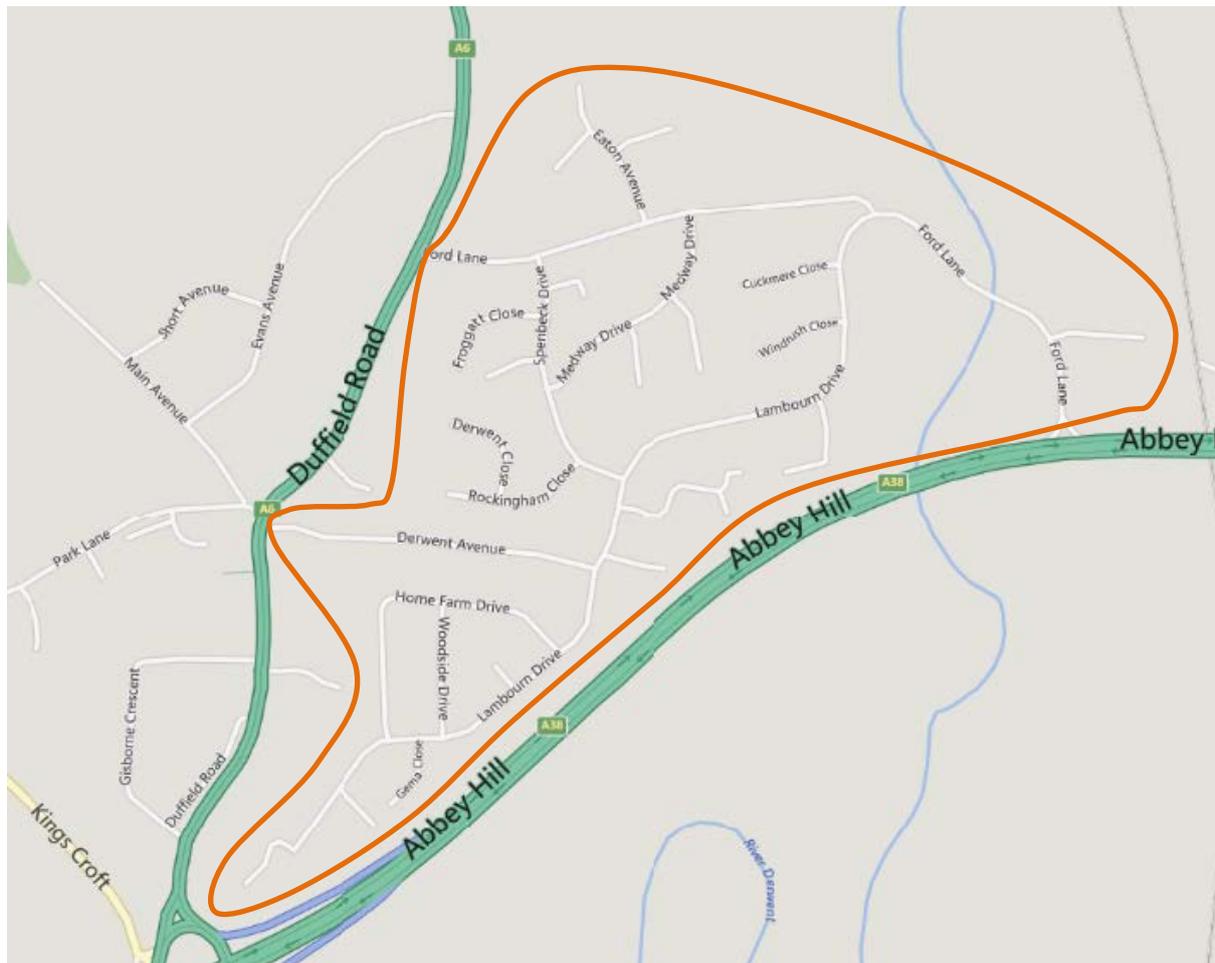
1.2 **Table 1** shows the streets within this area. Except for that part of Duffield Road that lies outside of the area indicated in Figure 1, all houses on these streets received a leaflet.

Little Eaton
ALFRETON ROAD
BERMUDA AVENUE
THE TOWN
STATION ROAD
NEW INN LANE
DUFFIELD ROAD (Part of)
CAMP WOOD CLOSE
BROOKS HOLLOW
Mobile home park

**Table 1** – Little Eaton streets

## 2. Allestree (Ford Lane)

2.1 **Figure 2** below shows the area where leaflets were distributed in Allestree.



**Figure 2** - Allestree (Ford Lane) Distribution Area

2.2 **Table 2** shows the streets within this area. All houses on these streets received a leaflet.

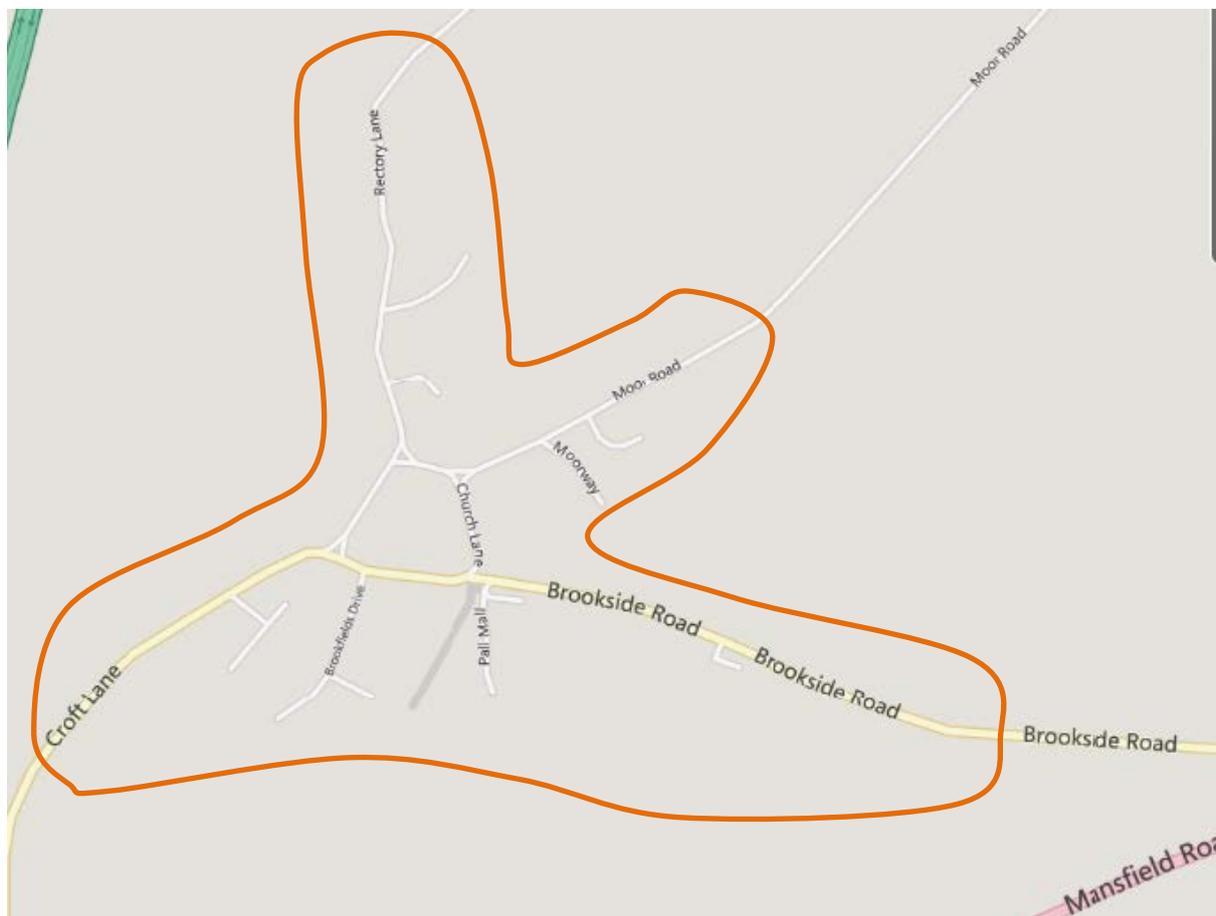
Allestree (Ford Lane)
ASHBERRY COURT
DERWENT AVENUE
LAMBOURN DRIVE
LAMBOURN COURT
FOUNTAINS CLOSE
GEMA CLOSE
HOME FARM DRIVE
WOODSIDE DRIVE
PORTWAY CLOSE
FARNBOROUGH GARDENS
SPENBECK DRIVE
ROCKINGHAM CLOSE
DERWENT CLOSE
PADLEY CLOSE

<b>Allestree (Ford Lane)</b>
FROGGATT CLOSE
RUSHUP CLOSE
MEDWAY DRIVE
SEVERNVALE CLOSE
WAVENEY CLOSE
WHARFEDALE CLOSE
WINDRUSH CLOSE
CUCKMERE CLOSE
FORD LANE
EATON AVENUE
EATON CLOSE
CHESTER AVENUE

**Table 2** – Allestree streets

### 3. Breadsall

3.1 **Figure 3** below shows the area where leaflets were distributed in Breadsall.



**Figure 3** - Breadsall Distribution Area

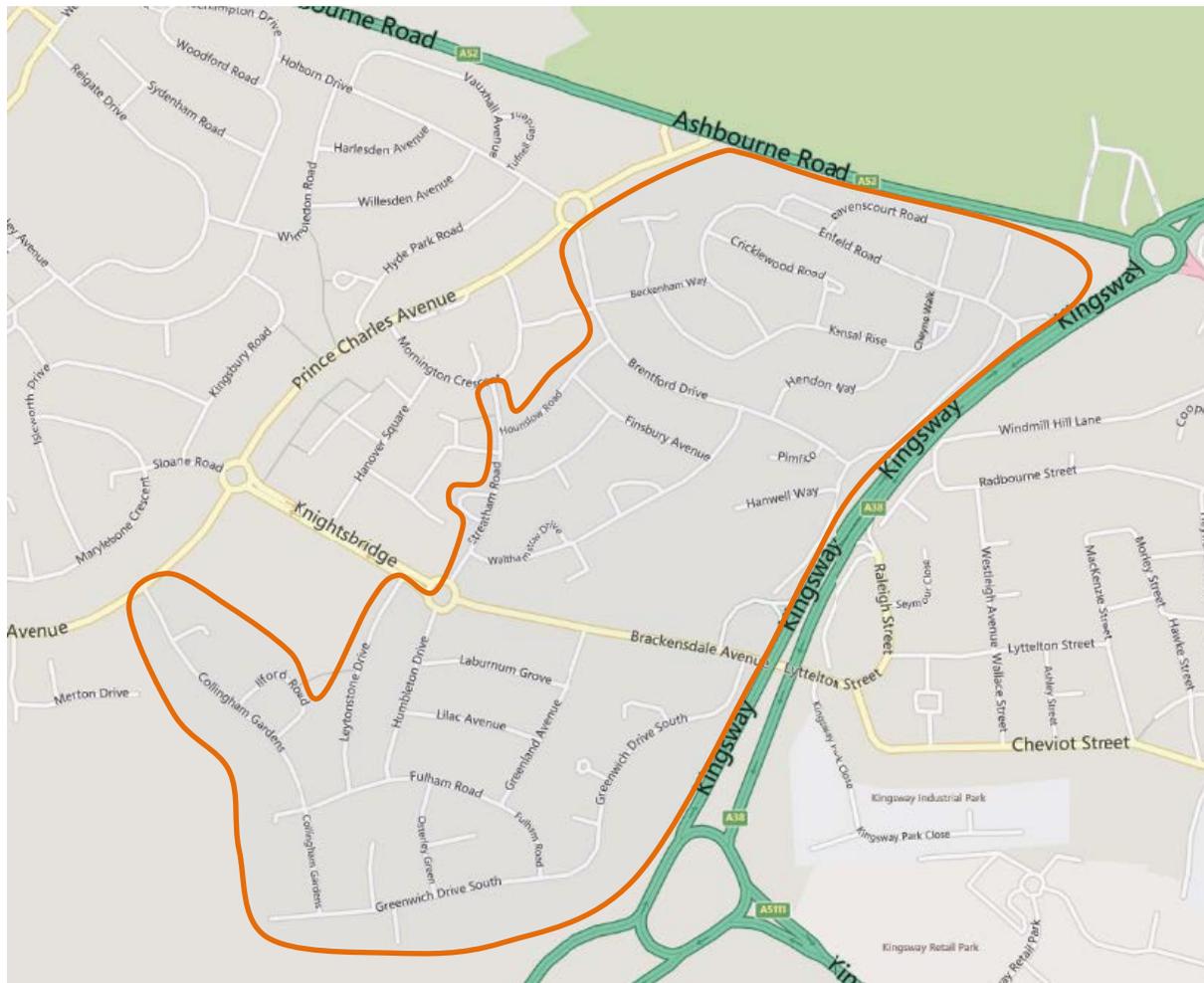
3.2 **Table 3** shows the streets within this area. Except for that part of Brookside Road that lies outside of the area indicated in Figure 3, all houses on these streets received a leaflet.

<b>Breadsall</b>
MOOR ROAD
ASH TREE CLOSE
MOORWAY
CHURCH LANE
RECTORY LANE
ORCHARD CLOSE
CROFT LANE
BEECH CROFT
BROOKSIDE ROAD (Part of)
BROOKFIELDS DRIVE
PALL MALL
NEW HOUSE ON BROOKFIELDS DR.

**Table 3** – Breadsall streets

## 4. Mackworth

4.1 **Figure 4** below shows the area where leaflets were distributed in Mackworth.



**Figure 4** -Mackworth Distribution Area

4.2 **Table 4** shows the streets within this area. All houses on these streets received a leaflet.

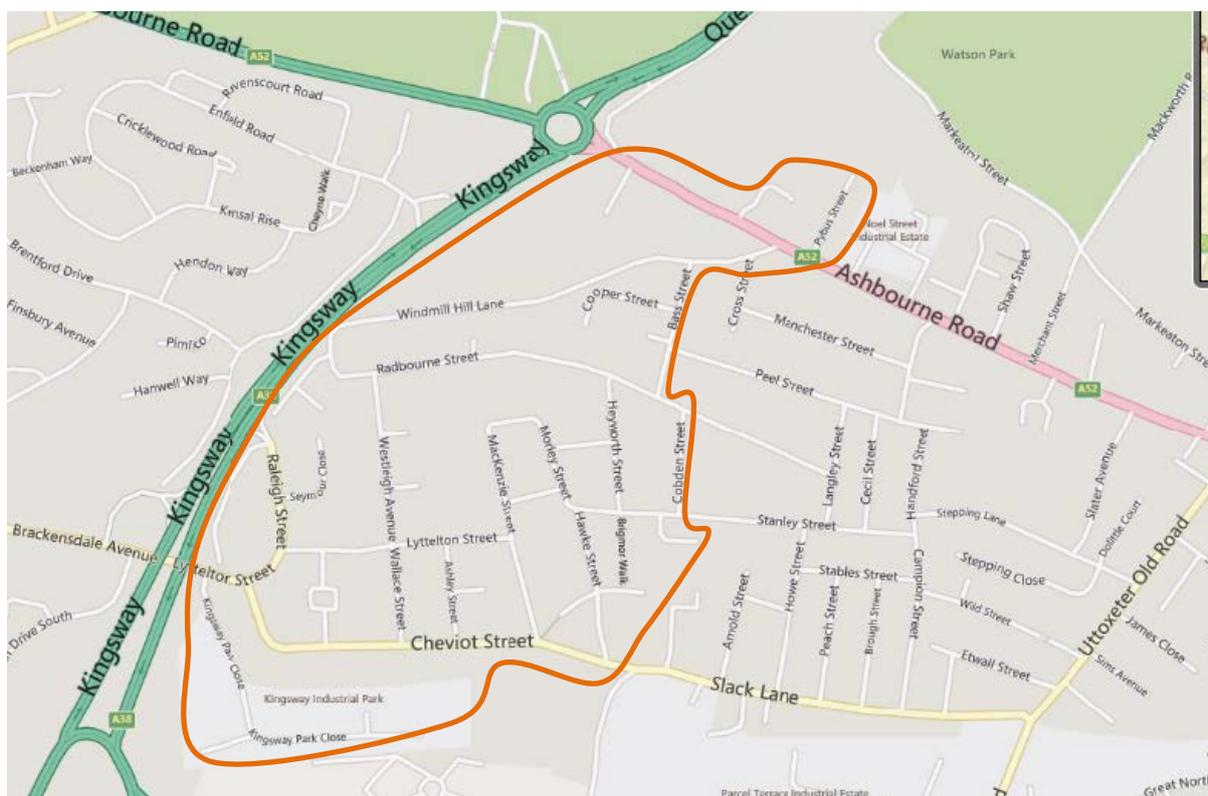
Mackworth
ASHBOURNE ROAD
BRENTFORD DRIVE
BECKENHAM WAY
WIMPOLE GARDENS
FENCHURCH WALK
KENSAL RISE
CHEYNE WALK
CRICKLEWOOD ROAD
ENFIELD ROAD
RAVENS COURT ROAD
RANELAGH GARDENS
HARRINGAY GARDENS
GREENWICH DRIVE NORTH

<b>Mackworth</b>
HANWELL WAY
PIMLICO
HENDON WAY
WALTHAMSTOW DRIVE
FINSBURY AVENUE
HOUNSLOW ROAD
DORKING ROAD
STREATHAM ROAD
TWICKENHAM DRIVE
CHINGFORD COURT
LEYTONSTONE DRIVE
COLLINGHAM GARDENS
ILFORD ROAD
CARNABY CLOSE
GREENWICH DRIVE SOUTH
PECKHAM GARDENS
OSTERLEY GREEN
NORWOOD CLOSE
FULHAM ROAD
GREENLAND AVENUE
LILAC AVENUE
LABURNUM GROVE
HUMBLETON DRIVE
WOBURN PLACE
SOUTHWARK CLOSE
KEW GARDENS
BRACKENSDALE AVENUE

**Table 4** – Mackworth streets

## 5. New Zealand

5.1 **Figure 5** below shows the area where leaflets were distributed in New Zealand.



New Zealand – Distribution Area

5.2 **Table 5** shows the streets within this area. Unless indicated in the table below, all houses on these streets received a leaflet. It is noted that Queensway and the four semi-detached on Ashbourne Road (facing Markeaton Roundabout) did not receive leaflets as they have received one via post.

New Zealand
LYTTELTON STREET
RALEIGH STREET
SEYMOUR CLOSE
CHEVIOT STREET (Part of)
NEW ZEALAND SQUARE
WALLACE STREET
ASHLEY STREET
RAGLAN AVENUE
MACKENZIE STREET
WESTLEIGH AVENUE
RADBOURNE STREET (Part of)
THURCROFT CLOSE
WINDMILL HILL LANE
COOPER STREET
BASS STREET
SUTTON CLOSE
NAPIER STREET

<b>New Zealand</b>
SELWYN STREET
COBDEN STREET
HEYWORTH STREET
HAWKE STREET
SLACK LANE (Part of)
MORLEY STREET
STANLET STREET (Part of)

**Table 5** – New Zealand streets

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**Appendix N**  
**Public Consultation Assessment Methodology**

## Public Consultation Assessment Methodology

### 1. Introduction

- 1.1 The purpose of this Technical Note is to outline the methodologies for:
- (i) Assessment of the consultation feedback results; and
  - (ii) Assessment of the alternative design options received from the public through the consultation process.
- 1.2 The published period for the non-statutory public consultation was from 5th February 2015 to 13th March 2015.
- 1.3 The assessment process for consultation feedback and alternative options is shown in the flow chart contained in Figure 1.

### 2. Assessment of the Consultation Feedback

- 2.1 All responses to the public consultation will be scheduled and analysed. Responses will be grouped into the following strands, as recommended by Planning Inspectorate Advice Note 14: Compiling the consultation report<sup>1</sup>.
- Prescribed consultees (Planning Act 2008, sections 42, 43 & 44)
  - Community consultees (Planning Act 2008, section 47)
  - Responses to statutory publicity (Planning Act 2008, section 48).
- 2.2 The project team recognise that different consultation groups will have different interests in the scheme. For example, users of the strategic road network are likely to be interested in the overall scheme; while local residents are more likely to be concerned with impacts at specific junction locations. Consequently, the analysis will examine the responses for each of the questions overall to determine the high level trends. Where returned questionnaires include post code or location data, the responses will be further examined to determine any local trends or concerns. The high-level and local-level assessments will be compared on a qualitative basis.
- 2.3 Given that the analysis of the consultation responses will not be undertaken on a simple numerical basis, the application of weightings to different groups of consultees is not appropriate.
- 2.4 Subsequently, where there is conflict between high-level and local-level assessments or between the responses from different local areas, we will look into whether the concerns raised can be mitigated. Further dialogue with interested parties may be necessary to understand the reasons for opposition to the proposals and to develop suitable mitigation measures.
- 2.5 The public consultation results will feed into the assessment of alternative options described in the sections below.
- Report on Public Consultation
- 2.6 The assessment of the responses received from public consultation will be reported in the Report on Public Consultation. The purpose of the report is to explain the

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<sup>1</sup> <http://infrastructure.planningportal.gov.uk/wp-content/uploads/2013/04/Advice-note-14v2.pdf>

nature of the choices offered to the public, the manner in which it was presented and to summarise results.

- 2.7 The Report on Public Consultation will also take account of the guidance provided in the Planning Inspectorate Advice Note 14. In particular, the Inspectorate's guidance on the summary of responses.
- 2.8 The report will also take account of any correspondence or dialogue which has taken place with statutory consultees and other interested parties.

### **3. Assessment of Alternative Options**

- 3.1 All alternative scheme options, identified from a review of the consultation feedback, will be considered under a two-stage assessment process comprising:
- (i) an Initial Assessment as described in Section 4; and
  - (ii) all options passing the Initial Assessment will be subject to a more detailed assessment as described in Section 5.
- 3.2 In the event that a large number of alternative options pass the Initial Assessment, the need for an Intermediate Assessment will be considered. The purpose of the Intermediate Assessment will be to reduce the number of alternative options to identify the better performing ones. If an Intermediate Assessment is required, this Technical Note will be updated accordingly.

### **4. Initial Assessment**

- 4.1 The Initial Assessment is intended as a preliminary examination of each alternative option. It will be carried out based on the information provided by the consultee. No design work will be undertaken as part of the Initial Assessment. Quantitative measures will be used where possible. Where information is not available, for example cost estimates of each option, qualitative measures will be used.
- 4.2 In some instances, variations of the alternative options may be identified by the project team during the Initial Assessment. These shall be considered as further options in addition to those identified by the consultees.
- 4.3 Initial assessment of the alternative options will follow the Department for Transport's web-based Transport Analysis Guidance (WebTAG) - The Transport Appraisal Process<sup>2</sup>. The assessment will be against the following criteria:
- Scheme objectives;
  - Deliverability; and
  - Feasibility.
- 4.4 Options must achieve a baseline score against each of these criteria in order to pass the Initial Assessment. The scoring criteria are contained in Figure 2.
- 4.5 The Initial Assessment will include the options published for the public consultation to form a baseline. Alternative options identified by the public will be compared to the relevant baselined published option, combination of options or the whole scheme, as appropriate.

<sup>2</sup>

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/370529/webtag-tag-transport-appraisal-process.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/370529/webtag-tag-transport-appraisal-process.pdf)

### Scheme Objectives

- 4.6 The full list of the objectives for the scheme, as defined in the Client Scheme Requirements, is contained in Table 2.
- 4.7 For the purpose of the Initial Assessment, the scheme objectives can be defined in 3 categories:
- Objectives which the scheme MUST achieve and will be influenced by the option chosen (e.g. reduction of congestion);
  - Objectives which the scheme MUST achieve but are independent of the option chosen (e.g. provision of watercourse pollution prevention measures); and
  - Objectives which are likely to be achieved by the overall scheme and are independent of the option chosen (e.g. facilitate regional growth).
- 4.8 The purpose is to focus the Initial Assessment on the objectives which the scheme must achieve and which will be influenced by the option chosen and whose success, in turn, would be affected by chosen design option.
- 4.9 The objectives which will not influence the selection of options are likely to be scored equally for all alternative options and hence would be likely to skew the results towards an average score for all options. Removing these objectives from the initial assessment process will increase the clarity of differentiation between all alternative options.
- 4.10 The outcome of this review is detailed in Table 1 showing the scheme objectives to be used for the Initial Assessment.

**Table 1: Scheme Objectives to be used for Initial Assessment**

Category	Detailed Transport Objective
Economy	To reduce congestion and increase reliability of journey times on the strategic corridor
	To minimise traffic disruption due to construction works and incidents
	To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users
Environment	To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features
	To seek to mitigate impacts on air quality and noise
Society	To improve the safety for all road users
	To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users
Public Accounts	To be affordable and represent High Value for Money according to DfT's appraisal criteria

### Deliverability

4.11 The initial assessment of the options' deliverability relates to:

- Are there any significant risks associated with this option which may affect delivery?
- What level of stakeholder/public support/challenge is expected for this option?
- Are there any significant third party issues associated with the option?
- Are there any political issues associated with this option e.g. conflict with regional policies and strategies or local priorities?
- Are there any planning/legal issues associated with this option?
- Does the option impact the overall project deliverability (e.g. if the option is for one of the junctions only, how does it affect the project as a whole)?

### Feasibility

4.12 The initial assessment of the options' feasibility relates to:

- Is the option technically sound?
- Does it conform to design standards? Are any Departures needed which are unlikely to be approved?
- Can the option be safely and effectively built?
- Is the option likely to be effective?
- Does the option impact the overall project feasibility (e.g. if the option is for one of the junctions only, how does it affect the project as a whole)?

## **5. Alternative Options Report**

5.1 All alternative options which pass the Initial Assessment will be further assessed and an Alternative Options Report compiled.

5.2 Alternative Options Report(s) will be based upon DfT's WebTAG guidance<sup>3</sup> and will typically contain the following:

- (i) Description of the Alternative Option
- (ii) Assessment of the Environmental Impacts
- (iii) Engineering and Buildability Assessment (including operation and maintenance matters)
- (iv) Land-take Assessment
- (v) Cost Estimates
- (vi) Traffic and Economics Assessment
- (vii) Consultation
- (viii) Overall Assessment

5.3 The overall assessment of the alternative options will compare the findings of the individual assessments described above for the Alternative Option to the scheme

<sup>3</sup> <https://www.gov.uk/transport-analysis-guidance-webtag>

proposals published at the consultation. The assessment framework will be based upon the WebTAG Appraisal Summary Table<sup>4</sup>.

- 5.4 Where available, quantitative data will be used to inform and substantiate the options assessment. Where, given the level of design and assessment on the current scheme options, such information is not available or would necessitate significant work, qualitative assessments will be used. Where qualitative assessments have been used, they will be clearly stated within the relevant sections of the Alternative Options Report(s).

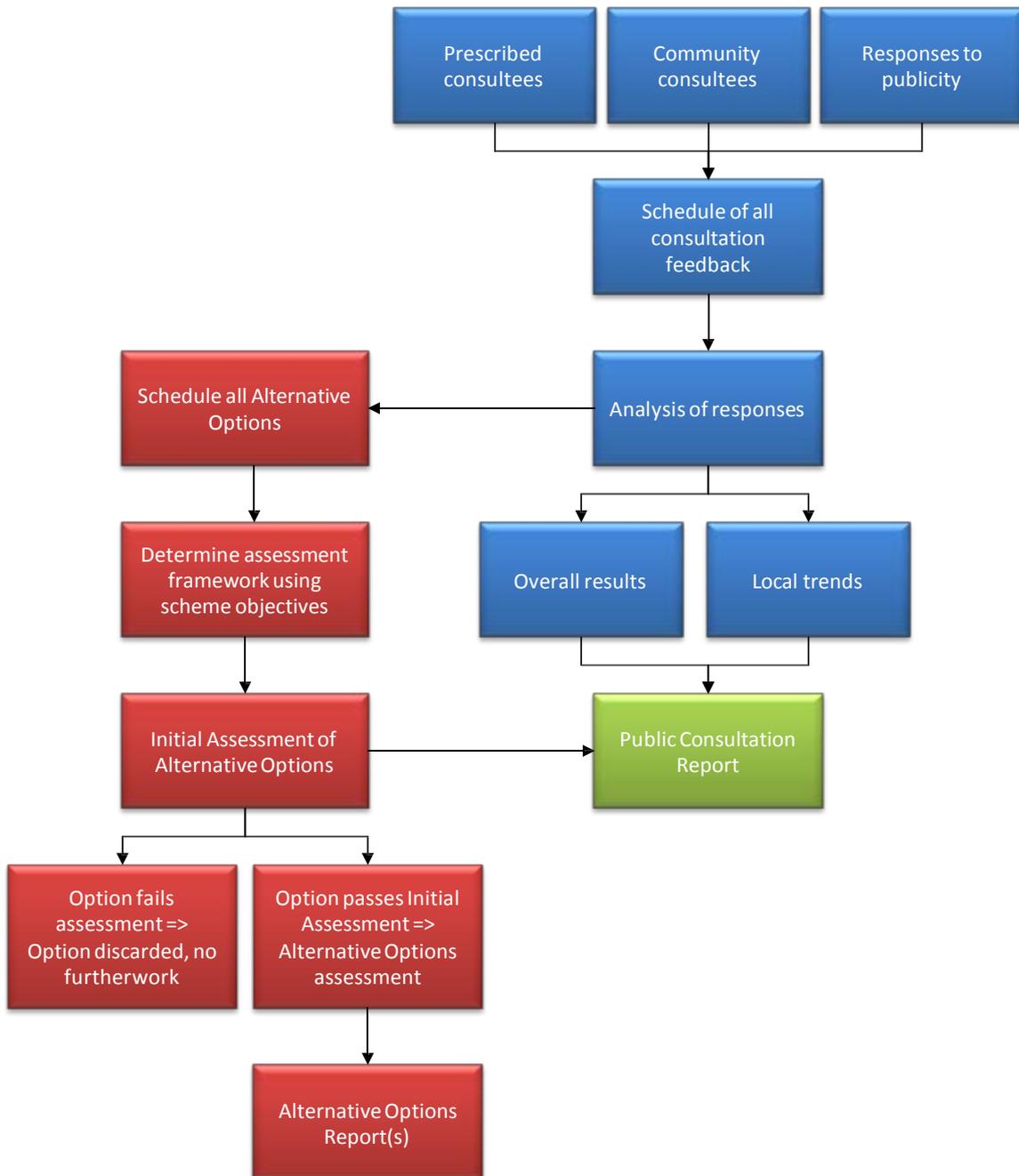
## **6. Next Steps**

- 6.1 The Report on Public Consultation will be published and the initial assessment of the alternative options will be completed by July 2015. The outcomes of the consultation feedback and the initial assessment of alternative options will inform further dialogue with interested parties.
- 6.2 The timescales for completion of the Alternative Options Report(s) is yet to be confirmed and will be subject to the number of alternative options that pass the Initial Assessment.

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<sup>4</sup> <https://www.gov.uk/government/publications/webtag-appraisal-tables>

Figure 1: Consultation Review & Alternatives Options Assessment Process



**Figure 2: Scoring Criteria for the Initial Assessment**

<b>Qualitative assessment against identified 'must deliver' objectives</b>		
1	Poor fit	There is significant conflict with other policies/options affecting the study area which needs to be resolved. Possibly also conflicts with other modes.
2	Low fit	There is some conflict with other policies/options or modes.
3	Reasonable fit	Overall the option fits well with other policies affecting the study area.
4	Good fit	The option fits very well with other policies affecting the study area.
5	Excellent fit	Option complements other policies/proposals affecting study area, has no negative impacts on other modes or outcomes and demonstrates 'doing more with less'.

<b>Qualitative assessment of deliverability (e.g. political, planning, timescale or third party issues) considering the overall project</b>	
1	Unlikely to be deliverable
2	Deliverable with major challenges
3	Likely to be deliverable, with some challenges

<b>Qualitative assessment of feasibility (e.g. physical constraint, land availability and design standards) considering the overall project</b>	
1	Unlikely to be feasible
2	Feasible with major challenges
3	Likely to be feasible, with some challenges

<b>PASS criteria for alternative option to proceed to next level of assessment</b>		
A	Objectives	Overall reasonable fit with identified objectives (assessment score > 3)
B	Deliverability	Must be likely to be deliverable (assessment score = 3)
C	Feasibility	Must be likely to be feasible (assessment score = 3)

**Table 2: Scheme Objectives (extracted from the Client Scheme Requirements dated 13/10/2014)**

Category	Detailed Transport Objective
Economy	To reduce congestion and increase reliability of journey times on the strategic corridor.
	Assist in bringing forward development and regeneration opportunities in the surrounding area and immediately adjacent to the scheme.
	To minimise traffic disruption due to construction works and incidents.
	To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users.
Environment	To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features.
	To seek to mitigate impacts on air quality and noise.
	To ensure effective measures are in place to protect watercourses from pollutant spillage on the highway.
	To investigate and encourage the use of environmentally friendly operations and products throughout the project life cycle.
Society	To improve the safety for all road users
	To manage the safety for road works in accordance with the requirements of GD04/12 - Standard for the Safety Risk Assessment on the Strategic Road Network and the Health and Safety at Work 1974 Act to be So Far As Is Reasonably Practicable (SFAIRP).
	To improve safety for residents in the vicinity of the Junction.
	To facilitate integration with other transport modes where applicable.
	To ensure a consistent high standard of signing relating to the junction and scheme.
	To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users.
Public Accounts	To be affordable and represent High Value for Money according to DfT's appraisal criteria
Scheme Specific Objectives	Improve integration by supporting the local transport plan.
	Facilitate regional development and growth in Derby City and its surrounding areas and increase capacity of the strategic road network to absorb growth.

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## **Appendix O**

### **Highways England letter to Councillor Abey Stevenson**

Our ref:  
Your ref:

Cllr Abey Stevenson

Monica Corso Griffiths  
MP North  
9th Floor  
Piccadilly Gate  
Store Street  
Manchester M1 2WD

Direct Line: 0300 123 5000  
21 May 2015

Dear Cllr Abey Stevenson

### **A38 DERBY JUNCTIONS - ABBEY HILL**

Further to my letter to you of 30 April 2015 to date I have not received a reply.

In your letter of 9<sup>th</sup> March, you suggested that the scheme at Little Eaton could possibly adopt a different alignment to that proposed. You described the alternative as follows:

*"I would like to know whether there was an option of keeping the line of the A38 across the roundabout and extending the curvature further west so that the road matches and meets at a point 800M approx south of the existing road. I know this would mean a new railway and river bridge but the layout would be over bare land and would thus avoid the problems of the two villages. The work entailed would be no greater than Option 3 and obviously the expense for bridge construction would be higher. At a push the curvature could utilise the existing river bridge".*

The project team is examining all the alternative solutions presented to us during the public consultation and we need to ensure that we have correctly understood your alternative proposal. To this end, please could you please sketch your alternative option on the attached map and return it to Highways England? We sent you a stamped addressed envelope in our previous letter.

All alternative proposals will be reviewed and an appropriate level of assessment conducted before any further decisions are made in terms of the scheme layout. This initial review of alternative options will be included in our consultation report, which will be published on the Highways England's website in due course.

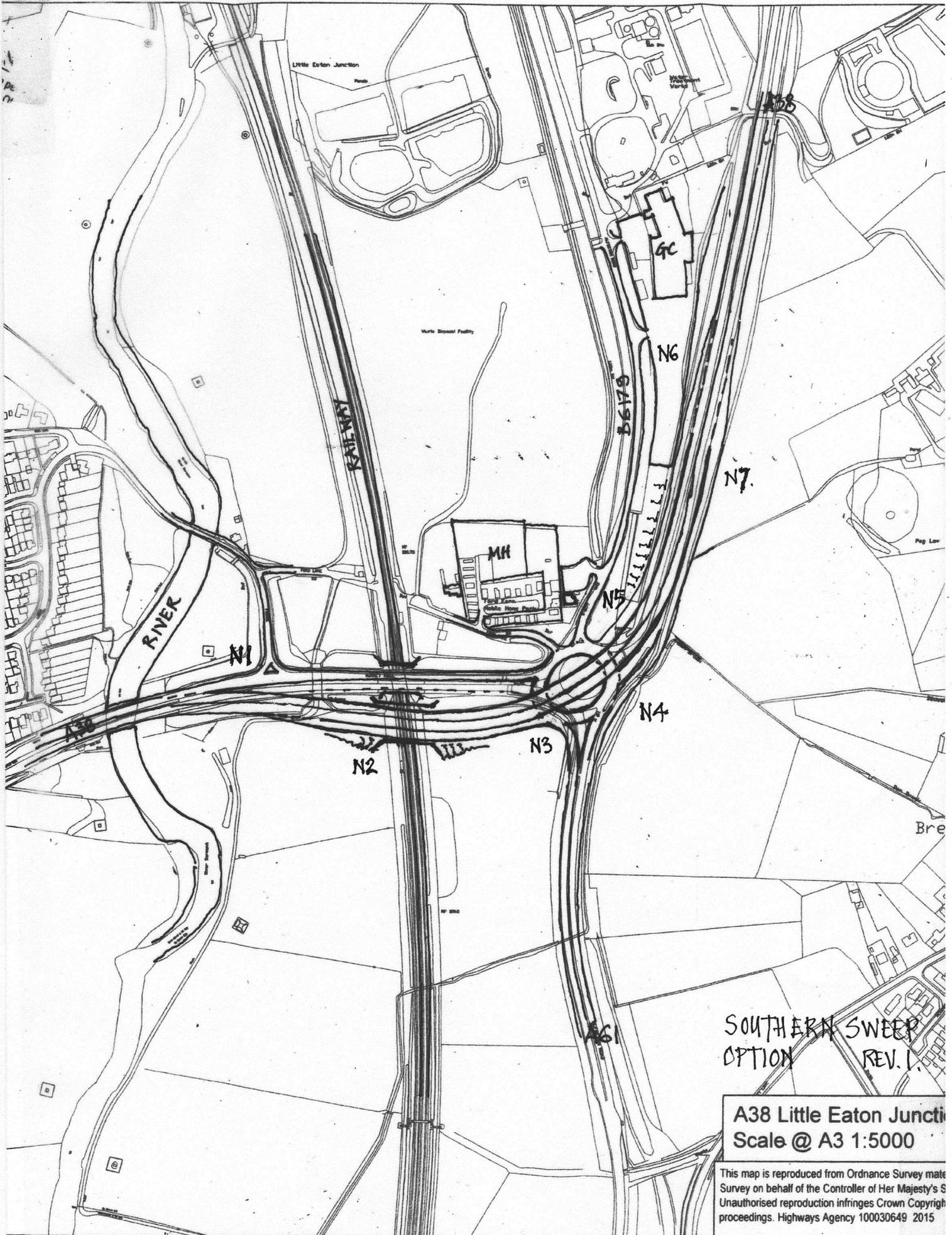
I look forward to hearing from you in due course.

Yours sincerely,

Monica Corso Griffiths  
MP North  
Email: [A38derbyjunctions@highwaysengland.co.uk](mailto:A38derbyjunctions@highwaysengland.co.uk)

**Appendix P**

**Plan provided by Councillor Abey Stevenson and the Breadsall A38 Action Group  
(June 2015)**



SOUTHERN SWEEP  
OPTION REV. 1.

A38 Little Eaton Junction  
Scale @ A3 1:5000

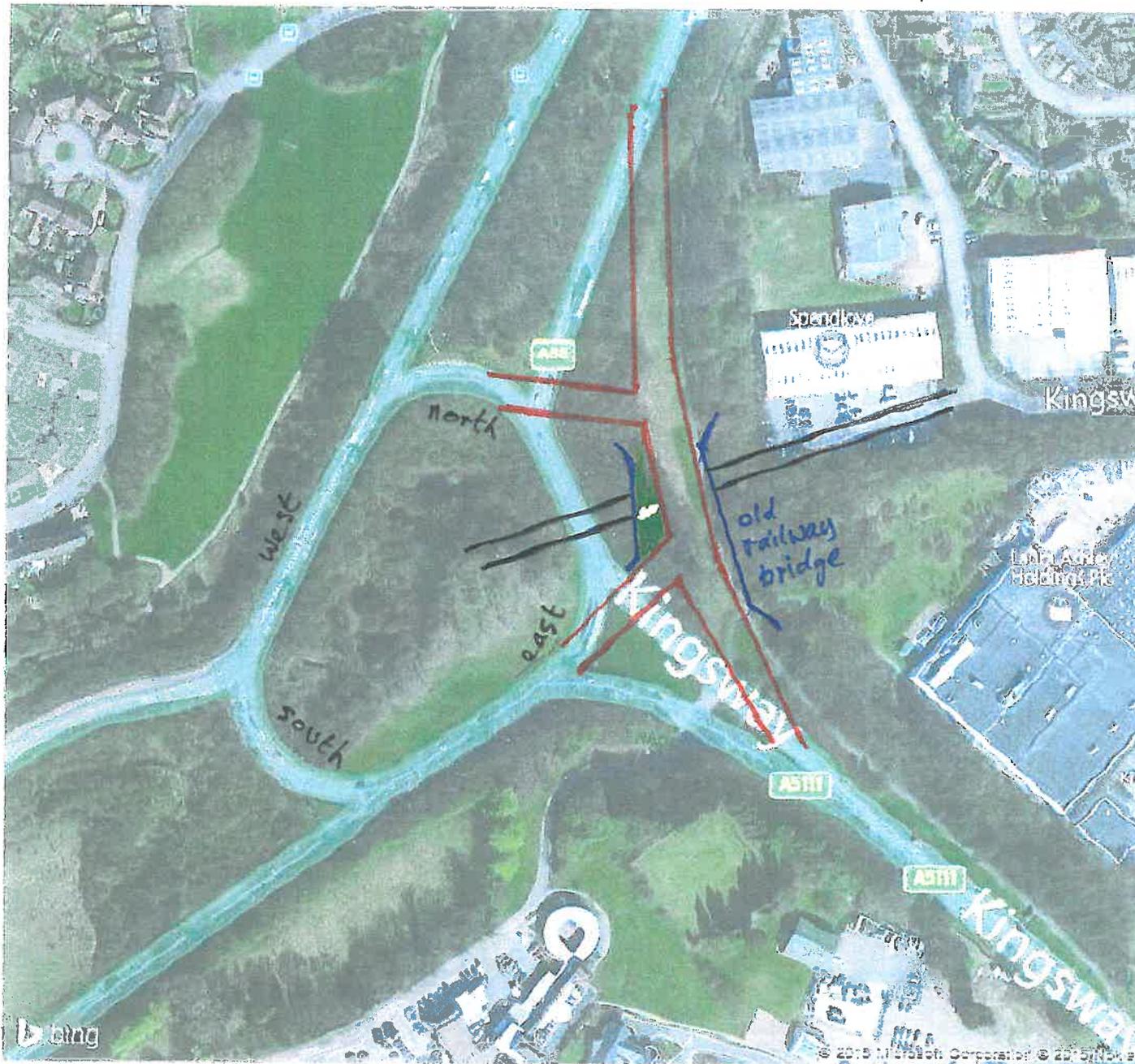
This map is reproduced from Ordnance Survey material on behalf of the Controller of Her Majesty's Stationery Office. Unauthorised reproduction infringes Crown Copyright and may lead to proceedings. Highways Agency 100030649 2015

## A.38. SOUTHERN SWEEP OPTION NOTES (REV 1)

- N.1. EXISTING EASTBOUND CARRIAGEWAY OF A.38 RETAINED AS SLIP ROAD DOWN TO EXISTING ROUNDABOUT.  
ADVANTAGE MAY BE KEPT FULLY OPERATIONAL WHILE NEW/EXTENDED RAILWAY BRIDGE AND SOUTHERN SWEEP IS CONSTRUCTED. FORD LANE CONNECTION CAN BE RETAINED. NO ALTERATIONS TO RIVER BRIDGE.
- N.2. NEW (OR EXTENDED) RAILWAY BRIDGE - CONSTRUCTED FIRST.
- N.3. NEW SLIP ACCESS ROAD FROM A.61 TO A.38 (WESTWARDS)  
NB THE ROUNDABOUT IS SHOWN ENLARGED TO THE S.W. TO ENABLE THIS TO BE CONNECTED AT THE ROUNDABOUT. IF SEPARATED SLIPS FROM THE A61 + ROUNDABOUT ARE PREFERRED (AS FOR THE SOUTHBOUND EXIT) THE ROUNDABOUT COULD STAY AS EXISTING.
- N.4. EXISTING ROUNDABOUT + SLIP ROADS FROM A.38 (SOUTHBOUND) TO A61 RETAINED AS IS.  
RAISED SECTION OF A.38 OVER ROUNDABOUT ON PILOTIS RATHER THAN BANKING TO MINIMISE SPACE USE.
- N.5. B.6179 AND STARBUCKS RETAINED AS IS.  
NB TURN FROM B.6179 ONTO NORTHBOUND SLIPROAD IS TIGHT SO CONSIDERATION MAY BE GIVEN TO A NO LEFT TURN (VEHICLES GO ROUND ROUNDABOUT PRIOR TO HEADING NORTH) OR ALTERNATIVELY DEMOLITION OF STARBUCKS TO ALLOW AN EASIER TURN.
- N.6. GARDEN CENTRE SHOULD REMAIN AS IS THOUGH NORTHBOUND A.38 SLIPROAD WILL REQUIRE RETAINING WALL ALONGSIDE CAR PARK RATHER THAN BANKING TO SAVE SPACE.
- N.7. AS THE A.38 NORTH OF THE ROUNDABOUT IS BASICALLY ON ITS EXISTING LINE, A TEMPORARY LINE COULD BE MADE TO THE EAST DURING CONSTRUCTION. THIS AREA COULD THEN BE PLANTED ETC. AS A SOUND BUFFER FOLLOWING CONSTRUCTION.

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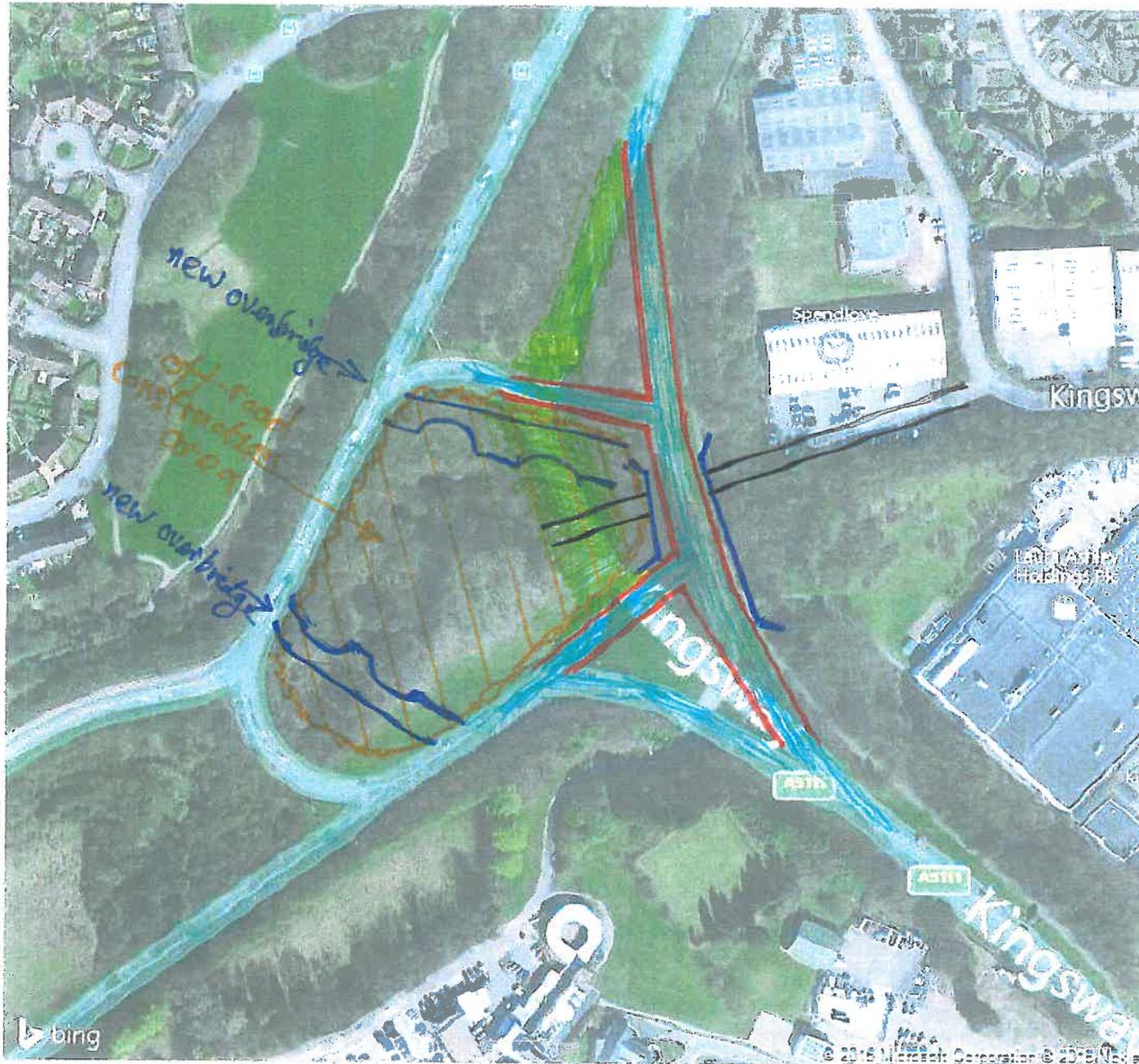
**Appendix Q**  
**Plan provided by Consultee A**



Phase 1 Re-tarmac old railway bridge and north east roads and divert south-bound traffic onto it.

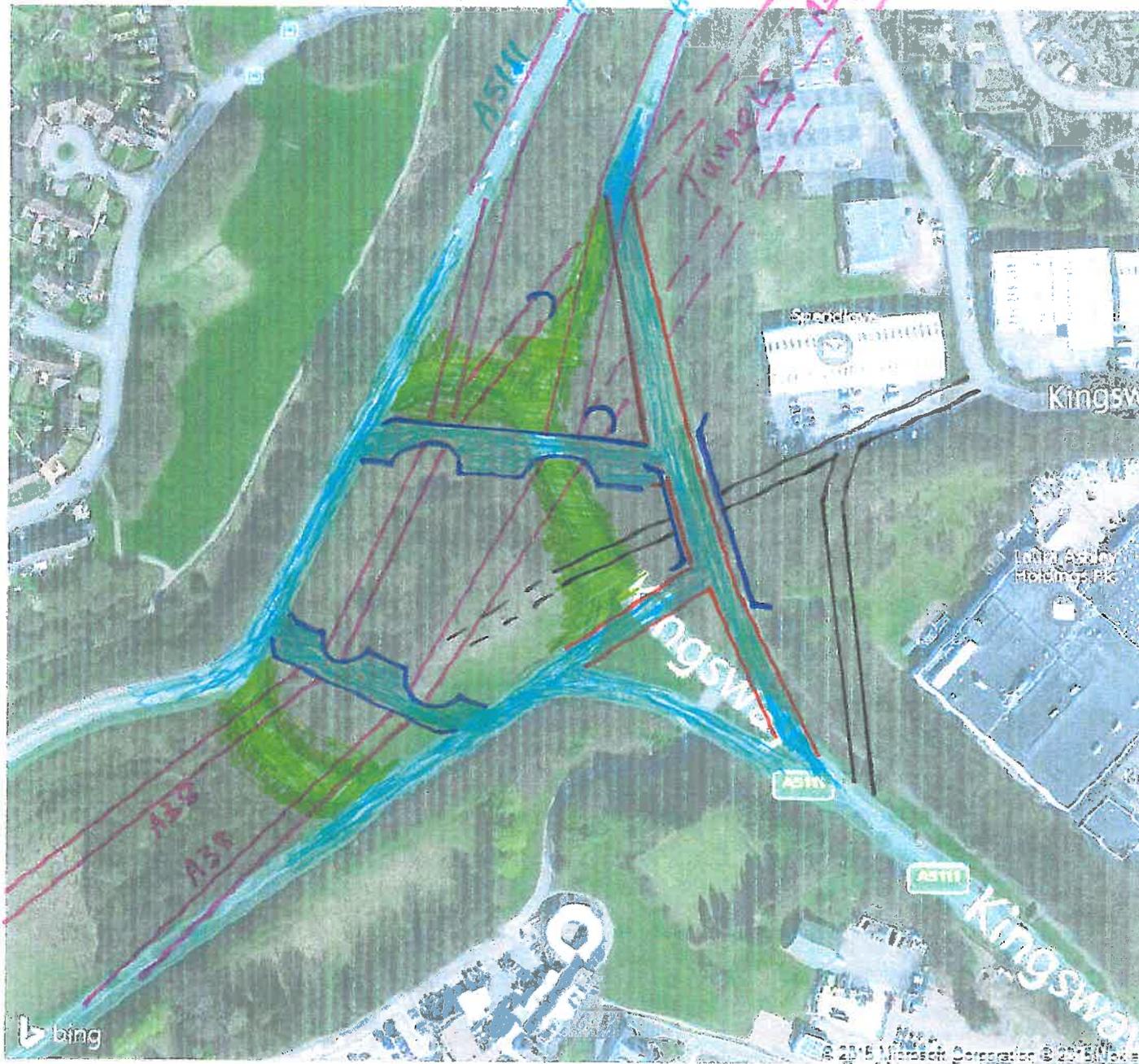
Phase 2 Extend Kingsway Park Drive under bridge and punch through east road to gain access to inner roundabout.

FIGURE 2



Phase 3 Build 2 off  
 2x2 lane overbridges  
 within the off-road  
 construction area, gaining  
 access from Kingsway Park  
 Drive

FIGURE 3



Phase 4 . Divert roundabout  
traffic to 2 new over-  
bridges .

Phase 5 . Remove north, east  
and south old carriageways  
of roundabout .

Phase 6 . Build 2 new  
2 carriage way roads  
under overbridges to  
connect with existing  
A38/AS111 roads .

Phase 7 . Burrow 2 tunnels  
for 2 lane A38 from  
north bridge to 400m .  
beyond Marketon Junction  
Access from Kingsway Park Dr .

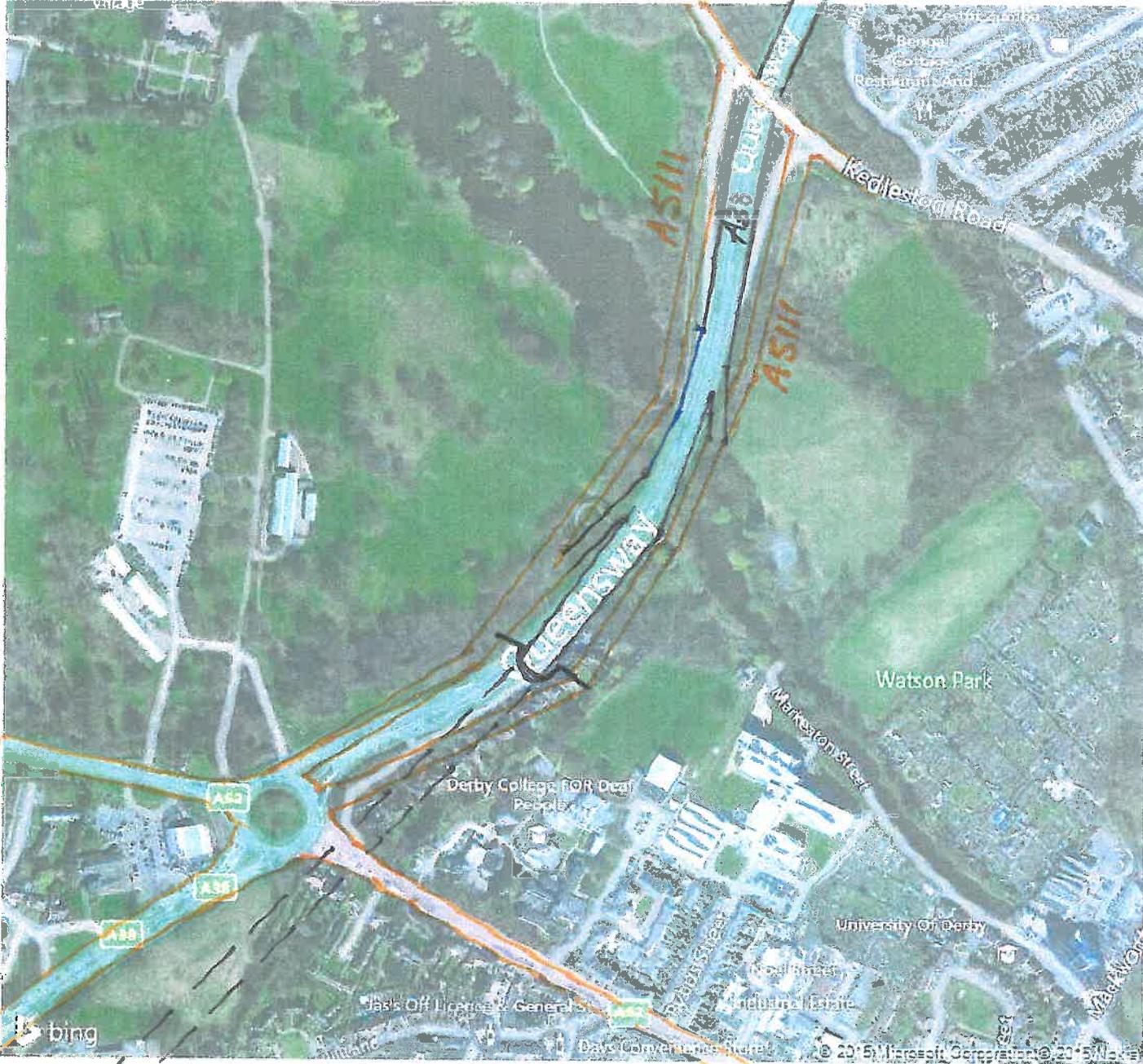
FIGURE 4



Phase 7. Burrow 2  
 Tunnels for 2-lane A38  
 from north bridge of  
 Kingsway Junction to  
 400m. north of Markeaton  
 Junction. Access from  
 Kingsway Park.

Normal A38/A5111 traffic  
 flows along Kingsway  
 until completed.

FIGURE 5



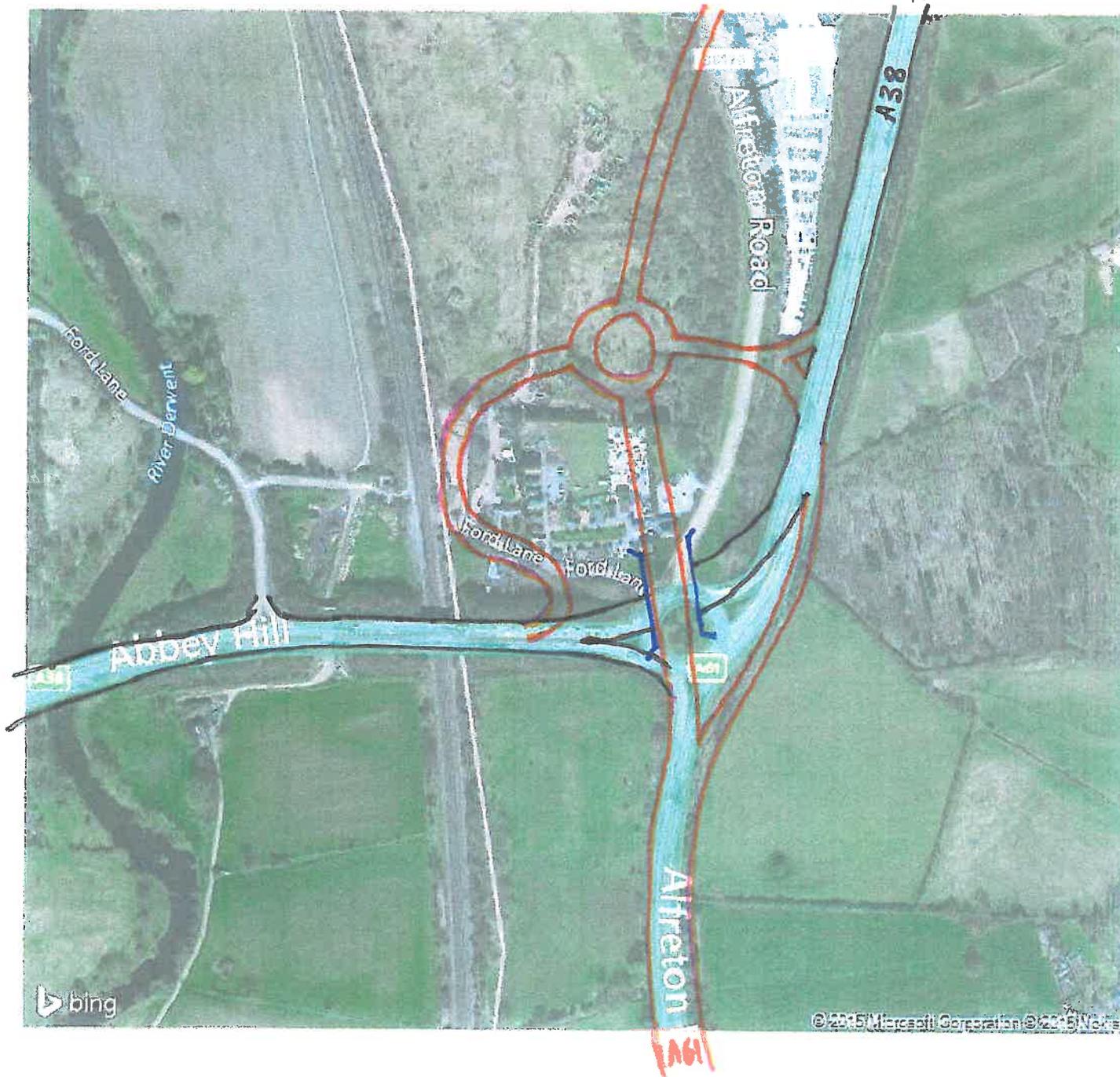
Phase 7 - 2 Tunnel bores  
emerge on Queensway.

Phase 8 - 2 new sliproads  
parallel to A38 to  
segregate A38 traffic

All layouts and accesses  
maintained as present.  
Traffic flows maintained  
since new works is off-road.  
No. exit/entry to A38  
from Kedleston Rd.

A38  
Tunnel

FIGURE 6



Phase 1. Construct new roundabout on waste-land north of mobile-home park.

Construct all feeder roads to it.

All off-road, leading to no delays.

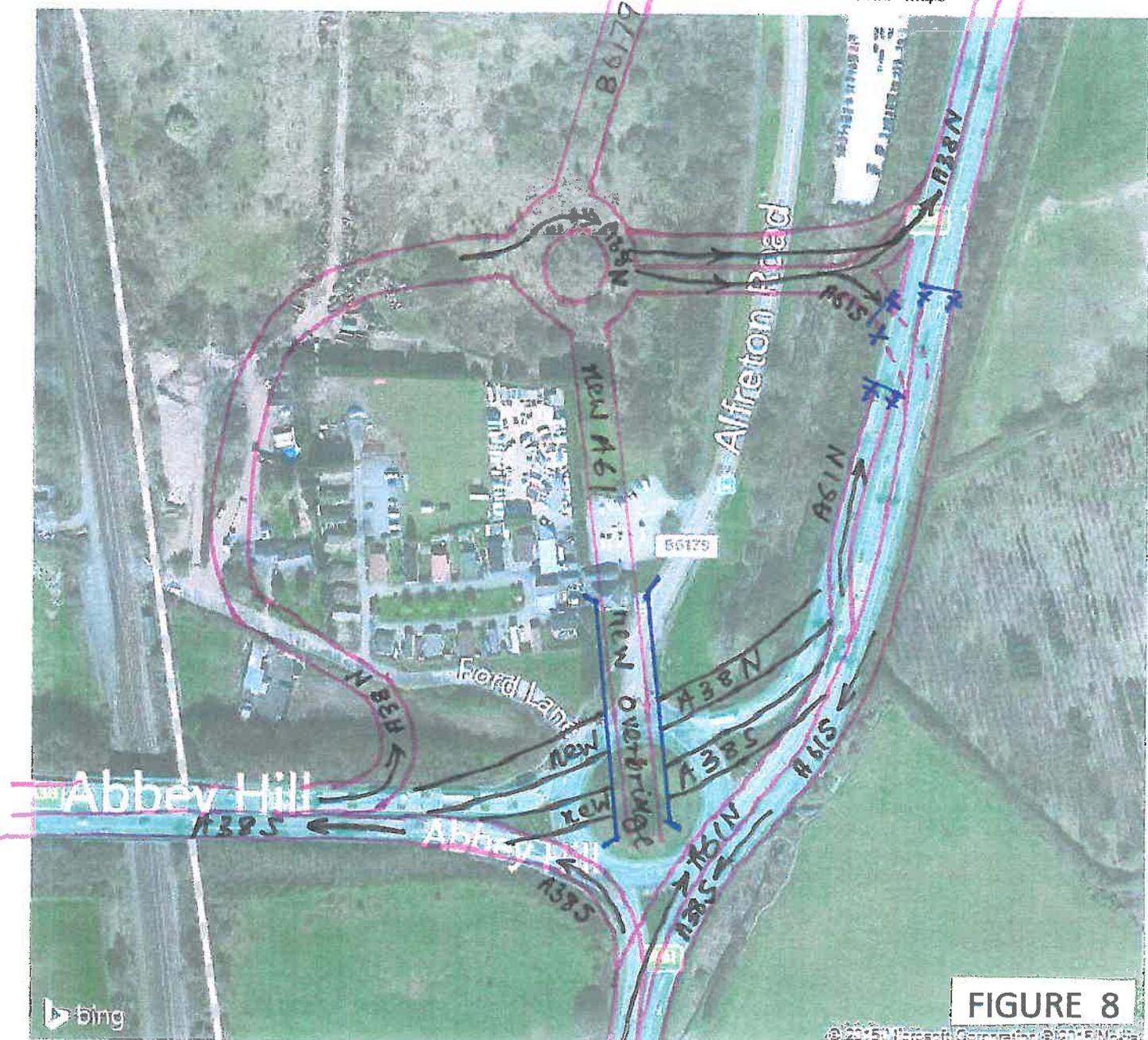
Phase 2. Divert A38N traffic to new roads + roundabout

Divert A38S. traffic to A61 Alfreton Rd roundabout + return.

Divert A61 N. traffic to A38 south-bound lanes.

Build new overbridge for A61 on old roundabout, free of traffic, plus under-roads.

FIGURE 7



$\overline{x} \ x =$  Traffic Lights

→ A38N = A38 North bound Traffic Route

→ A38S = A38 South bound Traffic Route

→ A61N = A61 North bound Traffic Route

→ A61S = A61 Southbound Traffic Route

Removal of all traffic from old roundabout allows unfettered construction of new over-bridge, new A38 carriage-ways and new A61 over-road

No delays expected. Costs low.

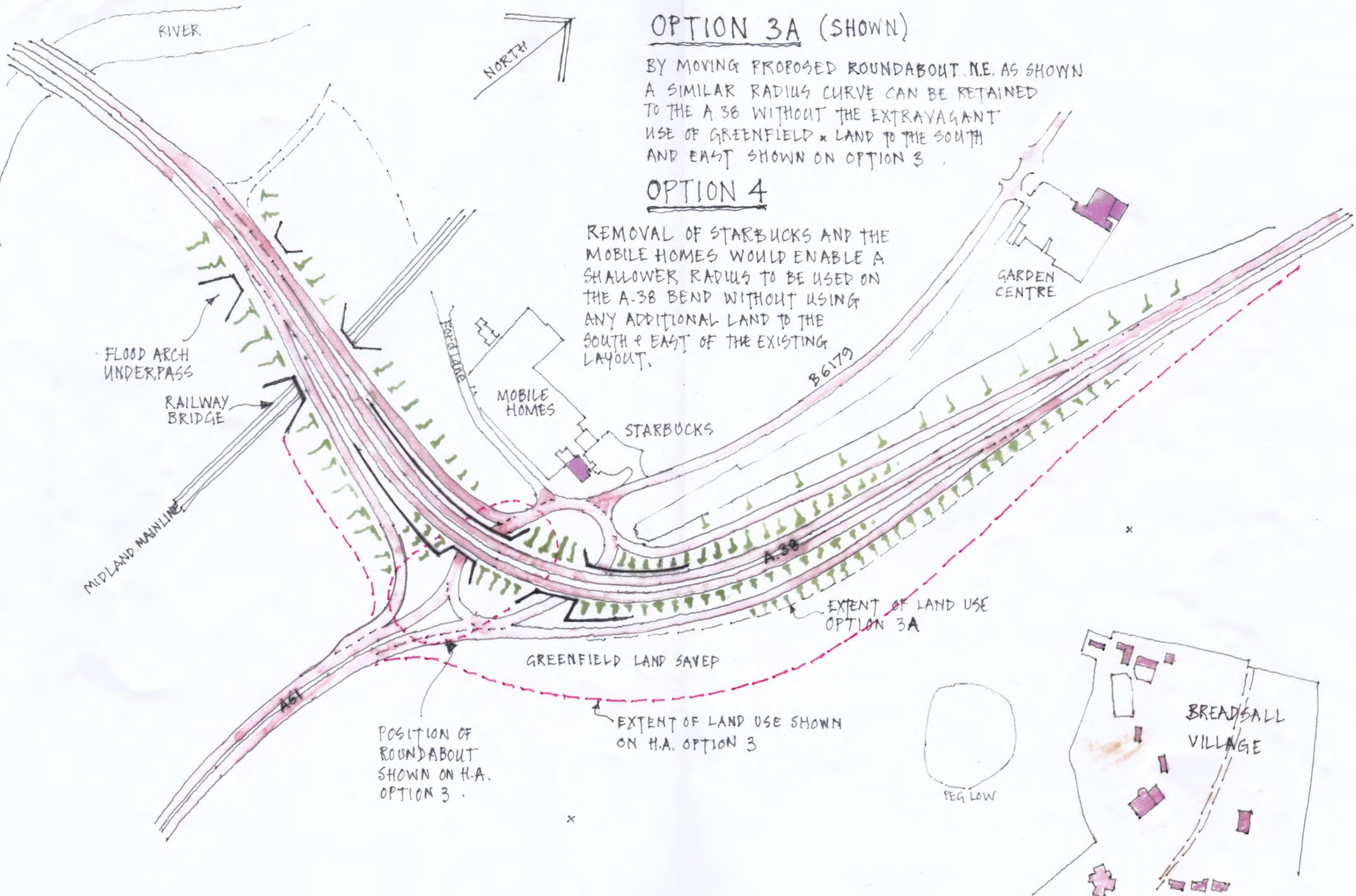
FIGURE 8

Scheme to prevent delays during re-modelling

Breasall/Croft Lane roundabout to be enlarged.

**Appendix R**

**Plan provided by Pauline Latham MP**



OPTION 3A (SHOWN)

BY MOVING PROPOSED ROUNDABOUT N.E. AS SHOWN A SIMILAR RADIUS CURVE CAN BE RETAINED TO THE A.38 WITHOUT THE EXTRAVAGANT USE OF GREENFIELD \* LAND TO THE SOUTH AND EAST SHOWN ON OPTION 3

OPTION 4

REMOVAL OF STARBUCKS AND THE MOBILE HOMES WOULD ENABLE A SHALLOWER RADIUS TO BE USED ON THE A.38 BEND WITHOUT USING ANY ADDITIONAL LAND TO THE SOUTH & EAST OF THE EXISTING LAYOUT.

FLOOD ARCH UNDERPASS

RAILWAY BRIDGE

MIDLAND MAINLINE

FOOTWAY

MOBILE HOMES

STARBUCKS

GARDEN CENTRE

B6179

A.38

A61

EXTENT OF LAND USE OPTION 3A

GREENFIELD LAND SAVED

EXTENT OF LAND USE SHOWN ON H.A. OPTION 3

POSITION OF ROUNDABOUT SHOWN ON H.A. OPTION 3

PEG LOW

BREADSALL VILLAGE

**Appendix S**  
**Details received from Consultee P**

**A38 Derby Junctions Improvement t Team**

**Major Projects North, HWYS Agency,**

**Lateral**

**8 City Walk**

**Leeds**

**LS11 9AT**

**Copy to local Councillors**

**Derby Junctions Improvements to the A38**

**The so called improvements to the Derby A38 Junctions close the Brackensdale Avenue, Raleigh Street and Enfield Road, access, and exits slip roads.**

**Access to the Mackworth Estate is to be from new roads and islands onto Greenwich Drive North, This will be an impossible route for large Lorry's. Greenwich Drive North is a narrow estate road; it will be unable to cope with the extra heavy loads.**

**The Brackensdale Avenue /A38, the Enfield Road / A38 & the Raleigh Street/A38, (slip roads) entrances, and exits must be retained.**

**To enable these slip roads to be kept open, will only mean bringing the North and South A38 carriage ways closer together. Viewing the preferred option, there is sufficient width of land to move the two carriage ways of the A38 closer together, and have the new single roads to service both the Brackensdale Ave, and Raleigh St (slip roads) exit and entrances,**

**Why waste more time and money on these three Islands, what is required is a new (real) Trunk Road around Derby. From the Toyota Island on the A38, north of Mickleover, Mackworth, Allestree, and Little Eaton. This will enable the existing three Islands only to deal with the local Derby traffic. And Derby will have suitable ring road.**

**It must also be noted, there is a new large scale housing estate being built north of Mackworth Estate on Radbourne Lane. This along with Mackworth Est. residents and with the new housing estate residents both will require a safe way to go into the City centre.**

**The proposed (only not so safe exits/entrants,) exits from Prince Charles Ave & Radbourne Lane, both are difficult/hazards junctions to turn onto the A52. It's difficult now, turning right.**

**All the money, time, and effort that has been put into this part, of the A38 north of Derby City centre could, and should have been put into a new trunk road from the junction of the A50/A38, north of Mickleover/Mackworth/Allestree, and Little Eaton to join up again to the A38 north of Derby, closer to the M1. This is the only practical way to solve the traffic problem around this area. Derby is the only city without a suitable ring road. This new road will have to be built.**

**Yours faithfully**

## **Appendix T**

### **Plan provided by the Campaign for Better Transport**

## A38 Derby Junctions Improvements

### Response to Public Consultation

This letter attempts to answer the points in the questionnaire and also cover more general subjects. It is written on behalf of Derbyshire and Peak District Campaign for Better Transport but incorporates some personal views as a local resident.

In 2002 I represented the East Midlands Transport Activists Roundtable (EMTAR) on the Project Management Group of the Roads Based Study into these junctions. At the time I was employed near M1 Jct 28 and commuted most days to there from Mickleover. I have since retired and now only occasionally use the road. Other members of the campaign are now more regular users.

#### General

Campaign for Better Transport has always argued against new roads that take no account of related transport issues. I was reassured at the exhibition that the general points raised in 2002 and more recently by the City Council will be taken in to consideration.

We remain concerned that the reduction in journey time for journeys from the West Midlands to the M1, which will be significant in peak hours, will attract additional traffic from other modes and alternative road routes (e.g. M42) and cause congestion/hazard at other junctions on the network, e.g. A38/A5148 (Swinfen), Branston and M1 Jct 28.

Until recently, the Highways Agency have objected to housing developments on the far side of the A38 from Derby. However, on 25 November 2014, one of your Midlands colleagues wrote to the City Council, regarding a planning application for 370 homes north of Mickleover, stating *“The Highways Agency had no objections to the proposal because the additional demand could be accommodated by the committed pinch point scheme at the A38 Markeaton roundabout.”* If the new (2014) layout at Markeaton is able to accommodate additional traffic, why does the Agency still think a grade separation scheme is needed? Or is it the case that the left hand doesn't know what the right hand is doing?

In 2002, we estimated the cost of grade separation of the three junctions at around £25 million. By 2005, a submission to the Regional Funding Allocation process quoted £77 million. The figure given by the Chancellor in 2013 was £220 million. This rate of increase far outstrips inflation and suggests that the final proposals are unnecessarily expensive.

I made a number of comments on the final draft of the 2002 report that I think still apply. One particularly relates to cost. *“One area where I think the study has been remiss is to concentrate on long-term improvements to the A38 if grade separation was thought necessary, rather than looking at possibly cheaper options involving leaving the A38 on its current line and altering the other roads. Taking the A52 over the A38 at Markeaton, or the northbound A61 over the A38 at Little Eaton, has been insufficiently considered.”* The current consultation seems to think that an uninterrupted journey along the A38 must be achieved regardless of cost, compared with less expensive options to provide similar overall benefit.

I was unhappy with the environmental section of the 2002 report, which glossed over a number of problems. I was pleased to find when asking questions at the exhibition that many of these had already been considered. I look forward to reading the full Environmental Assessment.

## **Kingsway**

Is grade separation necessary here? Do the benefits outweigh the costs? Nothing has been deemed necessary here during the pinch point works. In 2002 *"it was stated at a PMG meeting that the computer model showed that grade separation was unnecessary and that it is only included in the recommendations because of safety, i.e. a need not to retain one roundabout, especially as it would be immediately after an underpass for southbound traffic."* I feel that queues at this junction are related to those at Markeaton, and if there is free-flow at Markeaton there are not queues at Kingsway. How well has this been modelled with 2014 (or 2026) traffic flows?

I asked at the exhibition about the "Mickmack" Busway. I was told that it would not be possible to thread this route through the current design for the junction and that the Busway "had been forgotten about". The Agency needs to check with the City Council whether the Busway is still a possibility, given the numerous proposals for housing developments north and west of Mickleover.

The consultation document suggests that an underpass here would be much less intrusive than a flyover, but the video simulation suggests that it would still have a major impact. It is not clear whether the underpass is intended to be 3 lane each way (which would be excessive) or 2 lanes plus slip roads.

The section from Kingsway to Markeaton was part of the Derby Ring Road before it became the A38, and local traffic from the Littleover direction to/from Mackworth via the local accesses is still important. Do they need to be closed? Or could they be redesigned? I suggest that, northbound, the on-slip from the new Kingsway island be physically split between a link to the existing exit to Brackensdale Avenue and an on-slip to the A38. Traffic from A38 south would have to come off at Kingsway and negotiate the island, rather than suddenly weave left after the underpass. Similar arrangements could be made for northbound traffic from Brackensdale Avenue, and on and off at Raleigh Street.

If the existing accesses were closed, I would prefer the new link, option K2, rather than add significant traffic to Greenwich Drive South, which is a minor residential road. Although it is a bus route, short vehicles (Solos) are normally used.

There is no mention of access for pedestrians and cyclists along this stretch of road. There is a footway, sometimes close to the road and sometimes not. There is also a crossing point (much safer when traffic is queueing!) between Thurncroft Close and Greenwich Drive North. Diversions of up to 1 mile are acceptable for motor vehicles, but not for pedestrians.

## **Markeaton**

In 2002 I said *"One of the important points to come out of the study was to show what a high proportion of turning traffic there is. Unless the traffic flows on one or other of the routes can be reduced, there is a requirement for separation of the flows. There is no reasonable alternative route for A52 traffic, so unless the West – East Midlands MMS does come up with a scheme to reduce A38 traffic, then grade separation or continuing congestion is inevitable. Given the environmental constraints, the recommended route, i.e. an east side underpass, appears to be the best option."*

I haven't changed my views and I'm pleased to see that an east-side underpass is the recommended option.

It's not clear if the underpass itself is to be three lanes, if so, it seems excessive.

Traffic exiting MacDonald's and the petrol station currently make dangerous moves, whether weaving across A38 or cutting across westbound traffic on A52. A comprehensive scheme to safely deal with this traffic, as well as a new access to Markeaton Park is required as part of this project. The A52 / Prince Charles Avenue junction is already dangerously busy, and will become more so if new housing developments go ahead. If traffic currently using Enfield Road or Brackensdale Avenue is added to this junction, then this will also require modification. Works required as a consequence of the main A38 scheme should be funded as part of it.

If it is necessary to remove the footbridge by the lake, then it should be replaced.

## **Little Eaton**

Problems here seem to have been reduced by the pinch-point works, so further work is less urgent than at Markeaton.

In 2002, I said *"As the problem is northbound A61 traffic joining the northbound A38, this appears to be a point where taking the "minor" road over or under the A38 would be cheaper and less visually intrusive."*

Given the constraints of the site, I would like to see how the benefits/cost of an A61 flyover compare with those of an A38 flyover. The A61 flyover would only need to be in one direction, so would undoubtedly be cheaper. Whatever is constructed is likely to be expensive, given that the area is a flood plain.

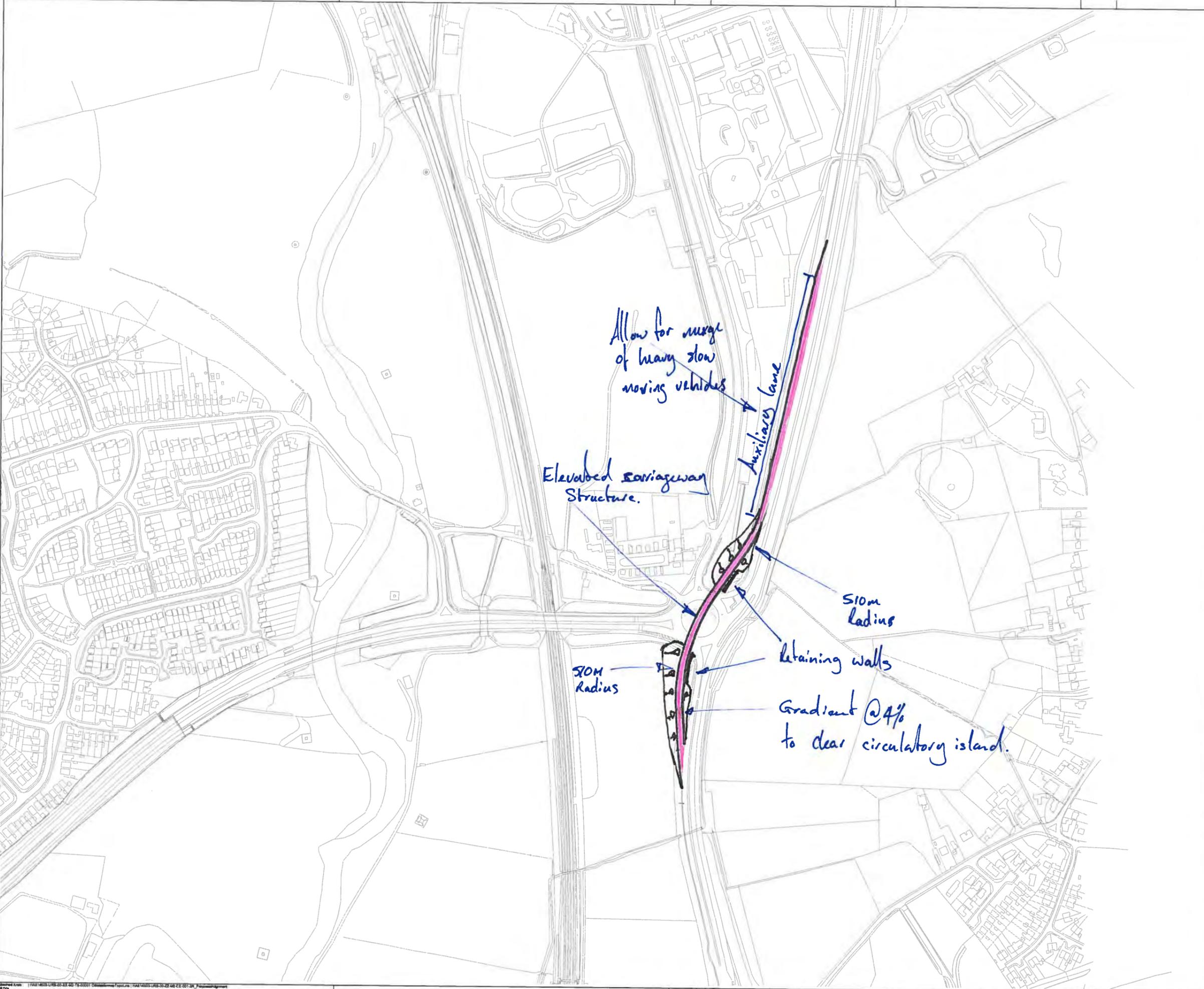
I appreciate that if a southbound A38 flyover is constructed, then it needs to have a large radius curve and so a new bridge over the railway. I consider the current design an improvement on the options considered in 2002.

Most traffic exiting Ford Lane weaves across northbound A38 traffic to turn right on A61 towards east Derby. Whether traffic should be encouraged to use this route or the A6 and Inner Ring Road between Palm Court and Pentagon is probably a matter for the City Council. I agree that the existing access should be closed to motor vehicles. Regardless of any decision about a new bridge for local vehicular traffic, there needs to be a pedestrian and cycle link between the Ford Lane estate and the cycle route at the roundabout.

Jim Froggatt

Chair, Derbyshire and Peak District Campaign for Better Transport

12 March 2015



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**NOTES**  
*Assumed design speed 85Kph in line with scheme spec.*

0	FIRST ISSUE
777	
Revision Details	
Rev #	Drawn By   Date   Checked By   Date   Approved By   Date
D	DRAFT

**A38 DERBY JUNCTIONS IMPROVEMENT**

Drawing Title

URS Internal Project Number 47071319	Zone / Mileage	Suitability
Designed	Drawn	Stage 1 check
Scale at A1 1:2500	Integrated	Date

Highways Agency  
 Major Projects  
 Pizzardi Goss  
 Stone Street  
 Manchester  
 M1 2WD

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 www.ursglobal.com

Drawing Number  
**HA514503-URS-06-DR-XX-XX.XXX-XX**

Plot Date: 14/03/2015 14:04:00  
 Plot Path: C:\Users\james\Documents\A38 Derby Junctions Improvement\A38 Derby Junctions Improvement.dwg  
 Plot Size: 11.00 x 16.00  
 Plot Scale: 1:2500  
 Plot Orientation: Landscape  
 Plot Title: A38 Derby Junctions Improvement





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**NOTES**

Better Transport  
Interpretation of text  
Version A

Buildings Affected  
Local Highway closures

0	FIRST ISSUE				
	777				

Revision Details					
Rev #	Drawn By	Date	Checked By	Date	Approved By
0	DRAFT				

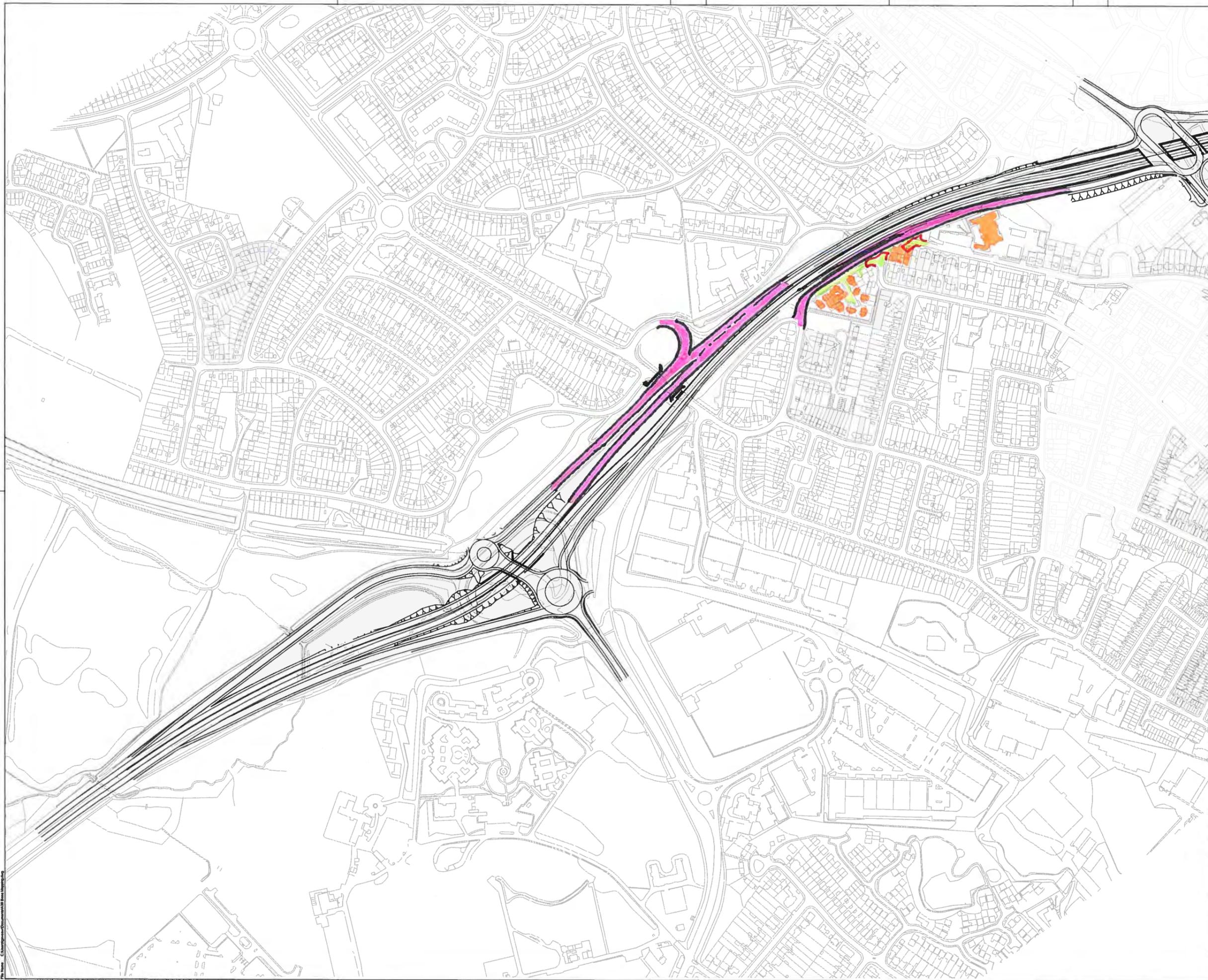
Job Title  
**A38  
DERBY JUNCTIONS  
IMPROVEMENT**

URS Internal Project Number 47071319		Zone / Mission	Sustainability
Designed	Drawn	Stage 1 check	Stage 2 check
1	2500	Approved	Date

Highways Agency  
Major Projects  
Priority One  
Barn Road  
Manchester  
M1 2WD

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Drawing Number  
**HA514503-URS-06-DR-XX-XX.XXX-XX**



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**NOTES**

*Baker Transport*  
*Interpretation of text*  
*Version B*

- Buildings affected
- Local Highway closures & alterations

0	FIRST ISSUE				
	777				
Revision Details					
Rev #	Drawn By	Date	Checked By	Date	Approved By
0	DRAFT				

Job Title  
**A38  
DERBY JUNCTIONS  
IMPROVEMENT**

Drawing Title

URS Internal Project Number 47071319	Zone / Manager	Suitability
Designed	Drawn	Stage 1 check
		Stage 2 check
Scale at A1 1:2500	Drawn	Approved
		Date

Highways Agency  
Major Projects  
Priority Data  
Storm Relief  
Manchester  
M1 2WD

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Drawing Number  
**HA514503-URS-06-DR-XX-XX.XXX-XX**

Plot Date: 15/04/2015 11:30 AM By: Steven Sawyer  
 Plot Name: C:\Users\stevensawyer\Documents\A38 Derby Junctions Improvement

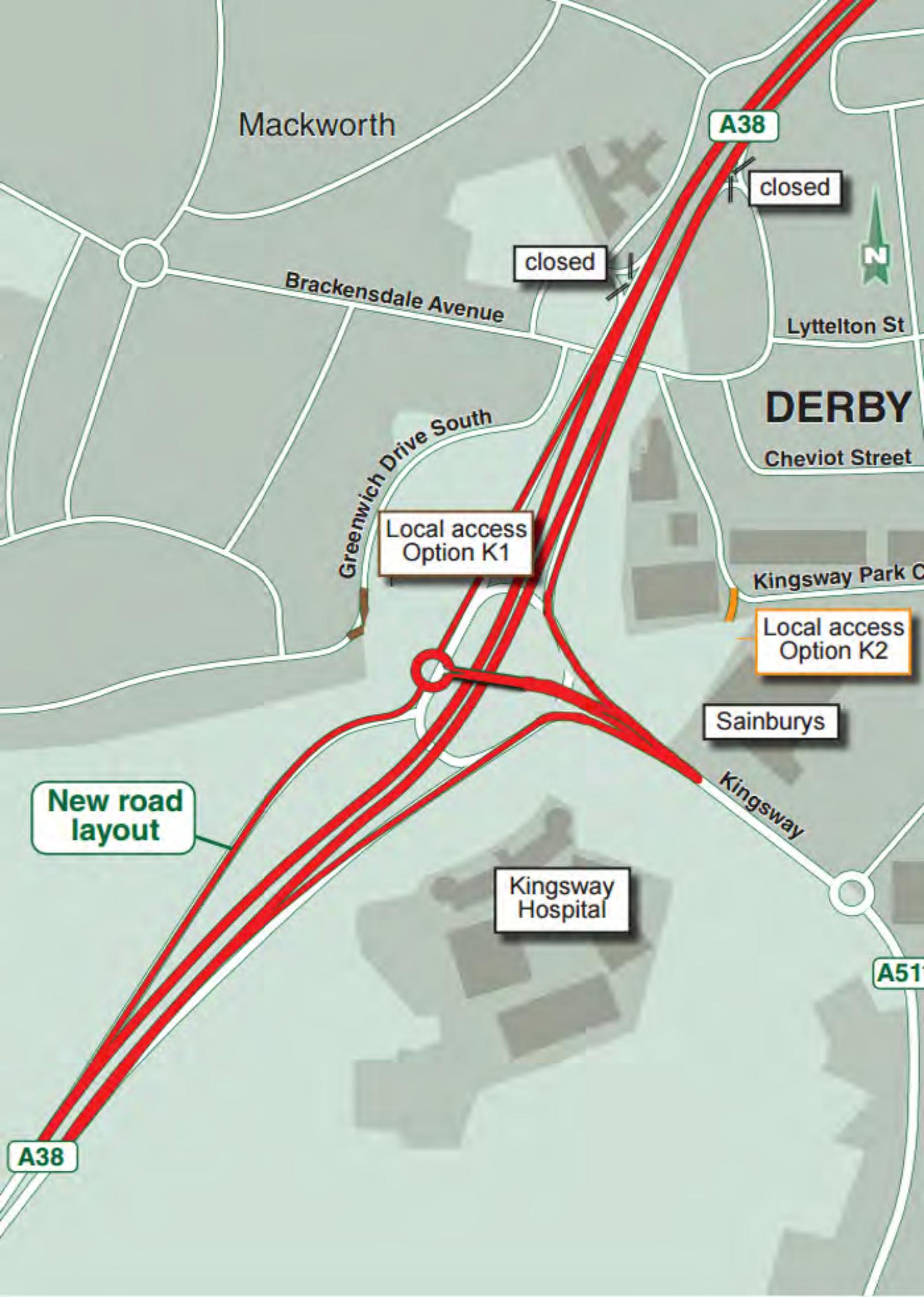
**Appendix U**  
**Plan provided by Consultee B**

# Kingsway island

Suggested layout



**Appendix V**  
**Plan provided by Consultee J**



Mackworth

A38

closed

closed



Brackensdale Avenue

Lyttelton St

DERBY

Cheviot Street

Greenwich Drive South

Local access Option K1

Kingsway Park C

Local access Option K2

Sainburys

New road layout

Kingsway

Kingsway Hospital

A38

A51

## **Appendix W**

### **Outcome of the Initial Assessment of alternative options**

Option Ref No	Submitted by	Option Details				Option Description	Assesment against Identified Objectives								Deliverability Assessment	Feasibility Assessment		Sumamry of Initial Assessment							
		Alternative option for:					Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8		Total	Assessment	Comments	Assessment	A	B	C	Does the Option warrant further assessment?	Comments	
		Kingsway Junction	Markeaton Junction	Little Eaton Junction	Overall project																				
<b>Options fopr Whole Scheme</b>																									
1	Whole scheme					Junctions as published for consultation, excl Ford Lane line at Little Eaton, incl K1 link at Kingsway (excl K2).	4	2	3	3	3	4	4	5	3.5	3	Likely to be deliverable, with some challenges		3	Likely to be feasible, with some challenges	✓	✓	✓	✓	
15	Consultee P				X	Bypass from south of Derby to North of Little Eaton	5	5	1	1	2	4	3	2	2.875	1	Unlikely to be deliverable		2	Feasible with major challenges	✗	✗	✗	✗	No further assessment required.
<b>Options for Little Eaton Junction</b>																									
3	Option published for consultation			X		Little Eaton (excluding Ford Lane link to B6179)	4	3	4	2	3	4	4	4	3.5	3	Likely to be deliverable, with some challenges		3	Likely to be feasible, with some challenges	✓	✓	✓	✓	Provides baseline for assessment of alternative options
4	Option 1 (published as Rejected)			X		Option shown on the consultation brochure as rejected Option 1. (2004 Options report = Option 9). Goes through Mobile Home Park.	4	4	3	2	3	3	3	3	3.125	2	Deliverable with major challenges		3	Likely to be feasible, with some challenges	✓	✗	✓	✗	No further assessment required.
5	Option 2 (published as Rejected)			X		Option shown on the consultation brochure as rejected Option 2. (2004 Options report = Option 7). Retains Mobile Home Park.	4	4	3	2	3	3	3	4	3.25	3	Likely to be deliverable, with some challenges		3	Likely to be feasible, with some challenges	✓	✓	✓	✓	Further assessment required.
6	Breadsall Parish Council			X		Option 3A	4	2	3	2	3	4	4	4	3.25	3	Likely to be deliverable, with some challenges		3	Likely to be feasible, with some challenges	✓	✓	✓	✓	Further assessment required, particularly with regards to design/engineering assessment.
7	Breadsall Parish Council			X		Option 4	4	2	3	2	3	4	4	4	3.25	2	Deliverable with major challenges		3	Likely to be feasible, with some challenges	✓	✗	✓	✗	No further assessment required.
8	Cllr Stevenson			X		A38 to follow existing alignment adjacent to Breadsall and extend floodplain to south of Little Eaton jcn.	4	3	2	1	3	4	4	3	3	2	Deliverable with major challenges		3	Likely to be feasible, with some challenges	✓	✗	✓	✗	Exact details to be confirmed with the resposdee to confirm result of this assessment. This option has been superseded by option 18
9	Campaign for Better Transport			X		Flyover from A61 to A38 North	1	4	4	2	3	3	4	2	2.875	2	Deliverable with major challenges		3	Likely to be feasible, with some challenges	✗	✗	✓	✗	No further assessment required.
17	Consultee A			X		Roundabout to north of A38 on landfill site. Layout does not permit Little Eaton traffic onto A38 southbound.	2	2	4	2	3	2	4	2	2.625	2	Deliverable with major challenges	Option could be re-aligned to improve the A38 radius but this will result in a variation to Ref 4 & Ref 5 with no additional benefits.	2	Feasible with major challenges	✗	✗	✗	✗	No further assessment required.
18	BAAG			X		A38 to follow existing alignment adjacent to Breadsall and extend floodplain to south of Little Eaton jcn.	4	2	3	2	3	4	4	4	3.25	3	Likely to be deliverable, with some challenges		3	Likely to be feasible, with some challenges	✓	✓	✓	✓	Further assessment required, particularly with regards to design/engineering assessment.
<b>Options for Markeaton</b>																									
NO ALTERNATIVE OPTIONS RECEIVED																									

		Option Details				Assesment against Identified Objectives								Deliverability Assessment		Feasibility Assessment			Sumamry of Initial Assessment					
Option Ref No	Submitted by	Alternative option for:				Option Description	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8	Total	Assessment	Comments	Assessment	A	B	C	Does the Option warrant further assessment?	Comments	
		Kingsway Junction	Markeaton Junction	Little Eaton Junction	Overall project																			
<b>Options for Kingsway</b>																								
2	Option published for consultation	X				Kingsway Includes local access option K1.	4	3	4	3	2	3	2	3	3	Likely to be deliverable, with some challenges		3	Likely to be feasible, with some challenges	✓	✓	✓	✓	Provides baseline for assessment of alternative options
10	Consultee B	X				2-overbridge roundabout at Kingsway	4	3	2	3	2	3	2	3	2.75	Likely to be deliverable, with some challenges		3	Likely to be feasible, with some challenges	✗	✓	✓	✗	The scores reflect the use of Greenwich Drive South for local access. The design requires further review to confirm whether acces via Kingsway Park Close can be achieved.
11	Consultee J	X				Alternative roundabout layout at Kingsway. No access to Mackworth.	4	3	4	3	3	2	4	3	3.25	Deliverable with major challenges		3	Likely to be feasible, with some challenges	✓	✗	✓	✗	Traffic figures to be reviewed to confirm operational assesemnt of the single overbridge.
12	Consultee J (project team variation)	X				Variation on Option Ref 11 to include link to Greenwich Drive South.	4	3	4	3	2	3	2	3	3	Likely to be deliverable, with some challenges		3	Likely to be feasible, with some challenges	✓	✓	✓	✓	Scores similar to Option K1. Further assessment required unless viability of option K1 is confirmed in comparison to option K2.
13	Campaign for Better Transport	X				Arrangement to keep existing Mackworth access roads open.	4	3	4	1	4	1	3	3	2.875	Likely to be deliverable, with some challenges		2	Feasible with major challenges	✗	✓	✗	✗	No further assessment required.
14	Consultee P	X				Service roads between Kingsway & Markeaton to keep Mackworth accesses open.	3	4	3	1	2	3	3	2	2.625	Deliverable with major challenges		3	Likely to be feasible, with some challenges	✗	✗	✓	✗	No further assessment required.
<b>Alternative Options for Kingsway &amp; Markeaton combined</b>																								
2a	Option published for consultation	X	X			Markeaton/Kingsway combined.	4	2	3	3	3	4	4	5	3.5	Likely to be deliverable, with some challenges		3	Likely to be feasible, with some challenges	✓	✓	✓	✓	Provides baseline for assessment of alternative options
16	Consultee A	X	X			Tunnel from south of Kingsway to north of Kedleston Road	5	2	1	3	4	4	4	1	3	Unlikely to be deliverable		2	Feasible with major challenges	✓	✗	✗	✗	No further assessment required.
<b>Compare Local Access Road Options at Kingsway</b>																								
see Option 2	Option published for consultation	X				Existing access roads closed. Link to Greenwich Drive South (Option K1)	4	3	4	3	2	3	2	4	3.125	Likely to be deliverable		3	Likely to be feasible	✓	✓	✓	✓	
K2	Option published for consultation	X				Existing access roads closed. Link to Kingsway Park Drive (Option K2)	4	3	4	3	3	4	3	4	3.5	Likely to be deliverable		3	Likely to be feasible	✓	✓	✓	✓	
K3	Option published for consultation	X				Existing access roads closed. No new local accesses provided . (Option K3)	4	2	4	4	3	4	3	4	3.5	Likely to be deliverable (with challenges)		3	Likely to be feasible	✓	✗	✓	✗	

Reference		
Option 2 - Preferred Option for Kingsway junction		
Submitted by:		
Published for Consultation Feb/Mar 15		
Alternative option for		
n/a		
Objectives Categorisation		
Objective Description	Score	Comments
<b>Objective 1</b> 'To reduce congestion and increase reliability of journey times on the strategic corridor'	4	Scheme will grade separate the A38 through traffic resulting in decreased journey times and increased journey time reliability. The layout will also reduce congestion on the A5111 towards Kingsway which is currently affected by A38 southbound traffic using the roundabout.
<b>Objective 2</b> 'To minimise traffic disruption due to construction works and incidents'	3	The junction was previously designed to facilitate grade-separation. Much of the work can be achieved offline.
<b>Objective 3</b> 'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'	4	Compared to a typical length of road, there are no aspects of the design which will have an adverse effect on construction and maintenance costs. A single overbridge provides a pragmatic solution and will be reviewed/confirmed as part of the traffic assessment works.
<b>Objective 4</b> 'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'	3	The principal impacts are: - need for Public Open Space for the Greenwich Drive South link; - loss of the nature area within Kingsway junction.
<b>Objective 5</b> 'To seek to mitigate impacts on air quality and noise'	2	The principal impacts are: - noise and vibration (both during construction and operation); - air quality. Additional traffic along Greenwich Drive South will adversely affect local receptors.
<b>Objective 6</b> 'To improve the safety for all road users'	3	Grade-separation of the A38 traffic from the A5111 will deliver safety benefits. Additional traffic along Greenwich Drive South may result in safety issues where A38 traffic entering Mackworth conflicts with local traffic.
<b>Objective 7</b> 'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'	2	The existing Public Open Space between Greenwich Drive South and Kingsway junction will be severed. This is well used by local residents and contains a national cycle route. Crossing provision will be required but will likely comprise a toucan-style crossing.
<b>Objective 8</b> 'To be affordable and represent High Value for Money according to DfT's appraisal criteria'	3	The option will offer value for money.
<b>Average Score</b>	3	
Deliverability Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is there a risk that will prevent us from progressing this option?</li> <li>- What level of stakeholder/public support/challenge is expected for this option?</li> <li>- Are there any significant third party issue associated with the option?</li> <li>- Are there any political issues associated with this option?</li> <li>- Are there any planning/legal issues associated with this option?</li> <li>- Does the option impact the overall project deliverability?</li> </ul>	3	This option resulted in a mixed reaction from consultees. The main areas of concern, which are likely to result in local resistance, is the need for traffic exiting the A38 to travel down a residential street (Greenwich Drive South).
Feasibility Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is the option technically sound?</li> <li>- Is the option financially affordable?</li> <li>- Is the option buildable?</li> <li>- Is the option likely to be practical and effective?</li> <li>- Does the option impact the overall project feasibility</li> </ul>	3	There are no feasibility issues associated with this design option.

Reference		
Option 4 – Previous Little Eaton Junction published as Option 1.		
Submitted by:		
N/A – previously consulted option		
Alternative option for		
Little Eaton Junction		
Objectives Categorisation		
Objective Description	Score	Comments
<b>Objective 1</b> <i>'To reduce congestion and increase reliability of journey times on the strategic corridor'</i>	4	Overall, the junction will improve journey times compared to the existing arrangement. The alignment would enable the junction to operate at 70mph speed limit improving journey times compared to the preferred option. However, as a result of the double roundabout junction, non-through traffic will be delayed compared to a single roundabout solution. On balance the score is similar to the preferred option.
<b>Objective 2</b> <i>'To minimise traffic disruption due to construction works and incidents'</i>	4	The proposed option reduces the amount of works required on the existing A38 (more offline construction). This will provide extra flexibility in traffic management and less disruption to road users during construction.
<b>Objective 3</b> <i>'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'</i>	3	The 2004 options report for Little Eaton showed that this option would cost an additional 9.9% compared to the preferred option. Although the exact figures will have changed since 2004, this still provides a good indication of %age cost differences. There are no features which would significant affect maintenance costs compared to other options.
<b>Objective 4</b> <i>'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'</i>	2	There will a reduced visual impact for residents in Breadsall. However, there will significant impact to the built environment due to the removal of the mobile homes park and Starbucks, as well as impact on the viability of the garden centre. There are no significant environmental impacts.
<b>Objective 5</b> <i>'To seek to mitigate impacts on air quality and noise'</i>	3	No additional benefits or drawback when compared with preferred option.
<b>Objective 6</b> <i>'To improve the safety for all road users'</i>	3	Roundabouts are known to result in low-severity incidents. Hence, the double roundabout junction will increase the probability of more vehicle related incidences occurring. Effects are expected to be low.
<b>Objective 7</b> <i>'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'</i>	3	The proposed option severs an existing cycle route, which would need to be re-routed. This is common to most junction options at this location.
<b>Objective 8</b> <i>'To be affordable and represent High Value for Money according to DfT's appraisal criteria'</i>	3	Scheme is expected to represent good value for money. Compared to the preferred option, benefits are expected to be similar (see objective 1) but costs are expected to be higher (see objective 3). In addition, there will be additional costs associated with purchasing the mobile homes and the currently viable businesses of Starbucks and the Garden Centre. Overall, this results in a slightly lower score compared to the preferred option.
<b>Average Score</b>	3.125	
Deliverability Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is there a risk that will prevent us from progressing this option?</li> <li>- What level of stakeholder/public support/challenge is expected for this option?</li> <li>- Are there any significant third party issue associated with the option?</li> <li>- Are there any political issues associated with this option?</li> <li>- Are there any planning/legal issues associated with this option?</li> <li>- Does the option impact the overall project deliverability?</li> </ul>	2	This option requires the demolition of both the mobile homes park and Starbucks. In addition, the garden centre would be unviable as both the existing parking and any replacement parking on the adjacent landfill area would be either taken or severed. The socio-economic impact is expected to result in significant 3rd party challenge. The scheme is likely to be supported strongly by residents in Breadsall.
Feasibility Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is the option technically sound?</li> <li>- Is the option financially affordable?</li> <li>- Is the option buildable?</li> <li>- Is the option likely to be practical and effective?</li> <li>- Does the option impact the overall project feasibility</li> </ul>	3	No additional benefits or drawback when compared with preferred option.

Reference		
Option 5 – Previous Little Eaton Junction published as Option 2.		
Submitted by:		
N/A – previously consulted option		
Alternative option for		
Little Eaton Junction		
Objectives Categorisation		
Objective Description	Score	Comments
<b>Objective 1</b> <i>'To reduce congestion and increase reliability of journey times on the strategic corridor'</i>	4	Overall, the junction will improve journey times compared to the existing arrangement. The alignment would enable the junction to operate at 70mph speed limit improving journey times compared to the preferred option. However, as a result of the double roundabout junction, non-through traffic will be delayed compared to a single roundabout solution. On balance the score is similar to the preferred option.
<b>Objective 2</b> <i>'To minimise traffic disruption due to construction works and incidents'</i>	4	The proposed option reduces the amount of works required on the existing A38 (more offline construction). This will provide extra flexibility in traffic management and less disruption to road users during construction.
<b>Objective 3</b> <i>'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'</i>	3	The 2004 options report for Little Eaton showed that this option would cost an additional 5.8% compared to the preferred option. Although the exact figures will have changed since 2004, this still provides a good indication of %age cost differences. There are no features which would significant affect maintenance costs compared to other options.
<b>Objective 4</b> <i>'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'</i>	2	There will a reduced visual impact for residents in Breadsall compared to the preferred option. However, there will significant impact to the built environment due to the proximity of the route to the mobile homes park. In addition, the land taken from the garden centre would result in its closure. There are no significant environmental impacts.
<b>Objective 5</b> <i>'To seek to mitigate impacts on air quality and noise'</i>	3	No additional benefits or drawback when compared with preferred option, therefore score of 3 given.
<b>Objective 6</b> <i>'To improve the safety for all road users'</i>	3	As a result of the double roundabout junction, the probability of more vehicle related incidences occurring, therefore a score of 3 was given.
<b>Objective 7</b> <i>'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'</i>	3	The proposed option severs an existing cycle route, which would need to be re-routed. Therefore a score of 3 was given.
<b>Objective 8</b> <i>'To be affordable and represent High Value for Money according to DfT's appraisal criteria'</i>	3	Scheme is expected to represent good value for money. Compared to the preferred option, benefits are expected to be similar (see objective 1) but costs are expected to be higher (see objective 3). In addition, there will be additional costs associated with purchasing the mobile homes and the currently viable businesses of Starbucks and the Garden Centre. Overall, this results in a slightly lower score compared to the preferred option.
<b>Average Score</b>	3.125	
Deliverability Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is there a risk that will prevent us from progressing this option?</li> <li>- What level of stakeholder/public support/challenge is expected for this option?</li> <li>- Are there any significant third party issue associated with the option?</li> <li>- Are there any political issues associated with this option?</li> <li>- Are there any planning/legal issues associated with this option?</li> <li>- Does the option impact the overall project deliverability?</li> </ul>	3	This option will result in the closure of the garden centre as both the existing parking and any replacement parking on the adjacent landfill area would be either taken or severed. The scheme is likely to be supported strongly by residents in Breadsall.
Feasibility Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is the option technically sound?</li> <li>- Is the option financially affordable?</li> <li>- Is the option buildable?</li> <li>- Is the option likely to be practical and effective?</li> <li>- Does the option impact the overall project feasibility</li> </ul>	3	No additional benefits or drawback when compared with preferred option.

Reference		
Option 6 – Alternative Little Eaton Junction (3a)		
Submitted by:		
Breadsall Parish Council		
Alternative option for		
Little Eaton Junction		
Objectives Categorisation		
Objective Description	Score	Comments
<b>Objective 1</b> 'To reduce congestion and increase reliability of journey times on the strategic corridor'	4	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 2</b> 'To minimise traffic disruption due to construction works and incidents'	2	Much of the proposed alignment is coincided with the existing A38 carriageway. Consequently, a temporary traffic route is required to divert traffic around the proposed works. This will have further environmental impacts and affect greenbelt land
<b>Objective 3</b> 'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'	3	Construction of a temporary diversion will increase construction costs compared to the preferred option. No significant saving/costs expected in terms of maintenance or operation
<b>Objective 4</b> 'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'	2	No additional benefits or drawbacks when compared with preferred option, as the scheme will still be on embankment.
<b>Objective 5</b> 'To seek to mitigate impacts on air quality and noise'	3	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 6</b> 'To improve the safety for all road users'	4	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 7</b> 'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'	4	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 8</b> 'To be affordable and represent High Value for Money according to DfT's appraisal criteria'	4	No additional benefits or drawbacks when compared with preferred option.
<b>Average Score</b>	3.25	
Deliverability Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is there a risk that will prevent us from progressing this option?</li> <li>- What level of stakeholder/public support/challenge is expected for this option?</li> <li>- Are there any significant third party issue associated with the option?</li> <li>- Are there any political issues associated with this option?</li> <li>- Are there any planning/legal issues associated with this option?</li> <li>- Does the option impact the overall project deliverability?</li> </ul>	3	No additional benefits or drawback when compared with preferred option. The scheme is likely to be supported strongly by the residents of Breadsall Village. No significant 3rd party challenges are expected.
Feasibility Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is the option technically sound?</li> <li>- Is the option financially affordable?</li> <li>- Is the option buildable?</li> <li>- Is the option likely to be practical and effective?</li> <li>- Does the option impact the overall project feasibility</li> </ul>	3	Overall, there are no additional benefits or drawbacks when compared with preferred option. A detailed review is required to confirm whether the proposed option can comply with design standards. This includes a review of the main line radius and the verge/central reserve widths for visibility. A detailed review is required to examine the construction of the option and to confirm it is buildable.

Reference		
Option 7 – Alternative Little Eaton Junction (4)		
Submitted by:		
Breadsall Parish Council		
Alternative option for		
Little Eaton Junction		
Objectives Categorisation		
Objective Description	Score	Comments
<b>Objective 1</b> 'To reduce congestion and increase reliability of journey times on the strategic corridor'	4	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 2</b> 'To minimise traffic disruption due to construction works and incidents'	2	Much of the proposed alignment is coincided with the existing A38 carriageway. Consequently, a temporary traffic route is required to divert traffic around the proposed works. This will have further environmental impacts and affect greenbelt land
<b>Objective 3</b> 'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'	3	Construction of a temporary diversion will increase construction costs compared to the preferred option. No significant saving/costs expected in terms of maintenance or operation
<b>Objective 4</b> 'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'	2	There will a reduced visual impact for residents in Breadsall. However, there will significant impact to the built environment due to the removal of the mobile homes park and Starbucks. There are no significant environmental impacts.
<b>Objective 5</b> 'To seek to mitigate impacts on air quality and noise'	3	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 6</b> 'To improve the safety for all road users'	4	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 7</b> 'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'	4	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 8</b> 'To be affordable and represent High Value for Money according to DfT's appraisal criteria'	4	No additional benefits or drawbacks when compared with preferred option.
<b>Average Score</b>	3.25	
Deliverability Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is there a risk that will prevent us from progressing this option?</li> <li>- What level of stakeholder/public support/challenge is expected for this option?</li> <li>- Are there any significant third party issue associated with the option?</li> <li>- Are there any political issues associated with this option?</li> <li>- Are there any planning/legal issues associated with this option?</li> <li>- Does the option impact the overall project deliverability?</li> </ul>	2	<p>As a result of having to remove the mobile homes park and Starbucks, the proposed solution is likely to face challenge.</p> <p>The scheme is likely to be supported strongly by residents in Breadsall.</p>
Feasibility Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is the option technically sound?</li> <li>- Is the option financially affordable?</li> <li>- Is the option buildable?</li> <li>- Is the option likely to be practical and effective?</li> <li>- Does the option impact the overall project feasibility</li> </ul>	3	<p>Overall, there are no additional benefits or drawbacks when compared with preferred option.</p> <p>A detailed review is required to confirm whether the proposed option can comply with design standards. This includes a review of the main line radius and the verge/central reserve widths for visibility.</p>

Reference		
Option 8 – Alternative Little Eaton Junction		
Submitted by:		
Cllr. Abey Stevenson		
Alternative option for		
Little Eaton Junction		
Objectives Categorisation		
Objective Description	Score	Comments
<b>Objective 1</b> 'To reduce congestion and increase reliability of journey times on the strategic corridor'	4	The option could potentially be designed to a 70mph speed limit. This would improve journey times compared to the preferred option and would be comparable to the previously rejected options (ref 4 & ref 5).
<b>Objective 2</b> 'To minimise traffic disruption due to construction works and incidents'	3	Although more of the construction will be offline to the south of the existing junction, the works to the north of the junction are expected to be challenging. The alignment is close to the existing route and will require significant work to tie in vertically. Overall, the score should be similar to the preferred option.
<b>Objective 3</b> 'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'	2	Increases in costs (compared to the preferred option) will arise from: - provision of a new bridge over the River Derwent; - provision of a new bridge over the railway; - greater length of new carriageway construction; - Removal of the existing A38 carriageway (embankment expected to remain in situ), river bridge and rail bridge; and - provision of additional flood compensation areas for the new carriageway across the flood plain. Reductions in maintenance costs will arise for the new river bridge compared to the existing structure. The score reflects the substantial increase in construction costs.
<b>Objective 4</b> 'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'	1	The proposed alignment impacts the world heritage site. This is likely to be opposed by statutory consultees for both the construction activities and the final solution.
<b>Objective 5</b> 'To seek to mitigate impacts on air quality and noise'	3	Impact on noise and air receptors in Breadsall will be similar to both the preferred option and the existing arrangement. Improvements for receptors near Ford Lane / Allestree are unlikely to be affected. Score should be comparable to the preferred option and Breadsall PC options.
<b>Objective 6</b> 'To improve the safety for all road users'	4	No additional benefits or drawback when compared with preferred option.
<b>Objective 7</b> 'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'	4	There are no additional benefits or drawback when compared with preferred option.
<b>Objective 8</b> 'To be affordable and represent High Value for Money according to DfT's appraisal criteria'	3	Scheme is expected to represent good value for money. Compared to the preferred option, benefits are expected to be slightly increased similar (see objective 1) but costs are expected to be substantially higher (see objective 3). Overall, this results in a slightly lower score compared to the preferred option.
<b>Average Score</b>	3	
Deliverability Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is there a risk that will prevent us from progressing this option?</li> <li>- What level of stakeholder/public support/challenge is expected for this option?</li> <li>- Are there any significant third party issue associated with the option?</li> <li>- Are there any political issues associated with this option?</li> <li>- Are there any planning/legal issues associated with this option?</li> <li>- Does the option impact the overall project deliverability?</li> </ul>	2	<p>The option will have an impact on the world heritage site. This is expected to result in significant stakeholder challenge.</p> <p>The alignment is likely to be supported by residents of Breadsall Village. Support/challenge from Ford Lane is expected to be neutral.</p>
Feasibility Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is the option technically sound?</li> <li>- Is the option financially affordable?</li> <li>- Is the option buildable?</li> <li>- Is the option likely to be practical and effective?</li> <li>- Does the option impact the overall project feasibility</li> </ul>	3	There are no expected feasibility concerns.

Reference		
Option 9 – Alternative Little Eaton Junction A61 Flyover		
Submitted by:		
Campaign for better transport		
Alternative option for		
Little Eaton Junction		
Objectives Categorisation		
Objective Description	Score	Comments
<b>Objective 1</b> <i>'To reduce congestion and increase reliability of journey times on the strategic corridor'</i>	1	The highest traffic flows through the junction are along the A38. The A61 flyover therefore does not address congestion issues on the key routes. Traffic on the A38 in both directions will still need to stop at the Little Eaton roundabout. Congestion on the A61 is generally resulting from: (i) capacity of the single lane section along Sir Frank Whittle Road & through the Booker Foods roundabout - this will remain unchanged following completion of this scheme; (ii) capacity of the at-grade roundabout at Little Eaton due to the high volumes of A38 traffic - A38 through traffic will be removed from the junction thereby improving capacity for the A61. Overall, this option will not address the congestion and journey problems on the strategic route corridor.
<b>Objective 2</b> <i>'To minimise traffic disruption due to construction works and incidents'</i>	4	By inspection, the proposed option is of a smaller scale when compared to the preferred solution. Consequently, there would significantly less traffic disruption during construction works.
<b>Objective 3</b> <i>'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'</i>	4	As the proposed option is of a smaller scale when compared to the preferred solution, the both maintenance and construction costs will be significantly lower.
<b>Objective 4</b> <i>'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'</i>	2	Although the proposed solution is generally smaller than the preferred option, construction of a significant embankment is still required. The height and overall extents will be comparable to the embankment required for the preferred option. As such, the score should be equivalent to the preferred option. There are no significant environmental impacts.
<b>Objective 5</b> <i>'To seek to mitigate impacts on air quality and noise'</i>	3	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 6</b> <i>'To improve the safety for all road users'</i>	3	Safety improvements for the scheme are likely derived from the substantial reduction in traffic using the roundabouts. As this option does not remove the major flows from the roundabout, safety improvements are not fully recognised. Consequently, the score is lower than the preferred option.
<b>Objective 7</b> <i>'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'</i>	4	The proposal did not include any recommended solutions for the severance of national cycle route alongside the A61. It is expected that the cycleway can be retained along the bottom of the embankment for the new fly-over.
<b>Objective 8</b> <i>'To be affordable and represent High Value for Money according to DfT's appraisal criteria'</i>	2	The proposed option principally benefits the A61 traffic (see objective 1). Costs are expected to be substantially lower than the preferred option but benefits will also be significantly lower. There will be limited benefits for strategic trips. On the basis that no detailed values are available, a score of 2 was agreed. As the option does not meet the overall objective for the scheme, this could potentially be scored as 1.
<b>Average Score</b>	<b>2.875</b>	
Deliverability Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is there a risk that will prevent us from progressing this option?</li> <li>- What level of stakeholder/public support/challenge is expected for this option?</li> <li>- Are there any significant third party issue associated with the option?</li> <li>- Are there any political issues associated with this option?</li> <li>- Are there any planning/legal issues associated with this option?</li> <li>- Does the option impact the overall project deliverability?</li> </ul>	2	This option does not provide a solution for the current traffic problems experienced on the strategic road corridor.  Consequently, the option is likely to be challenged by stakeholders/public; therefore a score of 2 was given.
Feasibility Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is the option technically sound?</li> <li>- Is the option financially affordable?</li> <li>- Is the option buildable?</li> <li>- Is the option likely to be practical and effective?</li> <li>- Does the option impact the overall project feasibility</li> </ul>	3	There are no feasibility issues with the proposed alternative option.

Reference		
Option 10 – Alternative Kingsway Junction		
Submitted by:		
Consultee B		
Alternative option for		
Kingsway Junction		
Objectives Categorisation		
Objective Description	Score	Comments
<b>Objective 1</b> 'To reduce congestion and increase reliability of journey times on the strategic corridor'	4	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 2</b> 'To minimise traffic disruption due to construction works and incidents'	3	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 3</b> 'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'	2	It is recognised that the final design is likely to incorporate a roundabout somewhat smaller than that proposed by the consultee. However, maintenance costs and construction costs are higher, for the proposed option when compared with the preferred solution, due to the additional bridge.
<b>Objective 4</b> 'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'	3	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 5</b> 'To seek to mitigate impacts on air quality and noise'	2	No additional benefits or drawback when compared with preferred option. The roundabout alignment is likely to preclude the option for the Kingsway Park Close link without the demolition of the existing industrial unit. Hence score is aligned to the Greenwich Drive South access option.
<b>Objective 6</b> 'To improve the safety for all road users'	3	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 7</b> 'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'	2	As the layout appears to preclude the link to Kingsway Park Close, the option is assessed in terms of access via Greenwich Drive South (Option Ref 2). There are no additional benefits or drawbacks when compared with preferred option.
<b>Objective 8</b> 'To be affordable and represent High Value for Money according to DfT's appraisal criteria'	3	No additional benefits or drawbacks when compared with preferred option.
<b>Average Score</b>	2.75	Therefore the option will meet the requirements to warrant further review
Deliverability Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is there a risk that will prevent us from progressing this option?</li> <li>- What level of stakeholder/public support/challenge is expected for this option?</li> <li>- Are there any significant third party issue associated with the option?</li> <li>- Are there any political issues associated with this option?</li> <li>- Are there any planning/legal issues associated with this option?</li> <li>- Does the option impact the overall project deliverability?</li> </ul>	3	No additional benefits or drawbacks when compared with preferred option; however a review of whether the proposed option meeting design standards is required. Therefore score of 3 given.
Feasibility Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is the option technically sound?</li> <li>- Is the option financially affordable?</li> <li>- Is the option buildable?</li> <li>- Is the option likely to be practical and effective?</li> <li>- Does the option impact the overall project feasibility</li> </ul>	3	The design will require further assessment to confirm design standards can be achieved. In particular: <ul style="list-style-type: none"> <li>- does the roundabout size &amp; layout preclude the access link to Kingsway Park Close?</li> <li>- what implication does the additional overbridge have on the vertical alignment of the A38 to the north of the junction?</li> </ul>

Reference		
Option 11 – Alternative Kingsway Junction		
Submitted by:		
Consultee J		
Alternative option for		
Kingsway Junction		
Objectives Categorisation		
Objective Description	Score	Comments
<b>Objective 1</b> 'To reduce congestion and increase reliability of journey times on the strategic corridor'	4	Scheme complies with the objective to reduce congestion/journey times. Effects will be similar to the preferred option with the exception of local access to Mackworth.
<b>Objective 2</b> 'To minimise traffic disruption due to construction works and incidents'	3	Effects will be comparable to the preferred option. No additional benefits or drawbacks when compared with preferred option.
<b>Objective 3</b> 'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'	4	The infrastructure required is comparable with the preferred option hence, no additional benefits or drawbacks.
<b>Objective 4</b> 'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'	3	The infrastructure required is comparable with the preferred option hence, no additional benefits or drawbacks.
<b>Objective 5</b> 'To seek to mitigate impacts on air quality and noise'	3	The junction has not provided any local access arrangements for Mackworth, as such there are limited impacts on the key local receptors.
<b>Objective 6</b> 'To improve the safety for all road users'	2	Compared to the preferred option, the principal difference is the lack of local access provision for Mackworth. This will result in additional traffic on local roads. Additionally, the removal of the west roundabout on the A5111 and replacement with a merge/diverge arrangement on the overbridge will be neutral. Overall, the score should be comparable to Option K3 due to similar local access issues.
<b>Objective 7</b> 'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'	4	The lack of local access to Greenwich Drive South results in limited impact to the Public Open Space area. Score should be comparable to option K3.
<b>Objective 8</b> 'To be affordable and represent High Value for Money according to DfT's appraisal criteria'	3	The option is expected to provide good value for money although, compared to the preferred option, the lack of local access will adversely affect the forecast benefits.
<b>Average Score</b>	3.25	
Deliverability Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is there a risk that will prevent us from progressing this option?</li> <li>- What level of stakeholder/public support/challenge is expected for this option?</li> <li>- Are there any significant third party issue associated with the option?</li> <li>- Are there any political issues associated with this option?</li> <li>- Are there any planning/legal issues associated with this option?</li> <li>- Does the option impact the overall project deliverability?</li> </ul>	2	<p>As the proposed doesn't provide a local access route, the option is likely to receive significant challenges from local residents, particularly in Mackworth.</p> <p>A possible sub-option is for a link to be provided to Greenwich Drive South. However, this will also face significant resistance from the Mackworth community.</p>
Feasibility Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is the option technically sound?</li> <li>- Is the option financially affordable?</li> <li>- Is the option buildable?</li> <li>- Is the option likely to be practical and effective?</li> <li>- Does the option impact the overall project feasibility</li> </ul>	3	<p>No additional benefits or drawbacks when compared with preferred option.</p> <p>The removal of the western roundabout precludes the provision of a local access link via Kingsway Park Close.</p>

Reference		
Option 12 – Alternative Kingsway Junction		
Submitted by:		
Variation to the alternative submitted by Consultee J (to include link to Greenwich Drive South)		
Alternative option for		
Kingsway Junction		
Objectives Categorisation		
Objective Description	Score	Comments
<b>Objective 1</b> 'To reduce congestion and increase reliability of journey times on the strategic corridor'	4	Scheme complies with the objective to reduce congestion/journey times. Effects will be similar to the preferred option.
<b>Objective 2</b> 'To minimise traffic disruption due to construction works and incidents'	3	Effects will be comparable to the preferred option. No additional benefits or drawbacks when compared with preferred option.
<b>Objective 3</b> 'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'	4	The infrastructure required is comparable with the preferred option hence, no additional benefits or drawbacks.
<b>Objective 4</b> 'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'	3	The infrastructure required is comparable with the preferred option hence, no additional benefits or drawbacks.
<b>Objective 5</b> 'To seek to mitigate impacts on air quality and noise'	2	The option will be comparable to the preferred option in that principal impacts are: - need for Public Open Space for the Greenwich Drive South link; - loss of the nature area within Kingsway junction.
<b>Objective 6</b> 'To improve the safety for all road users'	3	The option will be comparable to the preferred option in that principal impacts are: - noise and vibration (both during construction and operation); - air quality. Additional traffic along Greenwich Drive South will adversely affect local receptors.
<b>Objective 7</b> 'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'	2	The option will be comparable to the preferred option. The existing Public Open Space between Greenwich Drive South and Kingsway junction will be severed. This is well used by local residents and contains a national cycle route. Crossing provision will be required but will likely comprise a toucan-style crossing.
<b>Objective 8</b> 'To be affordable and represent High Value for Money according to DfT's appraisal criteria'	3	The option is expected to provide good value for money and will be comparable to the preferred option.
<b>Average Score</b>	3	
Deliverability Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is there a risk that will prevent us from progressing this option?</li> <li>- What level of stakeholder/public support/challenge is expected for this option?</li> <li>- Are there any significant third party issue associated with the option?</li> <li>- Are there any political issues associated with this option?</li> <li>- Are there any planning/legal issues associated with this option?</li> <li>- Does the option impact the overall project deliverability?</li> </ul>	3	This option resulted in a mixed reaction from consultees. The main areas of concern, which are likely to result in local resistance, is the need for traffic exiting the A38 to travel down a residential street (Greenwich Drive South).
Feasibility Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is the option technically sound?</li> <li>- Is the option financially affordable?</li> <li>- Is the option buildable?</li> <li>- Is the option likely to be practical and effective?</li> <li>- Does the option impact the overall project feasibility</li> </ul>	3	No additional benefits or drawbacks when compared with preferred option. The removal of the western roundabout precludes the provision of a local access link via Kingsway Park Close.

Reference		
Option 13 – Alternative Kingsway Junction		
Submitted by:		
Campaign for better transport		
Alternative option for		
Kingsway Junction		
Objectives Categorisation		
Objective Description	Score	Comments
<b>Objective 1</b> 'To reduce congestion and increase reliability of journey times on the strategic corridor'	4	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 2</b> 'To minimise traffic disruption due to construction works and incidents'	3	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 3</b> 'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'	4	Infrastructure provision is comparable to the preferred option. Savings will be generated from removing the link to Greenwich Drive South, but additional works will be required to construct connecting roads to the retained accesses. Overall, there are no additional benefits or drawbacks when compared with preferred option.
<b>Objective 4</b> 'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'	1	The proposal from CBT is open to several interpretations. For one version, an initial assessment shows that 11no properties along Raleigh Street will need to be purchased. The proposed access road onto the A38 southbound would severe the existing access. For the alternative interpretation, an initial assessment shows that approx. 11no properties on Thurcroft Close would need to be purchased as access would be severed.
<b>Objective 5</b> 'To seek to mitigate impacts on air quality and noise'	4	Effects on air quality and noise would be comparable to the existing situation. Hence the score is marginally higher than the preferred option which considers impacts on Greenwich Drive South.
<b>Objective 6</b> 'To improve the safety for all road users'	1	Maintaining the existing accesses at Raleigh Street and Brackensdale Avenue will necessitate the junctions conflicting with the slip roads from the grade-separated junctions. This will create an unsafe situation on each slip road where traffic may also be merging / diverging from traffic seeking to join the A38. Additionally, the junctions appear to operate in only a single direction (A38 NB access into Mackworth and A38 SB access from Mackworth). This will require additional traffic movements within Mackworth and the A38 Kingsway jcn.
<b>Objective 7</b> 'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'	3	The proposal partially replicates the existing situation. This limits the impact on the public open space at Kingsway. Hence the option scores slightly higher than the preferred option.
<b>Objective 8</b> 'To be affordable and represent High Value for Money according to DfT's appraisal criteria'	3	The option is expected to offer value for money in a similar manner to the preferred option.
<b>Average Score</b>	<b>2.875</b>	Therefore the option will meet the requirements to warrant further review
Deliverability Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is there a risk that will prevent us from progressing this option?</li> <li>- What level of stakeholder/public support/challenge is expected for this option?</li> <li>- Are there any significant third party issue associated with the option?</li> <li>- Are there any political issues associated with this option?</li> <li>- Are there any planning/legal issues associated with this option?</li> <li>- Does the option impact the overall project deliverability?</li> </ul>	3	There are unlikely to be any deliverability issues in relation to the local community. It is likely that the Police will raise safety concerns about the operation of the slip roads and local accesses as summarised above.
Feasibility Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is the option technically sound?</li> <li>- Is the option financially affordable?</li> <li>- Is the option buildable?</li> <li>- Is the option likely to be practical and effective?</li> <li>- Does the option impact the overall project feasibility</li> </ul>	2	The design does not comply with design standards in the operation of the slip roads and local accesses. As such a result of the safety implications, it is unlikely that Departures will be approved.  An alternative would be to provide adjacent service roads to connect to the local accesses at Raleigh Street and Brackensdale Road. This has been considered previously and has also been identified as an alternative option by Mr Peake. It is assessed as Option Ref 14.

Reference		
Option 14– Alternative Kingsway Junction		
Submitted by:		
Consultee P		
Alternative option for		
Kingsway Junction		
Objectives Categorisation		
Objective Description	Score	Comments
<b>Objective 1</b> 'To reduce congestion and increase reliability of journey times on the strategic corridor'	3	The proposal is in accordance with the overall objective to reduce congestion and improve journey times. However, the longer journeys between Kingsway and Markeaton for traffic using the service roads would result in some loss of journey time savings.
<b>Objective 2</b> 'To minimise traffic disruption due to construction works and incidents'	4	Construction of the service roads is likely to provide additional flexibility for traffic management during construction. In the event of a traffic incident, diversions along the service roads would maintain some traffic flow.
<b>Objective 3</b> 'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'	3	This proposal would alter traffic patterns between the Kingsway & Markeaton junctions. All SB traffic wishing to use the A5111 would exit the A38 at Markeaton and use the SB service road, similarly A52 traffic wishing to access the A38 SB would use the SB service road between Markeaton & Kingsway junctions. The same arrangement would work for NB traffic between the A5111 and A52. Consequently, in addition to the construction of the service roads and the re-alignment of local estate roads, the proposal will require the size of Markeaton and Kingsway junctions to be increased to accommodate the additional turning movements. Compared to the preferred option, this will result in (i) significant increases in land and construction costs; (ii) increases in maintenance costs due to the additional infrastructure.
<b>Objective 4</b> 'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'	1	This solution would require realignment of the housing estate roads on either side of the A38 requiring additional land take from the adjacent properties.
<b>Objective 5</b> 'To seek to mitigate impacts on air quality and noise'	2	Compared to the preferred option, this proposal will: (i) remove noise & air quality impacts to receptors along Greenwich Drive South; and (ii) bring traffic closer to receptors alongside the A38, particularly at Greenwich Drive North and between Raleigh St and Markeaton junction. Overall, impacts will be comparable to the preferred option.
<b>Objective 6</b> 'To improve the safety for all road users'	3	The arrangement is not commonly used and will be unfamiliar to many road users. It is likely that safety will be compromised through late turning movements, driver confusion and wrong turns.
<b>Objective 7</b> 'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'	3	Severance of the public open space will be removed as the Greenwich Drive South link is not required. However, the service roads will be accessible by pedestrians and are likely to encourage crossing of the A38.
<b>Objective 8</b> 'To be affordable and represent High Value for Money according to DfT's appraisal criteria'	2	The option will incur significant additional costs (see objective 1) and also result in decrease of economic benefits due to the circulation of traffic along the service roads (see objective 3). While the scheme is predicted to offer value for money, compared to the preferred option, it will have a lower benefit/cost ratio.
<b>Average Score</b>	<b>2.625</b>	Therefore the option will not meet the requirements to warrant further review
Deliverability Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is there a risk that will prevent us from progressing this option?</li> <li>- What level of stakeholder/public support/challenge is expected for this option?</li> <li>- Are there any significant third party issue associated with the option?</li> <li>- Are there any political issues associated with this option?</li> <li>- Are there any planning/legal issues associated with this option?</li> <li>- Does the option impact the overall project deliverability?</li> </ul>	2	As a result of the impacts on local residents including loss of property/land, disruption to estate roads and noise/air quality it is likely that there will be challenge from the public and key stakeholders.
Feasibility Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is the option technically sound?</li> <li>- Is the option financially affordable?</li> <li>- Is the option buildable?</li> <li>- Is the option likely to be practical and effective?</li> <li>- Does the option impact the overall project feasibility</li> </ul>	3	Subject to additional land being taken to accommodate the service roads as noted above, it is expected that a compliant design can be provided.

Reference		
Option 15 – A50/A38 Bypass		
Submitted by:		
Consultee P		
Alternative option for		
Overall Scheme		
Objectives Categorisation		
Objective Description	Score	Comments
<b>Objective 1</b> 'To reduce congestion and increase reliability of journey times on the strategic corridor'	5	It is expected that traffic using the A38 for long distance journeys (as compared to access to Derby) will use the new route. This will result in a significant increase in the reliability of journey times and reduction in congestion.
<b>Objective 2</b> 'To minimise traffic disruption due to construction works and incidents'	5	As this is a new route construction will be offline from the existing A38. Consequently, traffic disruption during construction will be minimal. The effect of incidents will be similar to any other route although it is possible that traffic would be diverted onto the existing A38.
<b>Objective 3</b> 'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'	1	This option occur significant costs associated with constructing a new trunk road. There are also additional costs associated with the maintenance and operation of the new route as it will be additional to the existing A38.
<b>Objective 4</b> 'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'	1	The proposed route would be a bypass crossing through rural areas. It will face significant public resistance in a similar manner to many of the current/planned housing developments on the western outskirts of Derby.
<b>Objective 5</b> 'To seek to mitigate impacts on air quality and noise'	2	Although there would be an improvement in air and noise impacts on Derby, there would be a significant rise in the rural areas where the proposed bypass would be constructed.
<b>Objective 6</b> 'To improve the safety for all road users'	4	It is expected that the route would be a dual carriageway with grade-separated junctions. As such, safety measures would be high.
<b>Objective 7</b> 'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'	3	Suitable measures would have to be incorporated in the design of the bypass. Due to the reduced traffic flows on the existing A38, there is also an opportunity to improve crossing facilities. Overall, this objective is scored higher than the preferred option.
<b>Objective 8</b> 'To be affordable and represent High Value for Money according to DfT's appraisal criteria'	2	The costs of the new route will be significant which will affect the value for money. Benefits due to journey time savings are predicted to be comparable to the current proposals.
<b>Average Score</b>	2.875	
Deliverability Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is there a risk that will prevent us from progressing this option?</li> <li>- What level of stakeholder/public support/challenge is expected for this option?</li> <li>- Are there any significant third party issue associated with the option?</li> <li>- Are there any political issues associated with this option?</li> <li>- Are there any planning/legal issues associated with this option?</li> <li>- Does the option impact the overall project deliverability?</li> </ul>	1	<p>This proposal is expected to result in significant challenge with regards to constructing a new trunk road in a rural area. This will present a significant challenge to the deliverability of the proposal, particularly as other options are achievable.</p> <p>The planning issues associated with the development of a new scheme is likely to lead to an overall delay to delivery of the scheme.</p> <p>The proposal is a significant departure from the current scheme and would require political approval.</p>
Feasibility Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is the option technically sound?</li> <li>- Is the option financially affordable?</li> <li>- Is the option buildable?</li> <li>- Is the option likely to be practical and effective?</li> <li>- Does the option impact the overall project feasibility</li> </ul>	2	The scope of works significantly exceeds the current budget set for this project. Consequently, additional funding would be required from within the roads programme

Reference		
Option 16 –A38 Tunnel		
Submitted by:		
Consultee A		
Alternative option for		
Kingsway and Markeaton Junctions		
Objectives Categorisation		
Objective Description	Score	Comments
<b>Objective 1</b> 'To reduce congestion and increase reliability of journey times on the strategic corridor'	5	This option provides additional lane capacity to the existing A38 , it is likely that there would be a significant increase in the reliability of journey times and reduction in congestion.
<b>Objective 2</b> 'To minimise traffic disruption due to construction works and incidents'	2	At the junctions disruption due to construction would be minimal, however at the portals there would be significant disruptions probably requiring closure of the A38 for a number of weeks.
<b>Objective 3</b> 'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'	1	An options assessment conducted in December 2011 as part of the A5-M1 link road scheme showed that over a 4.9km length, comparable costs were: - £686m for a tunnel - £118m for the published scheme comprising dual carriageway. This represents a 5-fold increase. As such, it is expected that the costs may exceed the benefits. Additionally, ongoing maintenance costs of a tunnel are substantially greater than for standard roads. Figures estimated for A5-M1 link were estimated to be approx. £1000 per linear metre (2003 prices). Consequently, a tunnel scheme does not offer an "optimum whole life cost".
<b>Objective 4</b> 'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'	3	Overall, the proposed option is comparable to the preferred option. The existing A38 will remain and, although the new lanes will be in a tunnel, it is likely that some land take will be required for vent shafts, portal construction etc. Land take is required for the link roads between Markeaton and Kedleston Road. From the sketches provided, this is likely to require demolition of several houses on Queensway.
<b>Objective 5</b> 'To seek to mitigate impacts on air quality and noise'	4	During construction there is likely to be large noise and vibration issues due to construction of the tunnel beneath existing properties and the construction of the portal near Markeaton. There will also be localised areas of high air and noise impacts, due to the tunnel vents that would be required. Overall, it is predicted that, compared to the preferred scheme, there would be a lower impact due to air and noise quality.
<b>Objective 6</b> 'To improve the safety for all road users'	4	As the proposed route is a grade separated route like the current preferred option. The risk of a tunnel fire although high in severity, the probability of the risk occurring would be significantly low, therefore a score of a score of 4 was given
<b>Objective 7</b> 'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'	4	Due to the reduced traffic flows on the existing A38, there is also an opportunity to improve crossing facilities. Overall, this objective is scored higher than the preferred option.
<b>Objective 8</b> 'To be affordable and represent High Value for Money according to DfT's appraisal criteria'	1	The costs associated with constructing a tunnel is considered to outweigh the anticipated benefits, as shown by the analysis conducted for the A5-M1 link road.
<b>Average Score</b>	3	
Deliverability Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is there a risk that will prevent us from progressing this option?</li> <li>- What level of stakeholder/public support/challenge is expected for this option?</li> <li>- Are there any significant third party issue associated with the option?</li> <li>- Are there any political issues associated with this option?</li> <li>- Are there any planning/legal issues associated with this option?</li> <li>- Does the option impact the overall project deliverability?</li> </ul>	1	It was felt that this proposal would result in significant challenge from local stakeholders. Due to the short length of tunnel it is likely that it will be at shallow depth for much of its length. Concerns from local residents and neighbourhood groups is likely to focus on vibration and disturbance of their properties during construction and operation. Without detail ground investigation at this time, it is not possible to quantitatively assess these concerns.
Feasibility Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is the option technically sound?</li> <li>- Is the option financially affordable?</li> <li>- Is the option buildable?</li> <li>- Is the option likely to be practical and effective?</li> <li>- Does the option impact the overall project feasibility</li> </ul>	2	The scope of works significantly exceeds the current budget set for this project. It is expected to offer a low return on investment which will make obtaining additional funding difficult. Without a detailed assessment of ground conditions, it is difficult to know what tunnelling methodology would be applicable. Consequently comments on buildability cannot be made other than with regards to the portals. These will be in line with the existing A38 and will require complete closure of the A38 during their construction. Given the lack of alternative diversion routes, this is unlikely to be achievable.

Reference		
Option 17 – Alternative Little Eaton Junction		
Submitted by:		
Consultee A		
Alternative option for		
Little Eaton Junction		
Objectives Categorisation		
Objective Description	Score	Comments
<b>Objective 1</b> 'To reduce congestion and increase reliability of journey times on the strategic corridor'	2	The option will improve journey times compared to the existing situation through grade-separation of the A38. However, the curvature of the proposed A38 is even more constrained than the preferred option which already has a reduced design speed. Preliminary assessment is that the junction would require a 30mph speed limit. Compared to the preferred option, this alternative will result in substantially increased journey times.
<b>Objective 2</b> 'To minimise traffic disruption due to construction works and incidents'	2	Other than for the B6179, the majority of the proposed works are closely on-line to the existing A38/A61. For example, the existing A61 will need to be raised approx. 6-8m to get over the A38. This will make construction difficult and result in significant traffic disruption.
<b>Objective 3</b> 'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'	4	There are no significant impacts on construction or maintenance costs. Earthworks materials saved from the A38 embankment will be used in the A61 fly-over instead.
<b>Objective 4</b> 'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'	2	The fly-over and embankment is comparable to Option Ref 9. The height and overall extents will be comparable to the embankment required for the preferred option. There will a reduced visual impact for residents in Breadsall compared to the preferred option. However, there will significant impact to the built environment due to the route passing through the mobile home park and Starbucks. There are no significant environmental impacts. Overall, the score should be equivalent to the preferred option.
<b>Objective 5</b> 'To seek to mitigate impacts on air quality and noise'	3	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 6</b> 'To improve the safety for all road users'	2	Motorists approaching the junction would be decelerating from 70mph. Compliance with the predicted 30mph speed limit is expected to be low. This will result in significant safety issues for traffic on the A38.
<b>Objective 7</b> 'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'	4	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 8</b> 'To be affordable and represent High Value for Money according to DfT's appraisal criteria'	2	Overall costs are expected to be broadly similar to the preferred option (see objective 3). The increased journey times due to the curvature of the proposed A38, would decrease the predicted benefits.
<b>Average Score</b>	<b>2.625</b>	
Deliverability Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is there a risk that will prevent us from progressing this option?</li> <li>- What level of stakeholder/public support/challenge is expected for this option?</li> <li>- Are there any significant third party issue associated with the option?</li> <li>- Are there any political issues associated with this option?</li> <li>- Are there any planning/legal issues associated with this option?</li> <li>- Does the option impact the overall project deliverability?</li> </ul>	2	It is expected that the option will be challenged by stakeholders due to (i) curvature of the A38 mainline and associated speed limit and safety implications; and (ii) socio-economic impact through closing the mobile home park and Starbucks.
Feasibility Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is the option technically sound?</li> <li>- Is the option financially affordable?</li> <li>- Is the option buildable?</li> <li>- Is the option likely to be practical and effective?</li> <li>- Does the option impact the overall project feasibility</li> </ul>	2	<p>The option, as presented, has several feasibility issues:</p> <ul style="list-style-type: none"> <li>- alignment of the A38 and associated speed limit;</li> <li>- vertical alignment of the A61 necessary to get over the A38 overbridge in a short distance;</li> <li>- need to separate the A61 northbound into traffic proceeding over the A38 and traffic joining the A38 southbound.</li> </ul> <p>It is expected that the A38 could be re-aligned to a wider radius, similar to the previously considered options (Ref 4 &amp; Ref 5) but this will have a similar result to those options.</p>

Reference		
Option 18 – BAAG Alternative Little Eaton Junction		
Submitted by:		
BAAG		
Alternative option for		
Little Eaton Junction		
Objectives Categorisation		
Objective Description	Score	Comments
<b>Objective 1</b> <i>'To reduce congestion and increase reliability of journey times on the strategic corridor'</i>	4	The proposed option will improve journey times compared to the existing situation through grade-separation of the A38. The proposed curvature is similar to the current preferred option, therefore same score as the preferred option given.
<b>Objective 2</b> <i>'To minimise traffic disruption due to construction works and incidents'</i>	2	Although more of the construction will be offline to the south of the existing junction, the works to the north of the junction are expected to be challenging as it would be predominantly online construction (construction atop of the existing A38). Due to the online construction a temporary traffic route would need to be constructed on greenbelt land
<b>Objective 3</b> <i>'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'</i>	3	Construction of a temporary diversion will increase construction costs compared to the preferred option. No significant saving/costs expected in terms of maintenance or operation
<b>Objective 4</b> <i>'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'</i>	2	No additional benefits or drawbacks when compared with preferred option, as the scheme will still be on embankment.
<b>Objective 5</b> <i>'To seek to mitigate impacts on air quality and noise'</i>	3	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 6</b> <i>'To improve the safety for all road users'</i>	4	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 7</b> <i>'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'</i>	4	No additional benefits or drawbacks when compared with preferred option.
<b>Objective 8</b> <i>'To be affordable and represent High Value for Money according to DfT's appraisal criteria'</i>	4	No additional benefits or drawbacks when compared with preferred option.
<b>Average Score</b>	3.25	
Deliverability Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is there a risk that will prevent us from progressing this option?</li> <li>- What level of stakeholder/public support/challenge is expected for this option?</li> <li>- Are there any significant third party issue associated with the option?</li> <li>- Are there any political issues associated with this option?</li> <li>- Are there any planning/legal issues associated with this option?</li> <li>- Does the option impact the overall project deliverability?</li> </ul>	3	No additional benefits or drawback when compared with preferred option. The scheme is likely to be supported strongly by the residents of Breadsall Village. However this option has been rejected by Little Eaton Parish Council on the basis of increased local traffic during construction
Feasibility Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is the option technically sound?</li> <li>- Is the option financially affordable?</li> <li>- Is the option buildable?</li> <li>- Is the option likely to be practical and effective?</li> <li>- Does the option impact the overall project feasibility</li> </ul>	3	The option, as presented, has several feasibility issues as a result of the online construction: <ul style="list-style-type: none"> <li>- Construction costs</li> <li>- Diversion costs</li> <li>- Cost of providing temporary traffic routes</li> </ul> These will be examined further as part of any detailed assessment

Reference		
Option K2 - Preferred Option for Kingsway junction with local access via Kingsway Park Close		
Submitted by:		
Published for Consultation Feb/Mar 15		
Alternative option for		
n/a		
Objectives Categorisation		
Objective Description	Score	Comments
<b>Objective 1</b> 'To reduce congestion and increase reliability of journey times on the strategic corridor'	4	No additional benefits or drawbacks when compared with Option K1.
<b>Objective 2</b> 'To minimise traffic disruption due to construction works and incidents'	3	No additional benefits or drawbacks when compared with Option K1.
<b>Objective 3</b> 'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'	4	Compared to option K1, there is likely to be additional costs associated with remediation works to the edge of the landfill site. Without detailed ground information it is not possible to make a full assessment of what this work may comprise but they are not considered to be excessive at this time.
<b>Objective 4</b> 'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'	3	The need for Public Open Space near Greenwich Drive South is removed. However, the nature area within Kingsway junction will still be lost. In addition, there is the potential for protected species to be found within the tree belt adjacent to the proposed western roundabout.
<b>Objective 5</b> 'To seek to mitigate impacts on air quality and noise'	3	The principal impacts are: - noise and vibration (both during construction and operation); - air quality. Although the receptors along Greenwich Drive South will be avoided, a smaller number of additional receptors along Kingsway Park Close will be encountered.
<b>Objective 6</b> 'To improve the safety for all road users'	3	Grade-separation of the A38 traffic from the A5111 will deliver safety benefits. The routing of traffic along Kingsway Park Close makes use of an industrial road rather than residential. Overall, the achievement of this objective is comparable to Option K1.
<b>Objective 7</b> 'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'	3	The severance of the public open space and national cycle route near Greenwich Drive South is avoided. The local cycle route near Kingsway Park Close will require crossing facilities but this is considered to be a lower impact.
<b>Objective 8</b> 'To be affordable and represent High Value for Money according to DfT's appraisal criteria'	3	The option will offer value for money.
<b>Average Score</b>	3.25	
Deliverability Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is there a risk that will prevent us from progressing this option?</li> <li>- What level of stakeholder/public support/challenge is expected for this option?</li> <li>- Are there any significant third party issue associated with the option?</li> <li>- Are there any political issues associated with this option?</li> <li>- Are there any planning/legal issues associated with this option?</li> <li>- Does the option impact the overall project deliverability?</li> </ul>	3	This option resulted in a mixed reaction from consultees but significant support from Mackworth residents. As such, it is expected that the proposal will meet limited resistance to delivery.
Feasibility Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is the option technically sound?</li> <li>- Is the option financially affordable?</li> <li>- Is the option buildable?</li> <li>- Is the option likely to be practical and effective?</li> <li>- Does the option impact the overall project feasibility</li> </ul>	3	An outline design was developed for consultation however, this requires further development to ensure that the solution is feasible. Potential issues relate to the junction with the industrial unit on the bend of Kingsway Park Close and the vertical alignment of the link road. From the outline design it is predicted that there are no feasibility issues associated with this design option.

Reference		
Option K3 - Kingsway junction with no local access provision		
Submitted by:		
Published for Consultation Feb/Mar 15		
Alternative option for		
n/a		
Objectives Categorisation		
Objective Description	Score	Comments
<b>Objective 1</b> 'To reduce congestion and increase reliability of journey times on the strategic corridor'	4	No additional benefits or drawbacks when compared with Option K1.
<b>Objective 2</b> 'To minimise traffic disruption due to construction works and incidents'	3	No additional benefits or drawbacks when compared with Option K1.
<b>Objective 3</b> 'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'	4	Compared to Option K1, there will be a saving on the construction of the link road to Greenwich Drive South. However, this is likely to be offset by the need for local works within Mackworth to facilitate access to/from Mackworth via the A52 (eg signalisation of Prince Charles Avenue).
<b>Objective 4</b> 'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'	4	Although Option K3 still results in the loss of the nature area within Kingsway junction, there are no impacts on the Public Open Space near Greenwich Drive South.
<b>Objective 5</b> 'To seek to mitigate impacts on air quality and noise'	4	This option avoids the local receptors for noise and air quality on both Kingsway Park Close and Greenwich Drive South.
<b>Objective 6</b> 'To improve the safety for all road users'	3	Grade-separation of the A38 traffic from the A5111 will deliver safety benefits. There are likely to be some safety implications with traffic routing through/around Mackworth as a result of the closure of the local accesses.
<b>Objective 7</b> 'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'	4	There are no issues associated with the severance of pedestrian routes.
<b>Objective 8</b> 'To be affordable and represent High Value for Money according to DfT's appraisal criteria'	3	The option will offer value for money.
<b>Average Score</b>	3.625	
Deliverability Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is there a risk that will prevent us from progressing this option?</li> <li>- What level of stakeholder/public support/challenge is expected for this option?</li> <li>- Are there any significant third party issue associated with the option?</li> <li>- Are there any political issues associated with this option?</li> <li>- Are there any planning/legal issues associated with this option?</li> <li>- Does the option impact the overall project deliverability?</li> </ul>	2	This option met with mixed reaction during consultation. Assessment of the responses showed that of all respondents, option K3 met with high support. However, only 11% of Mackworth residents considered it to be their preferred option (compared to 57% for Option K2). Consequently, this option is likely to meet significant local resistance.
Feasibility Categorisation		
Factors considered	Score	Comments
<ul style="list-style-type: none"> <li>- Is the option technically sound?</li> <li>- Is the option financially affordable?</li> <li>- Is the option buildable?</li> <li>- Is the option likely to be practical and effective?</li> <li>- Does the option impact the overall project feasibility</li> </ul>	3	There are no feasibility issues associated with this design option.