

# A38

## Derby Junctions

Preferred Route  
Announcement



## Introduction

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 dependable, durable and, most importantly, safe. That's why we're delivering £15 billion of investment on our network – the largest 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 our consultation held in 2015 we carefully considered all feedback to select the best possible options to take forward as our preferred route. This process has been detailed and time consuming, but this has been necessary to ensure we make the correct decision.

In this brochure we explain the preferred route for the A38 Derby Junctions scheme, how we have assessed the options and carried out public consultation. We also give details of what will happen next.



## Why do we need this scheme?

The A38 is a strategic route from Birmingham to Derby and through to the M1 at junction 28. Where it passes through Derby this long distance traffic interacts with a large volume of vehicles making local journeys. These interactions increase the congestion and create 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

There has long been discussion about how to resolve these problems. A scheme was originally presented to the public at a consultation in 2002 with an additional consultation held for the Little Eaton junction in 2003, before being put on hold.

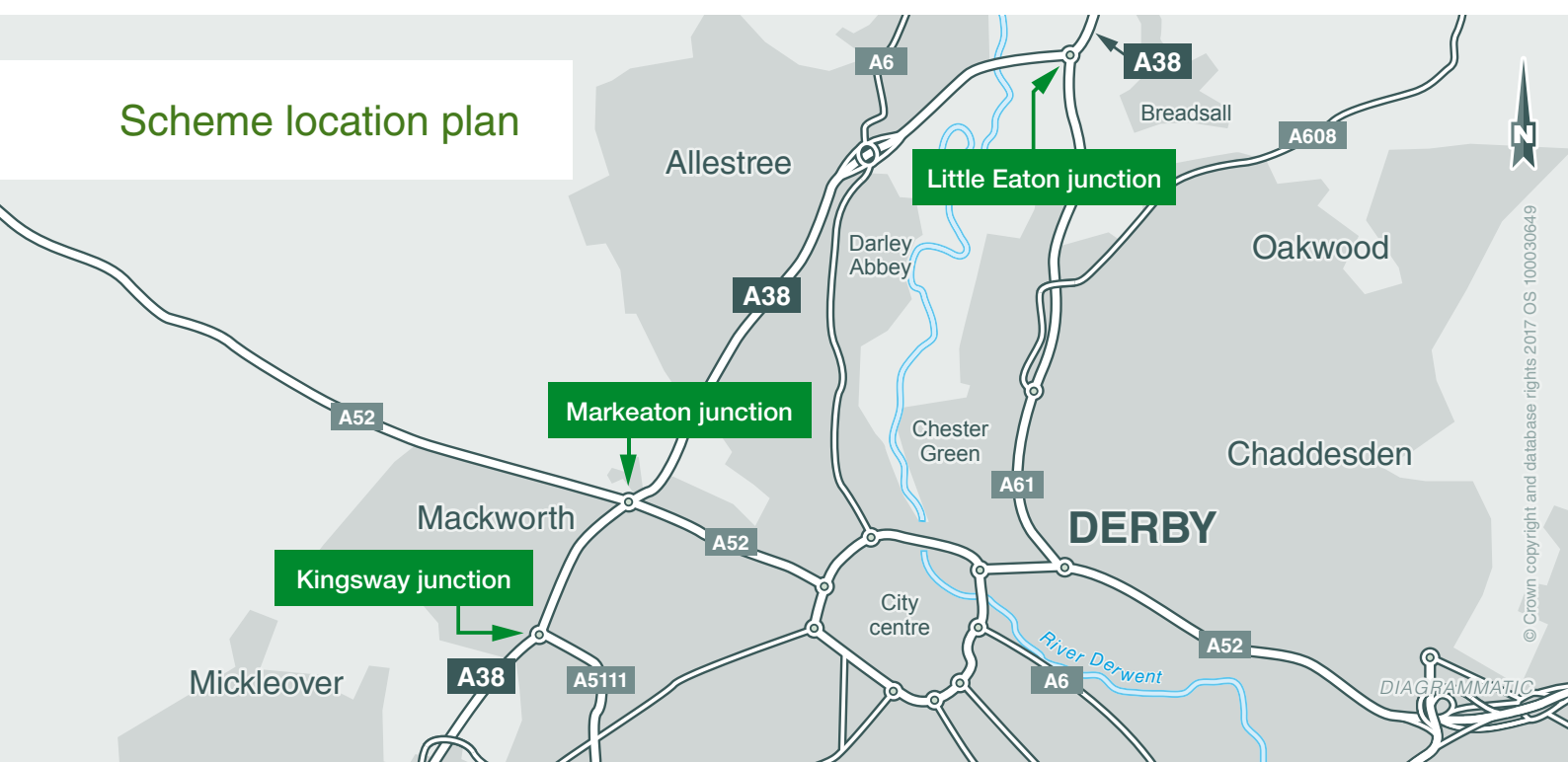
Highways England is committed to resolving these issues though, and in addition to delivering an interim improvement scheme at Little Eaton and Markeaton in 2014/2015 (designed to reduce congestion in the short term), it has been developing longer term plans to resolve the problems more permanently.

In 2015 we held a public consultation on a scheme to improve the A38 Derby Junctions.

### The overall objectives of the scheme are:

- To reduce congestion and make journey times between Birmingham, Derby and the M1 more reliable
- To help facilitate regional development and growth in Derby City and its surrounding areas and increase capacity of the strategic road network to absorb growth
- To minimise impacts on the environment
- To reduce impacts on air quality and noise
- To improve safety for all road users, and for those people living near the junctions
- To facilitate integration with other transport modes where applicable
- To connect people by maintaining or providing appropriate facilities for crossing, and travelling along, the road, particularly for cyclists and pedestrians
- To be affordable and represent high value for money
- To improve integration by supporting the local transport plan
- To minimise traffic disruption during construction.

### Scheme location plan



## Public consultation

We held a public consultation on our scheme proposals from 2 February to 13 March 2015. As part of this we held a number of exhibitions and attended several local stakeholder meetings to discuss our proposals.

The exhibition events were publicised through a combination of leaflet drops to local communities, formal letters, posters and press releases as well as through the Highways England (formerly Highways Agency) 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.

We issued information to the public and stakeholders in the form of consultation leaflets, which included a questionnaire. We also provided information at deposit points including Derby City Council offices and various local libraries. The information was also available on our website.

## The options taken to consultation

The preliminary scheme proposals put forward in 2015 were based on the outcome of the assessments and consultation of the earlier 2002 and 2003 scheme options. They included:

### A38/A5111 Kingsway junction

- Lowering the A38 to pass underneath the existing roundabout as a new underpass
- Providing 2 new roundabouts and a new bridge at the level of the existing roundabout to carry the traffic across the A38
- Generally converting the existing A38 carriageways into the junction slip roads to allow people to travel in any direction at the junction
- Widening the A38 in each direction between the Kingsway junction and Markeaton junction
- Increasing the speed limit of the A38 from 40mph to 50mph
- Closing the existing accesses with the A38, and providing 3 potential options for alternative local access (one included access via Greenwich Drive South, another included access via Kingsway Park Close and one provided no alternative access at all).



*Current layout*

### A38/A52 Markeaton junction

- Lowering the A38 to pass underneath the existing roundabout as a new underpass
- Providing 2 new bridges to carry the A52 and roundabout traffic across the A38
- Increasing the speed limit of the A38 from 40mph to 50mph
- Widening the A38 to 3 lanes in each direction between the Markeaton junction and Kedleston Road junction (the next junction immediately to the north)
- Constructing new slip roads from the A38 to allow people to travel in any direction at the junction
- Modifying the access to the Esso petrol station and McDonald's
- Closing Markeaton Park access and providing a new access via Ashbourne Road
- Potentially replacing the pedestrian footbridge over the A38 Queensway.



*Current layout*

### A38/A61 Little Eaton junction

- Realigning the A38 to the south and east of the existing roundabout on an embankment
- Extending the existing roundabout to the south with new slip roads
- Constructing 2 new bridges to carry the A38 traffic over the roundabout
- Retaining the A38 as a 2 lane dual carriageway. Widening the existing bridge over the railway for the southbound carriageway
- Closing the existing Ford Lane access road with the existing A38, and providing 2 potential alternative options for local access: One option was to fully close the Ford Lane junction with the A38, while the other sought to provide a new one way local access to the B6179.



*Current layout*

## Response to the public consultation

A total of 1145 people attended the exhibitions and we received 739 responses in the form of returned questionnaires or comments by letter or email from members of the public.

The feedback we received from the public consultation showed the following results:

### Kingsway junction

Overall, 70% of responses were supportive of the Kingsway junction layout, 11% disagreed with the proposal and the remaining 19% indicated no preference.

Of responses to the issue of local access, 30% expressed no preference with the remaining majority split evenly between the other 2 access options.

### Markeaton junction

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

49% of respondents were in favour of providing a new pedestrian footbridge to Markeaton Park, 30% had no preference and 21% felt that there was no need to replace it.

### Little Eaton junction

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

38% of respondents preferred an access road onto the B6179 as an alternative for the closure of the Ford Lane access, 36% had no preference and 26% felt that there is no need to provide a new local access route.

Some of the responses submitted by stakeholders suggested a number of alternative junction layouts.

## Alternative options

Fourteen alternative options at the Little Eaton junction were examined following the public consultation in 2015 and up to the publication of the public consultation report in March 2016. Each of these options was assessed in the same way as all the others in terms of their contribution to the achievement of the scheme objectives and a review of its deliverability, affordability and feasibility.



## Selection of the preferred route – how it was done

Each of the junction layouts, their access options and all of the suggested alternative options were assessed to determine how well each one performed against Highways England's key objectives for the scheme.

Any proposals which passed the initial assessment above were then assessed further to determine their performance with regards to:

- How much they would cost to build, and the value for money this would offer the tax payer
- How they would fit in with the current landscape and environment
- How they would impact on existing public utilities (eg gas and electricity infrastructure)
- How they would impact on cyclists, pedestrians and horse riders
- How they impact on drainage and flooding
- The impact they would have on ground conditions (ie geotechnics)
- How many, and what type of structures they would need (ie the number of bridges and retaining walls needed and the complexity of their design)
- Their compliance with technical standards
- How they would be built and how the construction would be phased, for example how easy it would be to build the new road and junctions, while keeping the traffic moving throughout
- Their environmental impact

These assessments, combined with stakeholder and public engagement, have enabled us to determine which option performs the best overall at each location.

### **Little Eaton:** making the preferred route decision

We carefully considered all the feedback that arose from the 2015 consultation, together with further ideas raised in 2016 and early 2017, and looked closely at the alternative options put forward by members of the public for the alignment of the Little Eaton junction, before making our decision on the preferred route.

Specifically all the alternative options for the Little Eaton junction that were proposed were carefully assessed, in the same way as all the other options had been.

The outcome of these assessments was that the previously presented option for the Little Eaton junction performs the best overall, offering the greatest improvements for road users while minimising the impact on those residents and businesses closest to it (ie those to the north and north west of the junction). The previously presented proposal for the junction will also reduce congestion, provide value for money, and will be easier to build – having the least impact on existing traffic flows, and local residents while it is in construction.

## The preferred route

Our assessments show that the route we presented during the 2015 consultation, as our preferred option, does perform the best overall. It provides the greatest improvements for road users, reduces congestion and provides value for money for the taxpayer.

The specifics of the preferred route are outlined below.

### Preferred route: Kingsway junction with local access via Kingsway Park Close

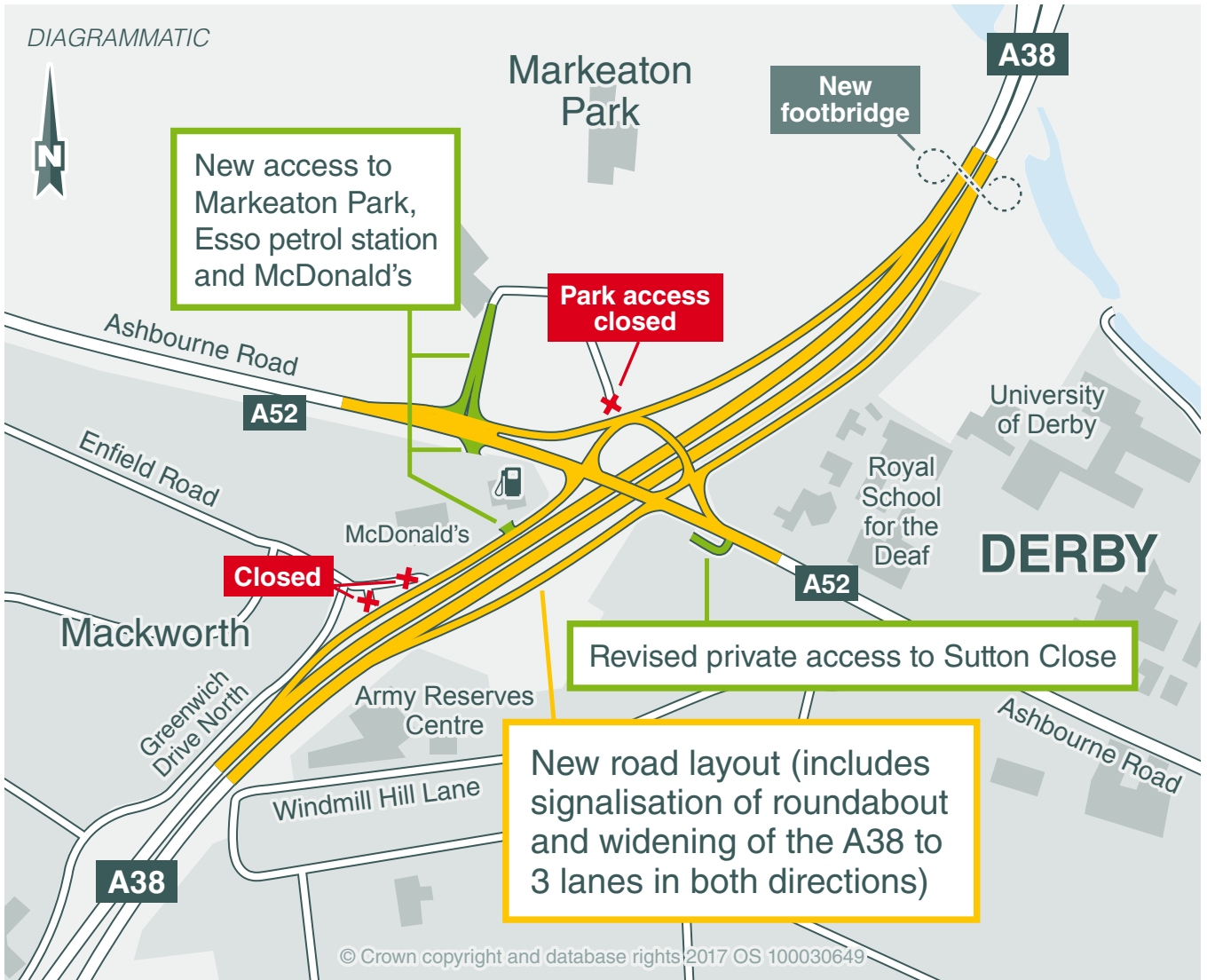
Following assessment, the Kingsway Park Close access option was selected as the preferred route for the Kingsway junction. This option performs best in terms of engineering and traffic assessment, whilst avoiding any long-term impact upon the area of public open space and the properties at Greenwich Drive South.





## Preferred route: Markeaton junction with new footbridge

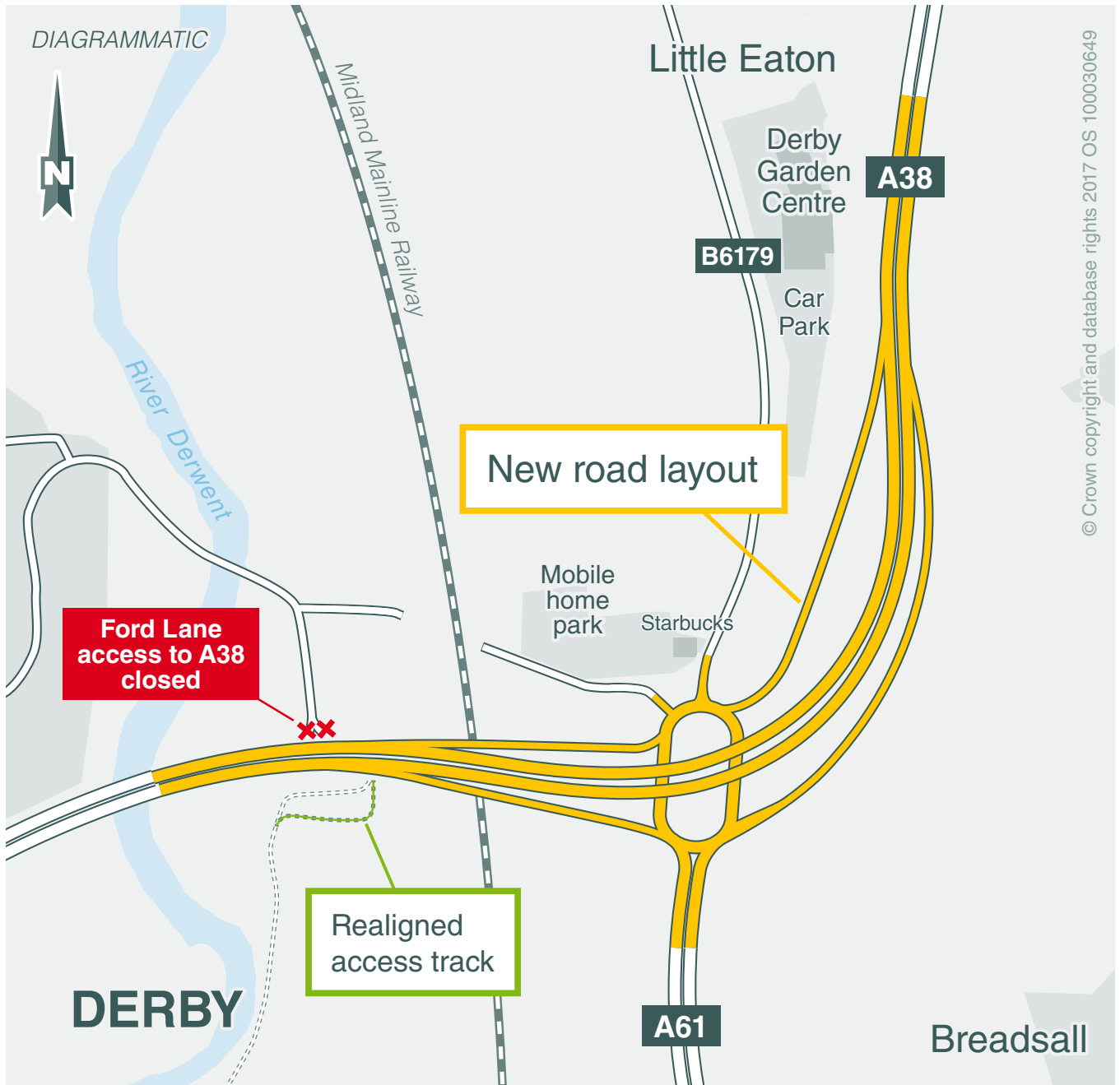
Following assessment and consultation with Derby City Council, the proposed design includes the provision of a replacement footbridge to Markeaton Park as the existing footbridge will need to be removed to make way for the widened A38..



### Preferred route: Little Eaton junction (with Ford Lane closed)

Our assessments show that our preferred option at the Little Eaton junction is the best performing overall. It provides the greatest improvements for road users without affecting the closest residents and businesses, reduces congestion and provides value for money.

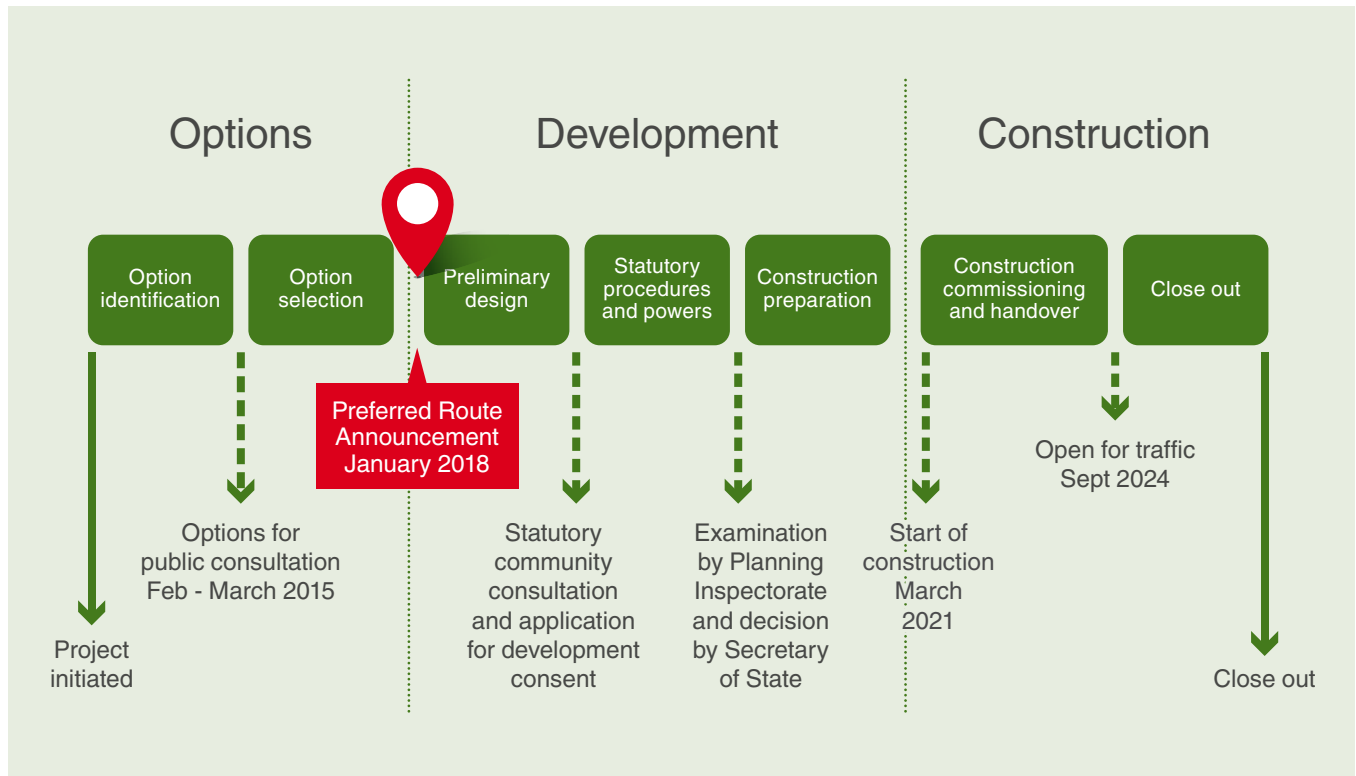
Notably, due to the mixed consultation results and the potential cost, the link road from Ford Lane to the B6179 is not included in our proposals.



## What happens next?

We have now finished the options identification and selection part of the scheme and have made the preferred route announcement. We will now do some further work to look more closely at the local area, completing our surveys and investigations to help us design the scheme in greater detail. There will be a further period of consultation later

this year, when we ask you for your views on this more detailed design before we submit our application for a Development Consent Order. We will work with the local authorities to shape this consultation, to ensure that everyone has the opportunity to have their say.



## Development consent order application

This scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008. This means we are required to make an application for a Development Consent Order so we can obtain permission to construct the scheme. We will make the application to the Planning Inspectorate who will examine the application in public hearings and then make

a recommendation to the Secretary of State for Transport who will decide on whether or not the project will go ahead.

Find out more about the Development Consent Order process on the Planning Inspectorate's website: <http://infrastructure.planningportal.gov.uk>

## Further information

For more information about the scheme, please visit our website, where you can also sign up to receive email alerts whenever it is updated: [www.highways.gov.uk/A38DerbyJunctions](http://www.highways.gov.uk/A38DerbyJunctions)

The following documents are also available to read and download from the project website:

- **The Report on Public Consultation**
- **The Scheme Assessment Non-Technical Summary Report**

These documents, along with copies of this preferred route announcement brochure, will also be available to view for a period of 12 weeks at the following locations:

- **Allestree Library**, Park Farm Centre, Park Farm Drive, Derby, DE22 2QN
- **Breadsall Village Shop**, 2 Rectory Lane, Breadsall, Derby, DE21 5LL
- **Derby City Council offices**, Council House, Corporation Street, Derby, DE1 2FS
- **Derby Central Library**, The Wardwick, Derby, DE1 1HS
- **Derbyshire County Council offices**, County Hall, Matlock, DE4 3AG
- **Little Eaton Post Office** (within The Co-operative), 160 Alfreton Rd, Little Eaton, Derby, DE21 5DE
- **Mackworth Library**, Prince Charles Avenue, Mackworth, Derby, DE22 4BG
- **Mickleover Library**, Holly End Road, Derby, DE3 0EA

Alternatively, if you require an electronic or hard copy of any of these reports, or a further copy of this brochure you can contact the A38 Derby Junctions Project Team as follows:

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