

A38 Derby Junctions Scheme

Statutory Public Consultation

Share your views



7 September to 18 October 2018



Investing in your roads

Highways England is a Government owned company. We are responsible for the operation, maintenance and improvements of England's strategic road network of motorways and major A roads.

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

The A38 Derby Junctions scheme is a critical part of this investment and will improve journeys between Birmingham, Derby and the M1 at junction 28, which is great news for the local and regional economy.

Following the public consultation held in 2015, the preferred route for the scheme was announced in January 2018.

This scheme is categorised 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 planning permission to construct the scheme.

Consultation

This consultation is a statutory one. It has been designed to give the community and other stakeholders an opportunity to comment on the proposed design for the scheme. It is being held in accordance with the Planning Act 2008.

In designing this consultation we have worked closely with the local authorities in the area. We have defined how we will approach it in a Statement of Community Consultation (the SoCC) and this can be found on our webpage, www.highwaysengland.co.uk/A38-Derby-Junctions. We have also published a statutory notice under Section 48 of the Planning Act 2008 in various newspapers (local and national) to ensure that the wider public is aware of it, and the proposed scheme.

This consultation brochure provides information about what we are consulting on. A response form has also been published, which will allow you to share your views. The latter is also available online at www.highwaysengland.co.uk/A38-Derby-Junctions.

Your feedback is essential to this consultation as it will enable us to improve the scheme before we start the planning process.

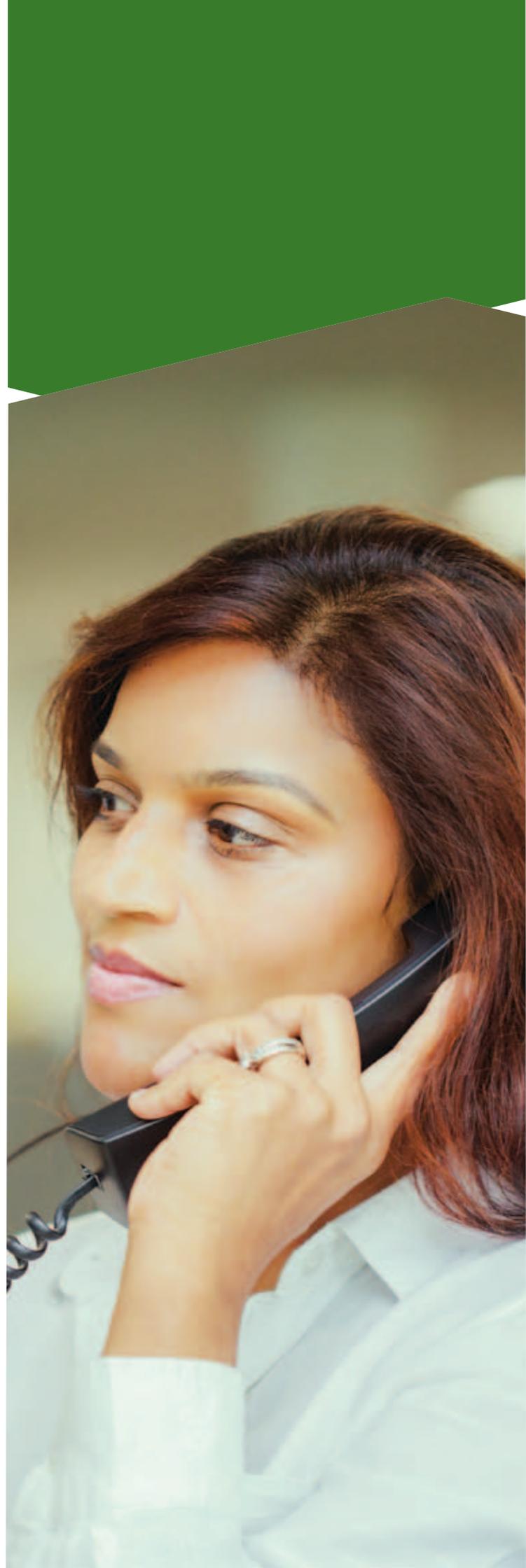
How to respond

We'd like to hear what you think of our proposals, so please share your views, any concerns, ideas or local knowledge that you may have. The consultation will run for 6 weeks, from Friday 7 September to Thursday 18 October 2018 and there are several ways you can tell us what you think.

- Complete the online form by following the link to our consultation page at: www.highwaysengland.co.uk/A38-Derby-Junctions
- Fill in and return one of the response forms we have provided. You can return these by posting them to FREEPOST A38 DERBY JUNCTIONS or can leave the forms at any of our public consultation events.
- Email a scanned copy of the response form to: A38derbyjunctions@highwaysengland.co.uk

To support the consultation and to give you the opportunity to find out more about our proposals, we're holding 8 public exhibition events. The dates, times and venues for these events can be found on the next page.

Please remember to submit any feedback you have by 11.59pm on Thursday 18 October 2018.



Public exhibition events

One of the best ways to find out more about our proposals is to come to one of our public consultation events. Here you'll be able to find out more about the scheme and speak to members of the project team who will be happy to answer any questions you may have.

The events will be held at the following venues on the dates and times indicated.

A portable induction loop system will be available at all exhibition events to assist those who are hard of hearing, and a British Sign Language interpreter will be available where indicated below.

Dates	Location
<p>Friday 7 September 2pm – 8pm</p> <p>Saturday 8 September 10am – 4pm</p> <p>A British Sign Language interpreter will be available</p>	<p>University of Derby Enterprise Centre Bridge Street, Derby, DE1 3LD</p>
<p>Wednesday 12 September 12 noon – 8pm</p>	<p>Breadsall Priory Moor Road, Morley, Derby, DE7 6DL</p>
<p>Thursday 13 September 12 noon – 8pm</p>	<p>Haslams (The Venue), Derby RFC Haslams Lane, Darley Abbey, Derby, DE22 1EB</p>
<p>Saturday 15 September 2.30pm – 8pm</p>	<p>Breadsall Memorial Hall Brookside Road, Breadsall, Derby, DE21 5LR</p>
<p>Tuesday 18 September 10am – 1pm and 3.30pm – 7pm</p>	<p>Allestree Memorial Hall, 1 Cornhill, Allestree, Derby, DE22 2GG</p>
<p>Wednesday 19 September 3.30pm – 8pm</p>	<p>Little Eaton Village Hall Vicarage Lane, Little Eaton, Derby, DE21 5EA</p>
<p>Saturday 22 September 10am – 4pm</p> <p>A British Sign Language interpreter will be available</p>	<p>Brackensdale Primary School Walthamstow Drive, Derby, DE22 4BS</p>

Scheme location plan



Why do we need this scheme?

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

Where it passes through Derby, long distance traffic interacts with a large volume of vehicles making local journeys. These interactions create congestion and delays at the following 3 existing roundabout junctions to the west and north of Derby city centre:

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

Highways England is committed to resolving these issues. After delivering improvement schemes at Little Eaton and Markeaton roundabouts in 2014/2015 to reduce congestion

in the short term, we have been developing longer term plans to resolve the traffic problems more permanently.

The scheme's objectives

The Government's strategic vision for the road network is to make journeys better in the Midlands by operating, maintaining and improving major A roads and motorways, through a programme of investment to ensure that the region's roads are fit for now and the future.

The specific objectives of the A38 Derby Junctions scheme are to:

- Reduce congestion and improve the reliability of journey times between Birmingham, Derby and the M1

- Help facilitate regional development and growth in Derby City and its surrounding
- Improve safety for all road users, and for those people living near the junctions
- Connect people by maintaining existing facilities (eg crossings and ramps etc) or providing new means for cyclists, pedestrians and disabled users to cross the road.

The preferred route

Following the consultation in Spring 2015, Highways England developed the options taking into account comments and issues raised. The preferred route was announced in January 2018. More information on the previous consultation and the preferred route announcement is available to view at www.highwaysengland.co.uk/A38-Derby-Junctions

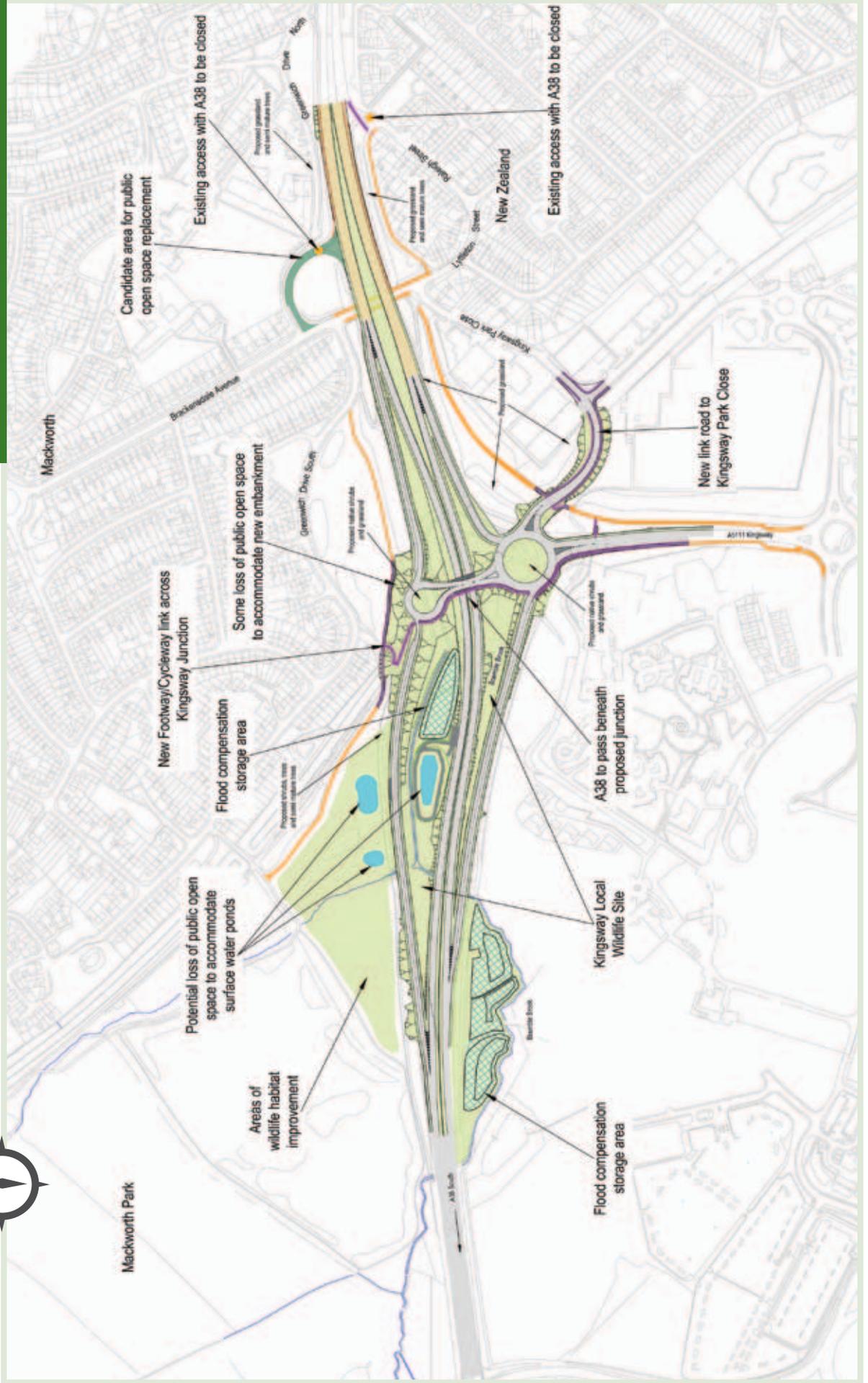
The key features of the preferred route are to:

- Lower the A38 to pass underneath the modified Kingsway and Markeaton junctions
- Widen the A38 to 3 lanes in each direction between the Kingsway and Kedleston Road junctions
- Build 2 new bridges to carry the A38 traffic over the modified roundabout at Little Eaton junction

Now the scheme has been refined, we'd like to share with you our proposals for each junction.



Kingsway junction



Key features of our proposed design: Kingsway junction

The A38 will be lowered to pass underneath the modified junction in a new underpass with 2 new roundabouts and a new bridge to carry traffic over the lowered A38. New slip roads will be built between the lowered A38 and the new ground level roundabouts to allow people to join and leave the A38 and use the local roads.

The A38 will be widened to 3 lanes in each direction between the Kingsway junction and Markeaton junction, with the speed limit increased from 40mph to 50mph.

Pedestrians, cyclists and non-motorised users

Pedestrian and cycle routes will be improved at the junction. Existing cyclist and pedestrian routes and crossing points will be retained. A new pedestrian and cycle route will be provided across the new bridge in the centre of the junction to link the residential areas west of the A38 with the A5111 and the Kingsway Retail Park.

Changes to local access

For safety reasons, there will no longer be access to or from the A38 at the Brackensdale Avenue and Raleigh Street junctions. Instead there will be access from Kingsway Park Close. This option impacts less on the local community in particular the properties on Greenwich Drive South and the area of public open space. It also provides a more direct access to the A38 for commercial traffic using the Kingsway Industrial Park, so keeping the larger vehicles away from residential areas.

Other impacts

Habitats within the designated Local Wildlife Site at the existing Kingsway junction will be lost as the new A38 route passes through the centre of the existing junction. Proposals for replacement habitats are being developed with local stakeholders.

There will be some loss of public open space from Mackworth Park and next to Greenwich Drive South to accommodate the northern roundabout. Proposals for replacement public open space are being developed with Derby City Council.

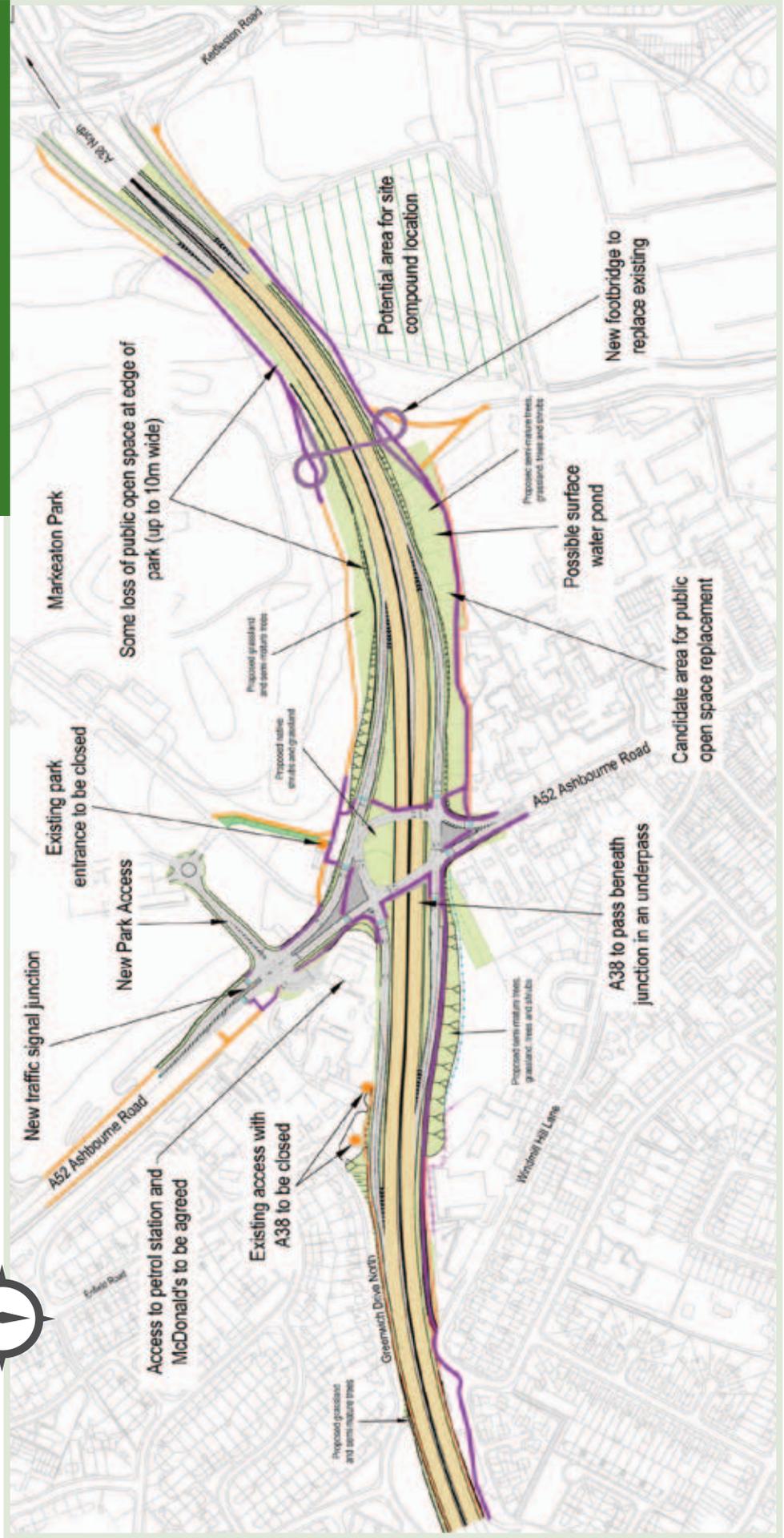
We would like your thoughts on whether noise or visual barriers should be provided between Kingsway and Markeaton junctions and what types of barrier should be used (eg timber fence etc). More information about types of barriers that can be considered can be found on page 17.

Key

-  NEW ROAD
-  NEW ROAD - 3 LANES
-  ATTENUATION POND
-  SIGNALISED CROSSING
-  UNSIGNALISED CROSSING
-  EARTHWORKS
-  FOOTWAY / CYCLEWAY & PAVED AREAS
-  EXISTING FOOTWAY / CYCLEWAY
-  ROAD FEATURES
-  POTENTIAL NOISE BARRIER
-  TIMBER PALISADE FENCE
-  SECURITY FENCE
-  POST & 4 RAIL FENCE
-  EXISTING ROAD ACCESS TO BE CLOSED



Markeaton junction



Key features of our proposed design: Markeaton junction

The A38 will be lowered to pass underneath a modified signalised roundabout, in a new underpass with 2 new bridges to carry the A52 traffic across the lowered A38. New slip roads will be built between the lowered A38 and the new ground level roundabout to allow people to join and leave the A38 and use the local roads.

The A38 will be widened to 3 lanes in each direction between Markeaton junction and Kedleston Road, with the speed limit increased from 40mph to 50mph.

Pedestrians, cyclists and non-motorised users

We believe the best way to get pedestrians and cyclists safely across the junction is to provide signal controlled crossings around it.

The existing pedestrian footbridge over the A38 will be replaced. A new bridge will provide improved access for all pedestrian, cyclist and disabled users though.

The existing cyclist and pedestrian routes and crossing points will be retained except for the uncontrolled crossing point between Thurcroft Close and Greenwich Drive North. We are proposing to remove this crossing point for safety reasons. Alternative routes will be via Brackensdale Avenue or the new signal-controlled crossings at Markeaton junction.

Changes to local access

A revised access will be provided to Sutton Close and 2 properties on Ashbourne Road.

The existing entrance to Markeaton Park from the roundabout will be closed. An improved entrance and exit to the park will be provided from the A52. This will be at a new signalised junction which will also change the way people currently access the petrol station and McDonalds. The specific access arrangements to the petrol station and McDonald's from the A38 are being discussed with the businesses and are yet to be finalised.

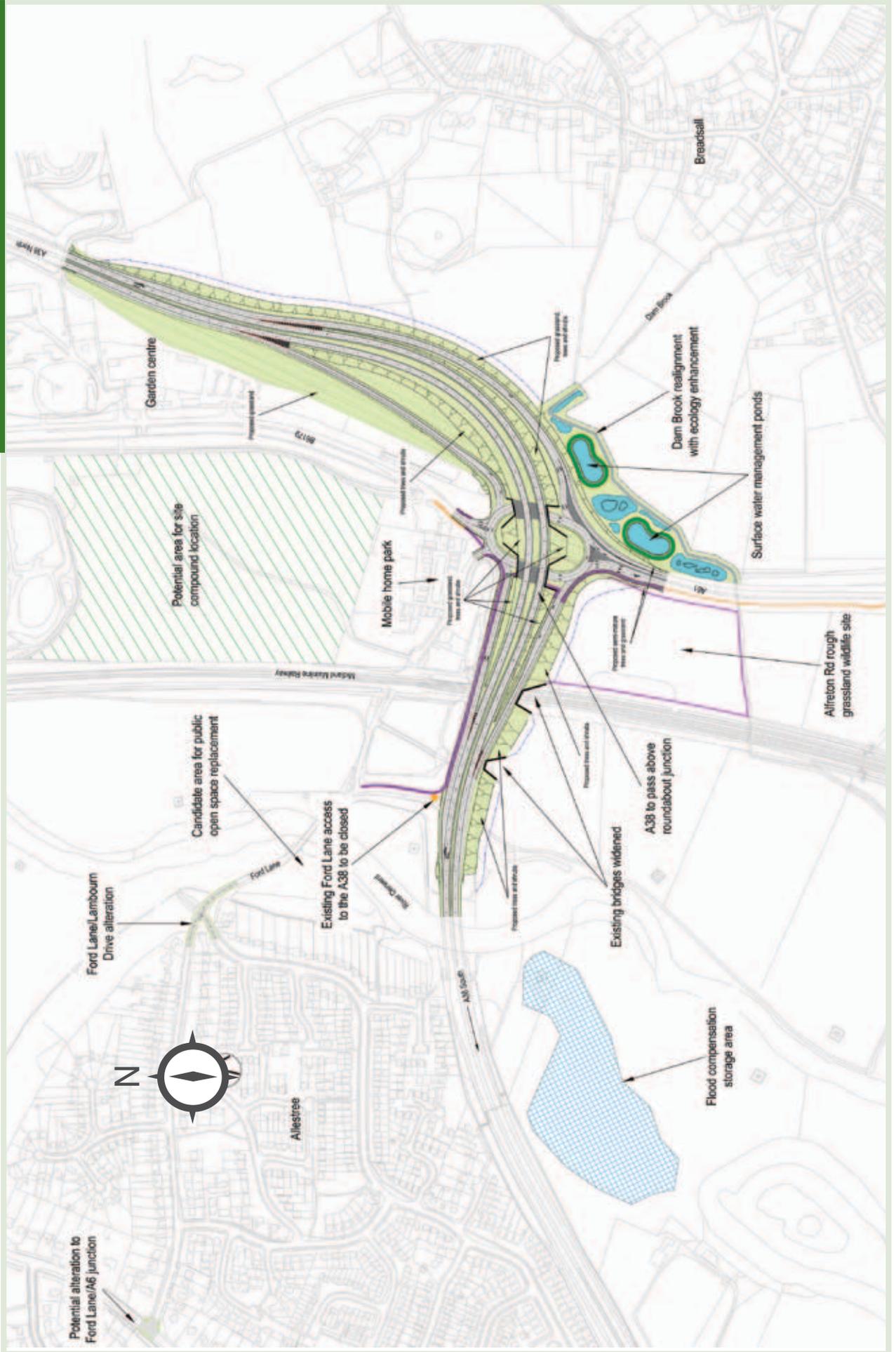
For safety reasons vehicle access to and from the A38 at Enfield Road will be closed permanently.

Other impacts

There will be some minor loss of land from Markeaton Park as well as the loss of a small number of trees next to the A38. However, we aim to replace this with public open space with land that becomes vacant following the removal of the properties on Queensway.



Little Eaton junction



Key features of our proposed design: Little Eaton junction

Two new bridges will be built to carry the A38 traffic over the new roundabout on a flyover which will separate traffic using the A38. The existing roundabout will be extended to the south and new slip roads will be built to allow road users to join and leave the A38 and other local roads. The dedicated A38 to A61 southbound segregated lane will be retained. The existing bridge over the railway will be widened to carry the new southbound A38 carriageway. The existing national speed limit on the A38 will be kept, although an advisory 50mph limit will be displayed on the bend through the junction. A tighter bend minimises the footprint of the junction and the impact on local communities.

Pedestrians, cyclists and non-motorised users

All existing footways and cycleways will be maintained. Where necessary they will be re-routed around the new roundabout. Signal controlled crossings will be provided for users to cross the slip roads.

Changes to local access

For safety reasons vehicle access to and from the A38 at Ford Lane will be

closed permanently. Access to the local business Talbot Turf will be via Ford Lane from the A6 Duffield Road. This is likely to require minor alterations to the layout of the junction between Ford Lane and Lambourn Drive. The final form of any changes to the junction will be agreed with Derby City Council.

Other impacts

Part of the existing River Derwent floodplain will be lost due to the new junction. We propose to replace it with a compensation area to the west of the River Derwent. There will be no increase in flood risk to the surrounding area.

There will be a change to the landscape and some visual impact for residents along Ford Lane (including those living in the mobile home park) and those in Breadsall village in the opening area due to loss of existing vegetation, however this will reduce over time as proposed replacement landscaping planting establishes.

Elements still under consideration

As a consequence of closing the Ford Lane access to the A38, we are currently exploring with Derby City Council whether any alterations are required to the Ford Lane junction with A6 Duffield Road. This could include local widening of the junction or installing traffic signals. The changes will be agreed with Derby City Council who manage the A6 and Ford Lane.

The extent of street lighting to be provided on the flyover is also still being assessed.

Environmental barriers, along the main A38, are being considered on the approaches to the junction. These barriers could be timber, made of synthetic materials or created using earth bunds. Assessments are continuing on which form of barrier will be most effective, but we welcome your views on this. More information about types of barriers that can be considered can be found on page 17.



Key	
	NEW ROAD
	ATTENUATION POND
	SIGNALISED CROSSING
	UNSIGNALISED CROSSING
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	SECURITY FENCE
	POST & 4 RAIL FENCE
	EXISTING ROAD ACCESS TO BE CLOSED

Proposed land requirements for the scheme overall

As part of the process of applying for a Development Consent Order (DCO) we are consulting on the proposed areas of land required for the development of the scheme. Both that which is needed permanently for the new junctions, and land that will be required temporarily, for example for construction compounds and working space.

We are doing this before we submit our DCO application and are working with affected landowners to understand and best mitigate for any impact that this may have on them and their businesses and properties.

Further information can be found on the Planning Inspectorate (PINS) website at <http://infrastructure.planningportal.gov.uk>.



Impacts on the environment

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

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

We have summarised the expected impact of our proposals in a Preliminary Environmental Information Report (PEIR). This document, along with a non-technical summary of the PEIR can be found on our webpage (www.highwaysengland.co.uk/A38-Derby-Junctions), at any of the public consultation events, or at any of the consultation deposit points (see list on page 20).

These documents contain preliminary information about the environmental impacts of the scheme. These findings will be developed further in an Environmental Statement as the scheme progresses, reflecting the evolution of the scheme design, informed by the feedback from this consultation, and the ongoing Environmental Impact Assessment process.

An Environmental Statement, presenting the full results of the Environmental Impact Assessment, will be submitted with our application for a development consent order.

Environmental impacts of the scheme: what we consider

	What we will do	Why we will do it
<p>Air quality</p> <p><i>This considers the health related issues for local and regional air quality and the global issues of climate change</i></p>	<ul style="list-style-type: none"> Identify measures to control and reduce construction dust and emissions Model and assess the impacts of the scheme on air quality during construction and after the road is open 	<ul style="list-style-type: none"> To reduce the air quality effects of scheme construction To understand the effect of the scheme, including potential air quality improvements
<p>Noise</p> <p><i>This considers the impact of the scheme traffic flow, noise and vibration levels</i></p>	<ul style="list-style-type: none"> Identify measures to control and reduce construction noise impacts, such as restricted hours of work Install noise barriers where appropriate 	<ul style="list-style-type: none"> To reduce the adverse effects of scheme construction To mitigate potential increases in levels of traffic noise caused by the scheme
<p>Cultural Heritage</p> <p><i>This considers the impact of the scheme on archaeological sites, historic buildings and landscapes.</i></p>	<ul style="list-style-type: none"> Carry out archaeological investigations in advance of construction Design the scheme sensitively in relation to known heritage features Preserve archaeological remains by recording findings and features where applicable 	<ul style="list-style-type: none"> To avoid or reduce impacts to known archaeological remains historic buildings and landscapes where possible To deal sensitively with unknown archaeological remains, which may be uncovered during scheme construction
<p>Landscape and visual impact</p> <p><i>This considers the impact of the scheme on the local landscape and on the quality of views from properties nearby</i></p>	<ul style="list-style-type: none"> Seek to integrate the road and associated structures into the landscape through sensitive design, including alignment, earth modelling and planting Plant trees and shrubs in keeping with the local landscape character 	<ul style="list-style-type: none"> To optimise the fit of the scheme into the landscape where practicable To mitigate potential impacts to views, local landscape character and features
<p>Climate</p> <p><i>This considers the impact that the construction and operation of the scheme could have on future climate change</i></p>	<ul style="list-style-type: none"> Quantify greenhouse gas (GHG) emissions across the lifecycle of the scheme (construction, operation use, maintenance) Consider the operational resilience of the scheme to the impacts of future climate change 	<ul style="list-style-type: none"> To identify the impact the proposed scheme may have on the UK Government meeting its GHG reduction targets To identify opportunities to mitigate GHG emissions To identify mitigation measures to reduce disruption to future operations caused by climate change

Environmental impacts of the scheme: what we consider

	What we will do	Why we will do it
<p>Biodiversity</p> <p><i>This considers the impact of the scheme on ecologically important sites, protected species and the potential impact on sensitive species such as Great Crested Newts.</i></p>	<ul style="list-style-type: none"> ■ Protect specific bird nesting and breeding sites and programme certain construction activities to avoid or reduce disturbances ■ Incorporate infrastructure, fencing and planting to guide animals under, over and away from road where appropriate ■ Enhance and / or create replacement habitats as required 	<ul style="list-style-type: none"> ■ To avoid or reduce the impact of the scheme on important habitats and protected species such as bats, badgers and birds
<p>The water environment</p> <p><i>This considers the impact of the scheme traffic flow, noise and vibration levels</i></p>	<ul style="list-style-type: none"> ■ Develop measures to reduce the risk of water pollution during construction ■ Create ponds and shallow channels (swales), where appropriate 	<ul style="list-style-type: none"> ■ To help slow the flow of surface water from the road to the surrounding environment and prevent inadvertent discharges of silt and pollutants into watercourses ■ To prevent flood risk arising from the scheme
<p>Geology and soils</p> <p><i>This considers the impact of the scheme on soil quality and the disturbance of any contaminated land.</i></p>	<ul style="list-style-type: none"> ■ Develop a soil management strategy ■ Carry out site investigations to identify potentially contaminated land 	<ul style="list-style-type: none"> ■ To avoid or reduce impacts to known archaeological remains historic buildings and landscapes where possible ■ To deal sensitively with unknown archaeological remains, which may be uncovered during scheme construction
<p>Materials and waste</p> <p><i>This considers the impact of the scheme on the local landscape and on the quality of views from properties nearby</i></p>	<ul style="list-style-type: none"> ■ Investigate the potential for locally-sourced construction materials ■ Design for materials reuse where practicable 	<ul style="list-style-type: none"> ■ To limit the carbon footprint of the scheme ■ To reduce the number of construction traffic movements
<p>People & communities</p> <p><i>This considers safety, journey time, congestion and accessibility for everyone along the route. In addition, it looks at the effect of the scheme during construction and once it is built.</i></p>	<ul style="list-style-type: none"> ■ Consider alternative routes and crossing points where the scheme would affect routes used by pedestrians, cyclists and equestrians ■ Provide alternative access routes for farmers as appropriate ■ Restore land to appropriate uses where applicable 	<ul style="list-style-type: none"> ■ To avoid or reduce diversions or severance of public rights of way and other routes ■ To mitigate the potential impact of the scheme on access or use of community facilities, as well as on local homes, businesses, potential developments and agricultural land

Potential barrier types

Barriers, screening against noise and the look of the new road, can be used to help reduce the impact of the scheme. We have included some indication of where barriers might be used on this scheme on a visualisation video which has been put together for this scheme. This has been done for illustrative purposes only. The video can be found by following the links on our webpage, www.highwaysengland.co.uk/A38-Derby-Junctions.

We would like your thoughts on whether noise and visual barriers should be provided though and what types should be used.

The location, space available and visual impact need to be taken into account when considering which form of barrier should be used. The types of barrier that could be used on this scheme could be as shown below.

Further details about the impact of each type of barrier can be found in the Preliminary Environment Information Report, which can be found at the deposit points, consultation events or read or downloaded from our webpage, www.highwaysengland.co.uk/A38-Derby-Junctions.

Timber barrier

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



Timber barrier with climbing vegetation

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



Earth bunds

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



Public open space

The scheme will result in the permanent loss of some designated public open space at Kingsway junction and Markeaton junction. We are proposing to provide replacement public open space at Kingsway and Markeaton junctions using a combination of:

- the area vacated by the buildings removed on Queensway and Ashbourne Road
- and areas of the existing A38 and slip roads at Brackensdale Avenue and Raleigh Street

The locations of the affected public open space and candidate sites for replacement are shown on the individual junction maps on pages 8, 10 and 12.

We welcome your thoughts on whether you would support provision of replacement public open space off Ford Lane, as well as your ideas of other potential replacement options. Questions in the feedback form give you the opportunity to comment on the proposals relating to public open space.

Incorporating your views

We need your help to understand how we can further optimise the design at each of the 3 junctions, and in doing that minimise any impact that the scheme may have.

The response form that accompanies this consultation will ask you for your opinion on things like:

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

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



What happens next?

This is your opportunity to give your views on our proposal. If, after reading this booklet, you have further questions or would like to find out more, please come to one of our exhibition events, details of which are available at the front of this brochure. You can also:

- Visit our website at: www.highwaysengland.co.uk/A38-Derby-Junctions
- Email us at: A38derbyjunctions@highwaysengland.co.uk
- Call us on: 0300 123 5000.
- Write to us at:

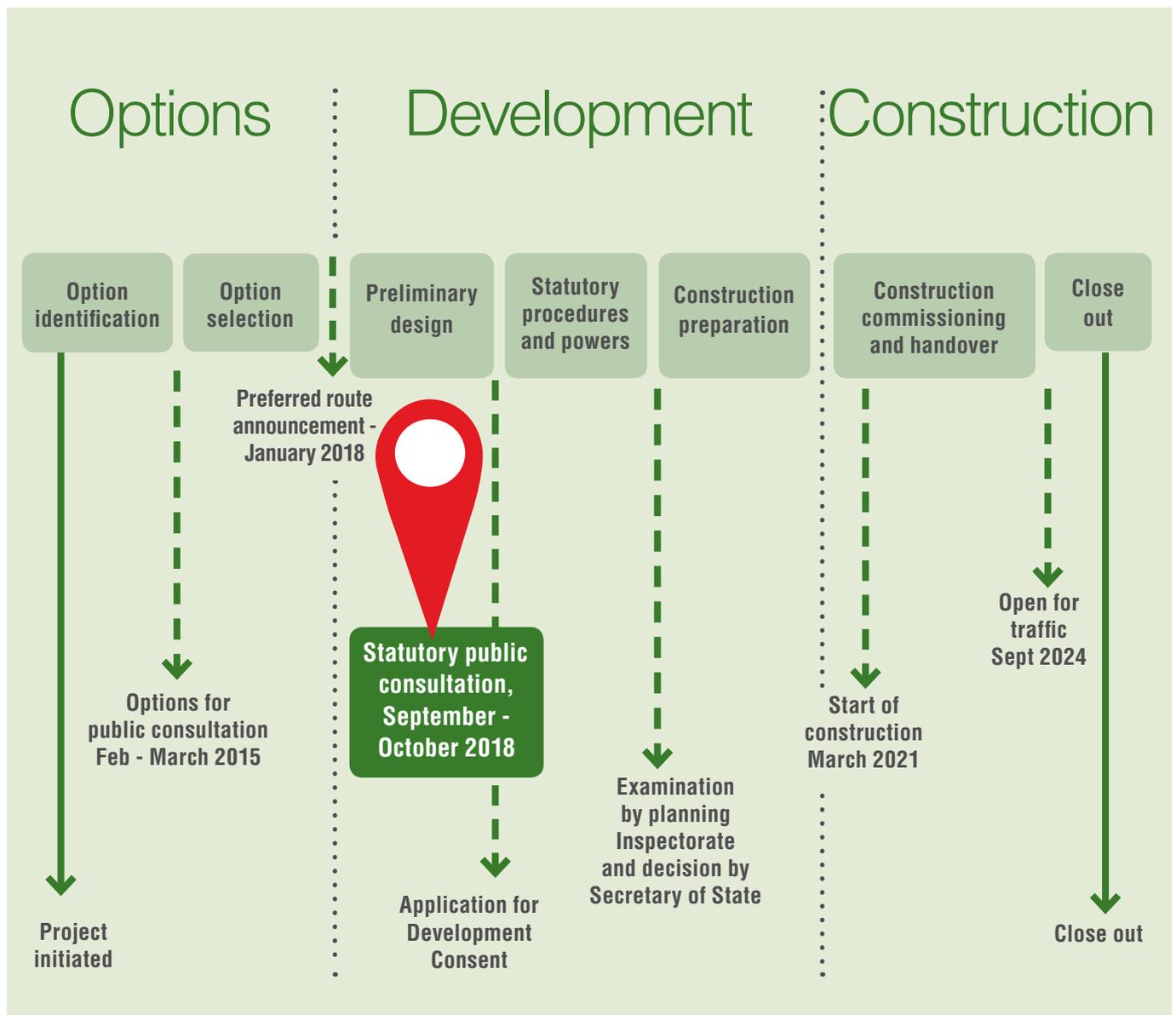
FREEPOST A38 DERBY JUNCTIONS

When you are ready to give us your views please fill in and send us your completed consultation questionnaire. You can complete it online, or download and print it from our website.

The statutory consultation will close at 11:59pm on Thursday 18 October 2018.

Once the consultation has closed we'll analyse your feedback, consider all suggestions made, and respond to it in the report we prepare on the consultation.

Your views will help the Secretary of State for Transport make a decision on our application. The stages of scheme development are explained by the diagram below.



Further information

Log onto our webpage:

www.highwaysengland.co.uk/A38-Derby-Junctions to find the following supporting information.

- The Preliminary Environmental Impact Report (PEIR)
- A non technical summary of the PEIR
- A 3D visualisation of the scheme proposals

Paper consultation brochures along with all consultation materials will be available at the following deposit locations from 7 September to 18 October 2018.

Allestree Library

Park Farm Centre, Park Farm Drive, Derby, DE22 2QN

Opening times:

Monday – closed
Tuesday 10am – 5pm
Wednesday – closed
Thursday 10am – 7pm
Friday 10am – 5pm
Saturday 10am – 1pm
Sunday – closed

Breadsall Village Shop

2 Rectory Lane, Breadsall, Derby, DE21 5LL

Opening times:

Monday to Friday 07:15 – 18:30
Saturday 07:45 – 18:00
Sunday 08:30 – 14:00

Riverside Library

Council House, Corporation Street, Derby, DE1 2FS

Opening times:

Monday to Friday 8:30am – 5pm
Saturday – 9am – 1pm
Sunday – closed

Derbyshire County Council Offices

County Hall, Matlock, DE4 3AG

Opening times:

Monday to Friday 9am – 5pm
Saturday – closed
Sunday – closed

Etwall Library

Main Street, Etwall, Derby, DE65 6LP

Opening times:

Monday 2pm – 7pm
Tuesday closed
Wednesday – 10am – 5pm
Thursday 2pm – 7pm
Friday closed
Saturday – closed
Sunday – closed

Little Eaton Post Office

(within the Co-operative)

160 Alfreton Road, Little Eaton, Derby, DE21 5DE

Opening times:

Monday to Friday 9am – 5:30pm
Saturday 9am – 11pm
Sunday – closed

Mackworth Library

Prince Charles Avenue, Mackworth, Derby, DE22 4BG

Opening times:

Monday 10am – 5pm
Tuesday 1pm – 5pm
Wednesday – closed
Thursday 1pm – 5pm
Friday – closed
Saturday 10am – 1pm
Sunday – closed

Mickleover Library

Holly End Road, Derby, DE3 0EA

Opening times:

Monday – closed
Tuesday 10am – 15pm
Wednesday – closed
Thursday 10am – 7pm
Friday 10am – 5pm
Saturday 10am – 1pm
Sunday – closed

Contact us

If you wish to contact us, you can reach us in the following ways:

- Email us at: A38derbyjunctions@highwaysengland.co.uk
- Website: www.highwaysengland.co.uk/A38-Derby-Junctions (you can register on this page, to receive email updates as the scheme progresses)
- Post
**A38 Derby Junctions Project,
Highways England, Floor 5,
Two Colmore Square,
38 Colmore Circus,
Birmingham,
B4 6BN.**
- Telephone: 0300 123 5000

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

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Highways England Creative BHM18_0344

*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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