# A38 Derby Junctions
# TR010022
# 5.2 Annex A: Non-Statutory Consultation

Regulation 5(2)(q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

**Volume 5**

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**Infrastructure Planning**

**Planning Act 2008**

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009**

# A38 Derby Junctions

Development Consent Order 202 [ ]

## 5.2 Consultation Report Annex

### Non-Statutory Consultation

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|---|---|
| **Regulation Number** | Regulation 5(2)(q) |
| **Planning Inspectorate Scheme Reference** | TR010022 |
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| **Author** | A38 Derby Junctions Project Team, Highways England |

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| 1 | April 2019 | DCO Application |

# Annex A

1. **Summary of engagement outside Non-statutory and Statutory consultation**
2. **Public Consultation Brochure**
3. **Preferred Route Announcement**
4. **Exhibition Display Panels**
5. **Report on Public Consultation**

# 1. Summary of Engagement outside Non-Statutory and Statutory Consultation List of Engagement Outside Consultation Periods

| Consultee/ Stakeholder | Date/s | Summary of Engagement | Actions Taken as Appropriate |
|---|---|---|---|
| **2015-2016 Correspondence** | | | |
| Natural England | 27 November 2015<br>07 March 2016 | NSIP role during and after process | Request case officer details in regards to Environmental Statement scoping report |
| Breadsall Resident | 06 December 2015<br>04 January 2016<br>05 January 2016<br>13 January 2016<br>22 January 2016<br>29 January 2016<br>12 February 2016 | Concerns over Little Eaton preferred option | Discussion of scheme impacts and methods used for acknowledgement of potential impacts |
| Breadsall Resident | 11 December 2015<br>28 January 2016 | Concerns over Little Eaton options and re-alignment of Dam Brook | Discussion of scheme impacts and methods used for acknowledgement of potential impacts |
| Transport Planner | 14 January 2016<br>27 January 2016 | Transport Planning Society Meeting | Arranging presentation for transport planners |
| Representative of MacDonald's | 27 January 2016 | Update on progress regarding access to the MacDonald's Site located off the Markeaton roundabout | n/a |
| Network Rail | 27 January 2016 | Details of headroom requirements for railway bridges. | n/a |
| Esso<br>**SCP** Transport | 28 January 2016 | Update on progress regarding access to the MacDonald's Site located off the Markeaton roundabout | n/a |
| A38 Derby Junctions Steering Group | 28 January 2016 | Arranging a Steering Group Meeting. Sketches of access to Esso/McDonald's site circulated as well as previous meetings minutes. | n/a |
| DCiC | 29 January 2016 | Expressing concerns regarding indicative access to the ESSO site off the Markeaton roundabout. | n/a |
| Mackworth resident | 05 February 2016 | Asking whether K2 option will have a 3D visualisation | K2 option now chosen. |

| Consultee/ Stakeholder | Date/s | Summary of Engagement | Actions Taken as Appropriate |
|---|---|---|---|
| Representative of caravan park near to Little Eaton Junction | 07 February 2016 | Request option 2 is ruled out and the people of the caravan park are informed immediately to ease the anxiety of people living there. | Does note rule out option 2, but states that option 2 is less favourable at that point in time. |
| Allestree Resident | 13 February 2016 | Raised concerns in relation to access onto the A6 from the Ford Lane estate and the impact that closing the Ford Lane access may have on exiting this estate. Suggested preference to option L2. | Response stated that option L2 is no longer being progressed due to mixed public feedback and points resident towards HE website and the latest consultation material. |
| Mackworth Resident | 15 February 2016 | Suggest information regarding K2 option is shared with the public | Response clarifies that this information is publicly available |
| Representative of Breadsall Action Group | 17 February 2016 | Request meeting to discuss some points of the options assessment and consultation report. | Response provides a proposed date for a meeting, and state how the attendees will be chosen. |
| Resident of Darley Abbey | 17 February 2016 | Request more information regarding noise impacts on housing located next to A38. | Response sets out how HE mitigating noise through the Road Improvement Scheme. |
| Resident of Breadsall | n/a | Expresses concern regarding the impacts of the chosen scheme on the village of Breadsall and the road safety implications for this scheme. | Response explains the rationale for the chosen option. |
| Representative of Breadsall Action Group | 02 March 2016 | Raise a number of points of contention in relation to the Options Appraisal. | Response provides date and time for a meeting, and states points raised will be discussed during the meeting. |
| Resident | 07 March 2016 | Querying the chosen option. | Response outlines the rationale for choosing the chosen option. |
| Derby County Council<br>DCiC<br>Little Eaton Parish Council<br>Breadsall Parish Council | 11 March 2016 | State that two additional options were presented to project team by the Breadsall Action Group. These options will be considered within the options assessment, in order to maintain a transparent and consistent process. | n/a |

| Consultee/ Stakeholder | Date/s | Summary of Engagement | Actions Taken as Appropriate |
|---|---|---|---|
| Clerk of Little Eaton Parish Council | 31 March 2016 | Notes of a Little Eaton Stakeholder Reference Group meeting. In addition, presents the advantages and disadvantages of the chosen option. | Response invites Little Eaton Stakeholder Reference Group to a further meeting. It also sets out how HE will assess additional options. |
| Flour Telecommunications | 31 March 2016 | Email provides answers to questions raised by the Little Eaton Action Groups comments. | n/a |
| Cllr Stevenson | 04 April 2016 | Asks if an additional meeting can be set up, with the Little Eaton Parish Council and Breadsall A38 Action Group to discuss alternative options. | Response notes that an additional meeting will be set up. |
| Rodgers Leask Limited | 08 April 2016 | Enquiring whether a presentation is still going ahead and confirms attendees. | Response confirms meeting is going ahead. |
| Resident | 19 April 2016 | Email setting out the details of a new option, Option X. | Review included in Environmental Statement |
| MP Sue Hidderley-Burton | 26 April 2016 | Email arranging a meeting and organising who will chair. | Response states that a meeting can be set up, but a HE representative would like to attend. |
| Pauline Latham MP for Sue Hidderley-Burton MP | 28 April 2016 | Email arranging a meeting between Pauline and Jacqui (Divisional Director). | n/a |
| Natural England - Sustainable Development – East Midlands Team | 29 April 2016 | Requesting additional details in response to pre-app advice. | Response states that Natural England will be contacted in due course to get advice on the Scoping Report. |
| 369 Landowners and Businesses | 06 May 2016 | Email attached spring edition of Derby Junctions newsletter. | n/a |
| Little Eaton Parish Council | 06 May 2016 | Email enquiring whether a A38 Stakeholder meeting can be re-arranged. | Response states that the project manager will be asked about this issue in the coming week. |
| A38 Junctions Team – to stakeholders | 06 May 2016 | Email informs stakeholders of planned meeting at Little Eaton Village hall and provides directions. Asks for response to confirm number of attendees. | n/a |
| Little Eaton Parish Council | 09 May 2016 | Email confirming that Cllr Hall and Cllr Williamson of Little Eaton Parish Council will attend a stakeholder meeting at Little Eaton Village Hall. Email also | Response states that minutes have been updated. |

| Consultee/ Stakeholder | Date/s | Summary of Engagement | Actions Taken as Appropriate |
|---|---|---|---|
| | | states that the option presented in the last reference group meeting is LE's preferred option. Email also identifies some inaccuracies with the last meetings minutes. | |
| A38 Junctions Team – to stakeholders | 09 May 2016 | Email providing an Agenda for an upcoming meeting. Also attaches outlines of two proposed options. | n/a |
| A38 Junctions Team to Sue Hidderley-Burton MP | 09 May 2016 | Email extending an invitation to Cllr Pauline Latham to stakeholder reference group meeting. | Response states that Mrs Latham is not available on that day, correction is given to the title of 'Mrs' Latham. |
| Mick Ward Ford Lane Static Home Park Representative | 10 May 2016 | Email asking for an invitation to the upcoming stakeholder reference group meeting. | Response states that email was sent to Mr Ward recently: email contents is forwarded. |
| Little Eaton Parish Council | 13 May 2016 | Email raises concern that the next reference group meeting, discussing further options, which is six months earlier than planned has limited the ability of the Parish Council to assess the options presented. | Response apologises and explains why the next Stakeholder Group Meeting has been brought forward (due to the Purdah period for the EU referendum). |
| A38 Junctions Team – to stakeholders | 16 May 2016 | Email explains that Little Eaton Parish Council has submitted an additional option for consideration, option X. Agenda for next stakeholder reference group meeting has been updated and is attached to the email. | n/a |
| The Valuation Office | 17 May 2016 | Email forwards invite to next stakeholder reference group meeting and includes details of options and the agenda for the meeting. | n/a |
| Mayor of Erewash Borough Council | 17 May 2016 | Email forwards the agenda for the stakeholder reference group meeting. | n/a |
| Flour Telecommunications | 20 May 2016 | Email forwards the outcome of the options assessment, following the stakeholder reference meeting. | n/a |

| Consultee/ Stakeholder | Date/s | Summary of Engagement | Actions Taken as Appropriate |
|---|---|---|---|
| Little Eaton Parish Council | 23 May 2016 | Email attaches a letter sent to the Breadsall Action Group by the A38 Derby Junctions Team. Also attached is the minutes from the stakeholder reference group meeting. | n/a |
| All stakeholders, and Mrs Latham and Mayor Stevenson | 07 June 2016 | Email follows up to the Stakeholder reference group meeting. Email attaches the minutes of the meeting; and photomontages presented during meeting. Email states that work on option X is underway. | n/a |
| All stakeholders, and Mrs Latham and Mayor Stevenson | 10 June 2016 | Email sets out that option X will not be considered further and outlines the reasons why. | n/a |
| Breadsall Village A38 Action Group | 20 June 2016 | A new proposed option, option X1, is attached to the email following the rejection of option x. | n/a |
| Little Eaton Council | 23 June 2016 | Email outlining that LEPC have a meeting scheduled and the A38 is on the Agenda. Asks for confirmation that option x has been analysed in detail and that it will not be taken forward. | Email confirms which option will be taken forward. |
| A38 Stakeholder group | 24 June 2016 | AECOM provided details/results of the ecology surveys that had been undertaken. Highways England Designated fund also discussed.<br>to date. All baseline reports have been sent to consultees (except wintering birds<br>and terrestrial inverts). | Response provides details of ongoing designated funds application and of potential ecological compensation areas. |
| All Stakeholders and Mrs Lathom and Mayor Stevenson | 08 July 2016 | Email sets out that Option X1, submitted by Breadsall Parish Council and Action Group, will not be taken forward for further consideration due to a number of technical constraints. | n/a |

| Consultee/ Stakeholder | Date/s | Summary of Engagement | Actions Taken as Appropriate |
|---|---|---|---|
| Clerk for Breadsall Parish Council | 13 July 2016 | Email asks whether newsletters are sent to LE residents and if so could these be stopped, and the money used to create better plans for the A38. | Response outlines that the cost involved are minimal and do not come out of the schemes budget. Asks if the newsletters can be left in the parish hall for members to take. |
| MP Pauline Latham | 14 July 2016 | Email states that Option X1 needs more consideration. Additional information attached. | Response outlines why option X1 will not be considered further. |
| Keir | 14 July 2016 | Meeting with Highways England, Kier and AECOM to look at options for flood mitigation. | Response on the 20/07/2016 provided the minutes of the meeting. |
| Environment Agency | 15 July 2016 | Discussions with the EA in regard to enhancements at Ford Lane to create Wildlife Site. | Response outlines the results of a meeting between A38 representatives and the EA. |
| Derbyshire Wildlife Trust | 18 July 2016 | Email stating that DWT will further investigate the potential for a wildlife area on land south of the A38 near the River Derwent (south of Ford Lane); there are other potential options are being investigated to help/assist in aiming to achieve net gains in biodiversity where possible. | n/a |
| Clerk at Breadsall Parish Council | 20 July 2016 | Email to try and organise a further stakeholder reference meeting in October at the Breadsall Parish Hall. | Email response provides contact for management committee that deal with the running of the Hall. |
| Royal School for the Deaf | 21 July 2016 | Site visit to school, to see plans for sensory garden and see where residential areas are located. | n/a |
| Clerk at Breadsall Parish Council | 25 July 2016 | Email states that Parish Hall cannot be used as a place for residents to pick up newsletters, as it is generally locked for security reasons. However, contact details for a shop owner provided to see if they would be happy to have the newsletters. | Response states that shop owner was happy to oblige. |
| All stakeholders | 05 August 2016 | Invitation to another stakeholder reference group. | n/a |

| Consultee/ Stakeholder | Date/s | Summary of Engagement | Actions Taken as Appropriate |
|---|---|---|---|
| Highways England | 12 August 2016 | Email to set up a meeting with landowner as their land would be affected by the scheme. | n/a |
| Environment Agency | 17 August 2016 | Meeting between EA, HE and AECOM. It was emphasised that work being undertaken is to support the PRA (preferred route announcement), and the DCO application will be supported by an ES. | n/a |
| Little Eaton Parish Council | 24 August 2016 | Email enquiring about leaving newsletters at the Parish Hall | Response states that newsagent on Alfreton Road is happy to take them – they get a lot of local visitors. |
| Cllr Williamson – Little Eaton Parish Council | 30 August 2016 | Email to Cllr in response to questions raised in the Little Eaton Stakeholder Reference Meeting. | n/a |
| Meeting with Euro Garages | 31 August 2016 | Meeting to discuss swept path for tankers entering and leaving the Esso Garage at the Markeaton Junction. | Euro Garages assured that final scheme design will accommodate the safe access and egress of tankers. |
| Email to stakeholder reference group | 13 September 2016 | Email stating that meeting scheduled for October is cancelled and will be re-arranged. | n/a |
| Meeting between HE, DCC and DCiC | 14 September 2016 | Meeting to discuss closure of Ford Lane and access to Markeaton Junction | Minutes sent to all parties on the 19/09/2016 |
| Email to A38 Stakeholder group | 28September 2016 | Email arranging next stakeholder meeting. | n/a |
| Email to MP for a constituency within which works will take place | 26 October 2016<br>04 November 2016 | Email asks if MP would like a meeting to be updated on the progress of the scheme. | Email asks if they have any time available in November. |
| Email from clerk to Councillor for DCiC | 04 November 2016<br>08 November 2016<br>09 November 2016<br>16 November 2016 | Email asking to set up a site meeting with Cllr from Derby City Council and topic areas to discuss | Response asks if Cllr has any particular areas they would like to talk about, so that the correct people can be invited to the meeting. Meeting confirmed. Re-arrange meeting MP no longer can attend. |
| Email to representative of Royal School for the Death, Derby | 13 November 2016 | Email asks for confirmation that the school are, in principle, happy for a small portion of their land to be acquired for the scheme. | Response states that they are unable to confirm this until they have met with the trustees on the 6th December 2016. |

| Consultee/ Stakeholder | Date/s | Summary of Engagement | Actions Taken as Appropriate |
|---|---|---|---|
| Email from member of the public | 15 November 2016 | Email relates to the layout of the Little Eaton Junction and the storage of construction materials | Response explains the proposed layout of the Little Eaton Junction and how the compound areas will be chosen. In addition, information is given on the PRA planned for December 2016. |
| A38 Stakeholder Meeting | 07 December 2016 | Various topics discussed at the meeting. | Minutes circulated on 13/1/2017 |
| Email to Cllr's for DCiC<br>Email to MPs of a constituency within which works will take place | 23 December 2016 | Email states that PRA will be delayed until New Year (2017) | n/a |
| Email from DCC | 16 December 2016 | A number of questions regarding the scheme raised in an email | Response provides answers to these points. |
| Little Eaton Reference Group | 29 February 2016 | Next stakeholder meeting details | n/a |
| Breadsall Parish Council | 20 October 2016 | Discussion regarding concerns of Little Eaton Option 3 most impact on Breadsall. Breadsall Parish Council supporting chairman of the A38 action committee. | n/a |
| 2017 Correspondence | | | |
| Allestree Neighbourhood Board | 17 January 2017 | Public consultation advertisement suggestions | n/a |
| Local Resident/Little Eaton Parish Council | 30 January 2017 | Courtesy discussion on meeting mobile park homes and Freeberne Ltd and concerns from Little Eaton Parish Council on Breadsall Action Group | n/a |
| Mobile Home Park | 30 January 2017 | Discussion on status of mobile home park if part of the scheme | n/a |
| Private Landowner | 31 January 2017 | Discussion on status of land north of mobile home park as part of the scheme | n/a |
| DCiC | 14 February 2017<br>06 March 2017 | Discuss support of the scheme due to concerns Breadsall Action Group will impact scheme. Points made of issues relating to the scheme | Appreciate support. Time taken to defend positon for PRA |

| Consultee/ Stakeholder | Date/s | Summary of Engagement | Actions Taken as Appropriate |
|---|---|---|---|
| Brackensdale School | 27 March 2017 | Meeting and discussion on NMU provisions | Further meeting planned |
| Local Resident | 17 May 2017<br>31 May 2017 | Discussion on environmental reports provided due to air quality concerns. | Details of monitoring undertaken. EAR will be available post PRA announcement with air quality impact assessment. Environmental factors ill be considered for PRA |
| MP Mid-Derbyshire | 24 July 2017 | Concerns of noise preventive measures being implemented for Allestree, Little Eaton and Breadsall. Consider noise and disruption during construction soil movements and timing of traffic lights | Details on noise impact assessment and further assessment post-PRA, considering noise mitigation. Details on the CEMP and traffic light timings and scheme status were provided. |
| Little Eaton Parish Council | 04 August 2017 | Autumn newsletter to be published PRA update | PRA date unavailable; project management changes (Scheme transferred to Regional Investment Programme Midlands from Manchester) and Project Management personnel changes provided. |
| Derby Cycling Group | 30 August 2017 | Arrange meeting with Derby Cycling Group with NMU team to discuss | PRA date unavailable information will be provided soon |
| Little Eaton Parish Council | 04 September 2017 | LE Parish Council are requesting that HE install red light cameras and move a traffic sign to another location | n/a |
| MP Mid-Derbyshire | 13 September 2017 | Request for meeting with Highways England | n/a |
| 2018 Correspondence | | | |
| Environment Agency | 09 February 2018 | Finalising flood modelling technical note review. Provide photo of A38 bridge, changes to levels/extents after removal of roughness patches and provide map layers figure | Provide technical note for review. Presented chance to arrange a meeting |
| Derby Cycling Group | 16 February 2018<br>01 March 2018<br>17 April 2018<br>18 April 2018<br>23 April 2018<br>24 April 2018 | Discuss NMU provisions post-PRA | Arrange meeting to discuss NMU provisions |

| Consultee/ Stakeholder | Date/s | Summary of Engagement | Actions Taken as Appropriate |
|---|---|---|---|
| DCiC<br>Derby County Council<br>Erewash Borough Council<br>Amber Valley Borough Council<br>South District Derbyshire Council | 01 March 2018 | Discussion/review meeting minutes and comment on draft SoCC | DCC provided comments which were acknowledged and noted |
| Derby Garden Centre | 26 March 2018<br>28 March 2018<br>09 April 2018<br>10 April 2018<br>10 May 2018 | Arrange a meeting between Highways England/AECOM and Derby Garden Centre. | Attendees, date, location and availability were confirmed for the meeting. Email confirmation was provided that no land take required for the scheme. Scheme updates/programme was provided. Proposed plans requested for the meeting |
| Brackensdale School | 26 March 2018<br>28 March 2018 | Arrange a meeting between Highways England/AECOM and Brackensdale School | n/a |
| Kier Partnership | 27 March 2018 | Provide update of scheme potential interactions with on-going development of Kingsway Hospital site | Actions taken away from the meeting. |
| Brackensdale School | 10 April 2018 | Discussion on using the school for public consultation event | Propose different dates/times to previous discussion. Offer potential donation/cover staff time for events |
| Little Eaton Neighbourhood Planning Group | 17 April 2018 | Meeting arrangements confirmed | Attendees confirmed for the meeting |
| Sustrans | 20 April 2018 | Interest in attending NMU meeting provided. Specific interests in details for pedestrians and cyclists, particularly where NCR 54 crosses the A38 at Little Eaton. | Meeting invitation provided requesting updates on current position of the NMU provisions across the scheme |
| Royal School of the Deaf Derby | 23 April 2018 | Solicitor on behalf of RSDD on meeting topic discussions including impact on business, access, pollution, construction, acquisition and compensation. | Letter filed for records |
| Derwent Valley Trust | 26 April 2018 | Highways England offered opportunity to bid for funds -Little Eaton greenway /cycleway discussion across Talbot Turf land connecting to Ford Lane. Invited DCC and DCiC with | Extend attendance to the meeting with Talbot Turf and interested in knowing about any aspirations for the Derwent Valley cycleway |

| Consultee/ Stakeholder | Date/s | Summary of Engagement | Actions Taken as Appropriate |
|---|---|---|---|
| | | meeting with Talbot Turf. Suggestion to agree specification for construction and surfacing | |
| DCiC | 02 May 2018 | Discussions to prepare for June consultation | n/a |
| DCiC | 03 May 2018 | Discussions on Ford Lane access. Provided meeting details between AECOM and Allestree Councillors. Pose the question to DCiC of the status of public knowledge of proposals, required for the DCO process | n/a |
| University of Derby | 03 May 2018 | Follow-up points raised at previous meeting – mainly land take and site compound | Details provided on land take and site compound. Raised possibility of electric buses on Kedleston Road and temporary access to site compound |
| Little Eaton Neighbourhood Planning Group | 09 May 2018 | Continued discussion point from previous meeting of four different land uses for land between canal and railway line at Little Eaton. Requesting a map of area showing depot location | Passed onto colleagues at Highways England |
| DCiC | 16 May 2018 | Arrange meeting to discuss issues raised in the EIA scoping opinion and implications of the Clean Air Zone proposals. | Discuss meeting details and attendees |
| Environment Agency | 18 May 2018 | Discussion of the bridge at Little Eaton. Asking possibility for the provision of floodplain compensation downstream of the A38. Provide a map showing the difference in flood extents before and after the provision of this compensatory area | Provided and discussed River Derwent cross sections and figure showing the difference in flood extents before and after the provision of the proposed compensatory area. |
| Sustrans | 21 May 2018 | Discussions proposed with HE on the walking and cycling infrastructure connected to the scheme | Confirmation of providing carrying out regular correspondence with all cycling stakeholders. Welcome meeting. |
| Highways England to Big on Bikes | 21 May 2018 | Following the steering group meeting actions to provide drawings for improving the cycle network on the north side of the A38 to explore the feasibility of using | DCC for the Greenway looking into the drawings. Sustrans also looking into enhancing path as it does not meet minimum standards. No drawings available as such. |

| Consultee/ Stakeholder | Date/s | Summary of Engagement | Actions Taken as Appropriate |
|---|---|---|---|
| | | designated fund. Have them in time for the Little Eaton Parish Council meeting to discuss Derwent Valley Cycleway and the Heritage Way and own proposals | |
| Keir Partnership | 31 May 2018 | Discussions regarding a Keir scheme and integration with the A38 scheme | Asked for an annotated plan illustrating Keir's aspiration for integration with the A38 scheme |
| Little Neighbourhood Planning Group | 01 June 2018 | Raises a number of concerns regarding information sent on the 31/05/2018. A meeting is requested. | n/a |
| Little Neighbourhood Planning Group | 07 June 2018 | Email attaches a letter regarding proposals made by the Neighbourhood Planning Group; DCC; and Little Eaton Parish Council. The letter concerns proposals for traffic management at Little Eaton once construction is underway. | Letter passed on to the relevant team. |
| Five owners of affected properties | 12 June 2018 | Email requests a meeting to discuss the PRA and the effect of the scheme on the owners of the affected property. | n/a |
| Little Neighbourhood Planning Group | 13 June 2018 | Email from Little Eaton Neighbourhood Planning Group requesting a meeting. Dates will be confirmed in due course. | n/a |
| Erewash Borough Council<br>DCiC<br>DCC<br>Amber Valley Borough Council<br>South Derbyshire Council | 22 June 2018 | Email providing advance notice of SoCC consultation. | Confirm that notice has been received. |
| Euro Garages | 29 June 2018 | Email requesting a meeting to discuss the access arrangements to McDonalds and Esso. | Email states that meeting dates are being discussed internally. |
| DCC | 09 July 2018 | Email is discussing approach to Dam Brook diversion modelling | Email confirms that modelling approach is acceptable. Asks for some outline plans of diversion. |

| Consultee/ Stakeholder | Date/s | Summary of Engagement | Actions Taken as Appropriate |
|---|---|---|---|
| Amber Valley Borough Council | 12 July 2018 | Email responds to that sent 22/06/2018 and confirms that Amber Valley Borough Council, are satisfied that the SoCC reflects the requirements of s47(1) of the PA 2008. | n/a |
| Euro Garages | 18 July 2018 | Date for meeting proposed. | It is confirmed that date can be made. Meeting not confirmed. |
| Euro Garages | 19 July 2018<br>20 July 2018<br>24 July 2018<br>27 July 2018<br>24 August 2018 | Email attaches plans for access arrangements to Esso and MacDonald's. Also requests meeting date. Plans requested prior to meeting. | Meeting date confirmed. Plans provided. |
| Derby Council | 06 August 2018 | Email provides amendments to the draft SoCC. | |
| Royal School for the Deaf Derby | 11 September 2018 | Email from AECOM requests a meeting with the School to discuss noise mitigation measures. | Email response states that the school will provide meeting dates as soon as possible. |
| Derwent Living | 12 September 2018 | Email regarding missing plans from s42 Letter. | Missing plans attached to email response. |
| MOD estates | 25 October 2018 | Request for a meeting to discuss land access requirements. | Meeting date and time confirmed. |
| Highways England | 02 August 2018<br>11 October 2018<br>25 October 2018 | Cyclic and Reactive Maintenance Delivery Plan is in review | Further discussions were had on the Cyclic and Reactive Maintenance Delivery plan |
| MP for Mid Derbyshire | 30 October 2018 | Request to update on status of designated funding applications following meetings | n/a |
| MP for Mid Derbyshire | 06 November 2018 | Request proposed location of the compound near Little Eaton and the possible damage it will cause and the restoration of the area on completion of the scheme | Previous letter reply that was sent provided. Also sent to the Spondon Constituency Office. |
| Woodland Trust | 07 November 2018<br>14 November 2018 | Responding to the Trust's concerns with regards to the veteran oak tree and the RPA that will be affected by the A38 Derby Junctions scheme | Further discussions were made in correspondence to the RPA of the oak tree. Woodland Trust requesting larger RPA to be incorporated into the Scheme. Request confirmed. |

| Consultee/ Stakeholder | Date/s | Summary of Engagement | Actions Taken as Appropriate |
|---|---|---|---|
| AECOM to EuroGarages and SCPTransport | 12 November 2018 | Provide scheme update and discuss access for McDonald's and Esso Station- arranging assessments, applications. | Arrange a meeting to discuss access to business further. |
| Private Landowner | 28 November 2018 | Requesting meeting to explain the Scheme to provide information to other occupiers of the house and staff | Availability will be checked and meeting will be organised. |
| HE to EuroGarages<br>SCP Transport<br>ADL Traffic | 01 December 2018 | Requesting meeting to forward and prepare for design fix and incorporate feedback from the meeting | n/a |
| Derby Cycling Group | 06 December 2018 | Request site visit with project team to review the NMU routes and see suggestions implemented with further discussions | n/a |
| Derwent Valley Trust<br>DCiC<br>DCC<br>HE | 10 December 2018<br>11 December 2018<br>19 December 2018 | Arrange meeting arrangements | Confirmation of meeting details. Rearrange meeting. |
| Natural England | 13 December 2018 | Discussions on NPSNN in terms of biodiversity and noise. SSSIs and HRA points made. Advice to consult Wildlife Advisers as part of Natural England's Discretionary Advice Service | Natural England's response to your Assessment of Implications of European Sites (AIES) consultation |
| Territorial Army Reserves | 17 December 2018 | Crown land discussion | n/a |
| DCiC | 17 December 2018 | Air zone and ASR and CAZ feasibility study discussions | n/a |

## 2. Public Consultation Brochure

HIGHWAYS AGENCY

Safe roads, reliable journeys, informed travellers

# Derby Junctions Improvements A38

## Public consultation exhibition

# Introduction

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

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

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

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

We are now seeking your views on the proposed designs.

**Purpose of the consultation**

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

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

# Recent improvements

Recently we have carried out improvements at Markeaton and Little Eaton junctions. These improvements were made within the constraints of the existing highway boundary. The addition of traffic signals to these junctions aims to provide additional capacity and safety benefits in the short-term. However, they are interim solutions that are not expected to solve the long-term traffic problems.

# Timeline

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

# A38/A5111 Kingsway junction

**The preferred option.**

Key features of the preferred option are:

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

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

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

**The key benefits of the preferred option are:**

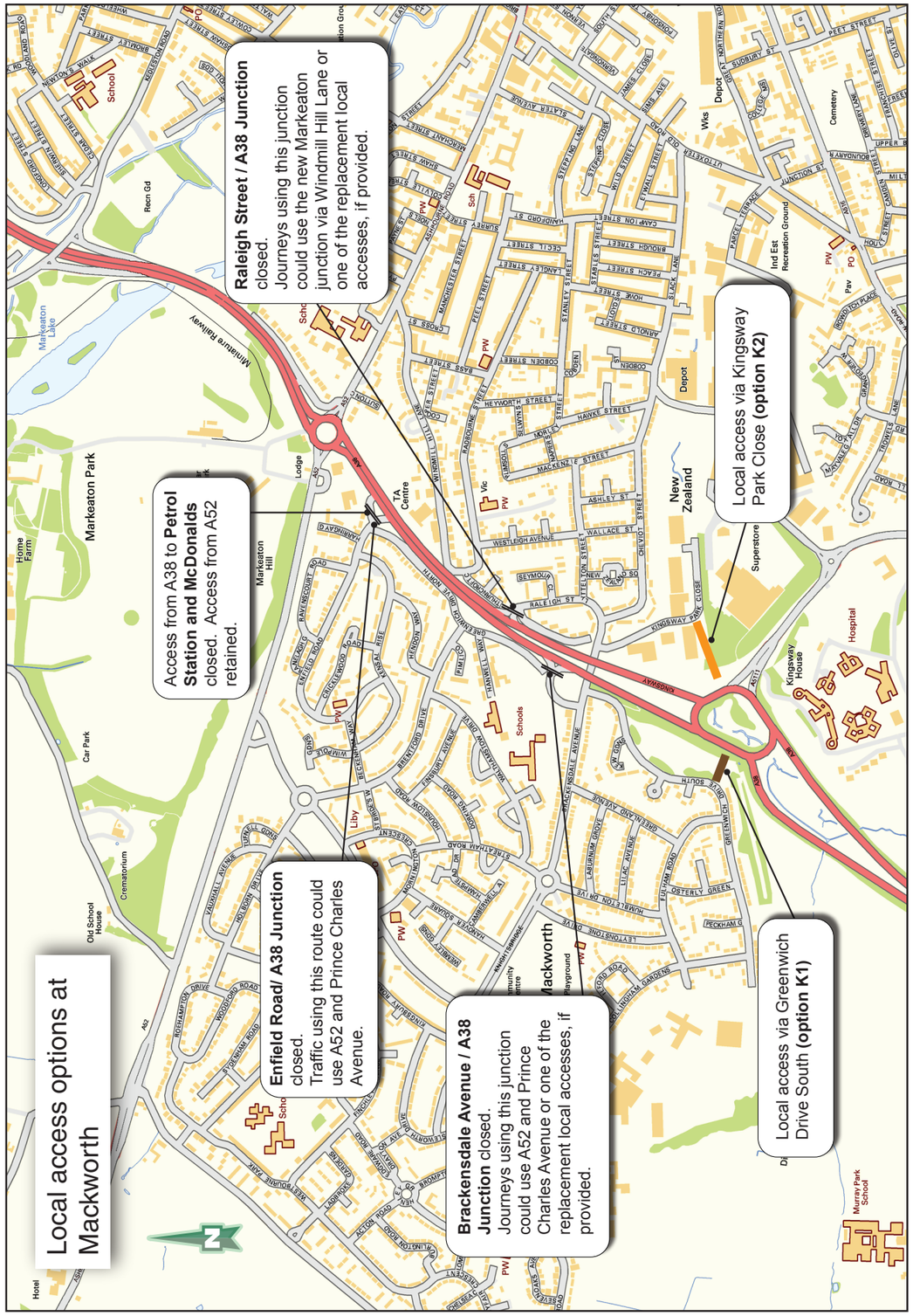
- A38 traffic can pass through the junction without stopping.
- Queuing on the A5111 and local roads will be reduced.
- The proposed layout aims to minimise land take outside the existing highways boundary.
- Pedestrian and cycle routes provided at the junction.

**The main impacts of the preferred option are:**

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



Derby Junctions
Improvements A38



# Local access options at Mackworth

With the preferred option at Kingsway junction, the existing direct access from Mackworth onto the A38 would be closed. We are presenting three options regarding the future local access arrangements from Mackworth onto the A38 as detailed below.

| **Option K1**<br>**Local access provided to Greenwich Drive South** | **Option K2**<br>**Local access provided to Kingsway Park Close** | **Option K3**<br>**No replacement of local accesses to Mackworth** |
|---|---|---|
| Benefits<br>• Maintains a direct access from the Mackworth area to the A38.<br>• Some journey lengths would be reduced. | Benefits<br>• Maintains a direct access from the Mackworth area to A38.<br>• No public open space would be lost.<br>• Some journey lengths would be reduced.<br>• Kingsway industrial park would have a more direct access to the A-road network. | Benefits<br>• No public open space would be lost.<br>• Lowest cost option. |
| Impacts<br>• Traffic flows along Greenwich Drive South will increase, including possible use by heavy vehicles.<br>• Public open space would be lost.<br>• Noise levels along Greenwich Drive South would increase.<br>• A few journeys currently using the Brackensdale Avenue/ A38 northbound access would increase in length by a maximum of 0.5 miles.<br>• Journeys using the Raleigh Street/ A38 southbound access would increase in length by between 0.3 and 1.0 miles. | Impacts<br>• A few journeys using the Brackensdale Avenue/ A38 northbound access would increase in length by a maximum of 0.5 miles.<br>• Journeys using the Raleigh Street/A38 southbound access would increase in length by between 0.3 and 1.0 miles.<br>• Additional land would be required resulting in the loss of trees.<br>• Noise levels along Kingsway Park Close would increase.<br>• Route crosses the remediated landfill area. | Impacts<br>There will be an increase in many journeys including:<br>• A few journeys using the Brackensdale Avenue/ A38 northbound access would increase in length by a maximum of 1.7 miles.<br>• Journeys using the Raleigh Street/ A38 southbound access would increase in length by between 0.6 and 1.4 miles.<br>• All journeys to and from the A38 would be longer. |





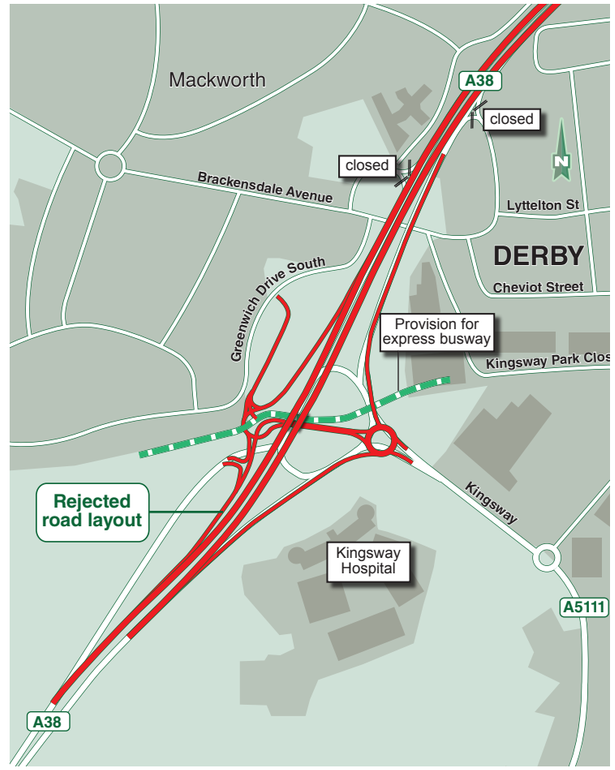
# A38/A5111 Kingsway junction

**Options we have considered and rejected.**

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

**This option was not taken forward due to:**

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




# A38/A52 Markeaton junction

**The preferred option**

Key features of the preferred option are:

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

**Key benefits of the preferred option are:**

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

**The main impacts of the preferred option are:**

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



HIGHWAYS AGENCY

Safe roads, reliable journeys, informed travellers

# Derby Junctions improvements
## Public consultation questionnaire A38

We would like your views on our proposed improvements. You can also complete this questionnaire online at **http://www.highways.gov.uk/roads/road-projects/a38-derby-junctions/**

**Please return this questionnaire to reach us by 13 March 2015**

**Scheme overview**

1. Please provide us with your name and address, or, if you would prefer your comments to be anonymous, your postcode only.

   Name: .....

   Address :.....

   .....

   ..... Postcode: .....

2. Do you agree with the need for improvements at these junctions? (please tick)

   ☐ YES ☐ NO

   Please give your reasons for the response.

   .....

   .....

   .....

3. Do you understand the benefits of the proposal? ☐ YES ☐ NO

4. What are the reasons that you travel through the junctions?

   ☐ Business ☐ Residential ☐ Leisure ☐ Commute to work

5. How do you normally travel along the route? (please tick all that apply)

   ☐ Car ☐ Bus ☐ Cycle ☐ Walk Other: .....

6. How often do you use the A38 Derby Junctions

   ☐ Daily ☐ Weekly ☐ Monthly ☐ Rarely Other: .....

Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Agency.

The Agency will process your personal data in accordance with the DPA and in the majority of circumstances; this will mean that your personal data will not be disclosed to third parties. Confidential responses will be included in any statistical summary of number of comments and views expressed.

**Area 1: Kingsway junction**

7. Do you agree with the proposed preferred option in this area? (please tick)

☐ YES ☐ NO ☐ No preference

8. Please explain your reasons for the response to Q7.
Is there anything else we should take into account in developing the design?

.....

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9. The existing accesses onto the A38 need to be closed as part of the improvement scheme. Do you have a preference whether the local access is via Greenwich Drive South or Kingsway Park Close or neither? (please tick)

☐ Option K1: Local access via Greenwich Drive South

☐ Option K2: Local access via Kingsway Park Close

☐ Option K3: Existing accesses closed with no new local access to Mackworth

☐ No preference

10. Please explain your reasons for the response to Q9.
Is there anything else we should take into account in developing the design?

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**Area 2: Markeaton junction**

11. Do you agree with the proposed preferred option in this area? (please tick)

☐ YES ☐ NO ☐ No preference

12. Please explain your reasons for the response to Q11.
Is there anything else we should take into account in developing the design?

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13. The existing footbridge to the north of Markeaton junction will need to be demolished to facilitate the improvements. Construction of a replacement footbridge is likely to result in some loss of land and trees within Markeaton Park.
With this in mind, do you think that a replacement footbridge is required? (please tick)

☐ YES ☐ NO ☐ No preference

14. Please explain your reasons for the response to Q13.
Is there anything else we should take into account in developing the design?

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.....

**Area 3: Little Eaton junction**

15. Do you agree with the proposed preferred option in this area? (please tick)

☐ YES ☐ NO ☐ No preference

16. Please explain your reasons for the response to Q15.
Is there anything else we should take into account in developing the design?

.....

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17. The Ford Lane access onto the A38 needs to be closed as part of the improvement scheme. With this in mind, do you think that a new link should be provided to the B6179? (please tick)

☐ Option L1: Close Ford Lane. No new link required

☐ Option L2: Close Ford Lane and provide new one-way link to B6179 (to maintain existing traffic routes)

☐ No preference

18. Please use this space to provide any further comments or suggestions in relation to the proposals.

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Please help us understand the range of people we are consulting by completing the following section. This information will not be used for any other purpose.

19. Age: ☐ 16 – 24 ☐ 25 – 34 ☐ 35 – 44 ☐ 45 – 54 ☐ 55 – 64 ☐ 65+

20. Gender: ☐ Male ☐ Female ☐ Prefer not to say

21. Do you consider yourself to have a disability? If yes, please tick this box ☐

22. Did you attend the consultation event? If yes, please tick this box ☐

**Thank you for taking the time to complete this questionnaire**

Fold B

Business Reply
Licence Number
RSAS-ZGKK-CSUL

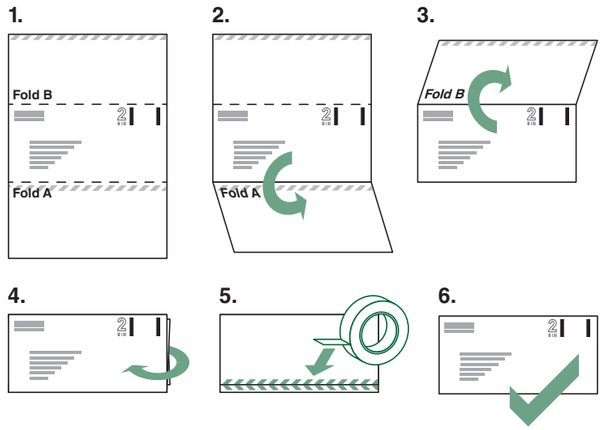
A38 Junctions Improvements Team
Major Projects North, Highways Agency,
Lateral
8 City Walk
LEEDS
LS11 9AT

Fold A

## Folding instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.




# A38/A52 Markeaton junction

### Options we have considered and rejected

### Single bridge option with traffic signal control

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

### Other rejected options

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

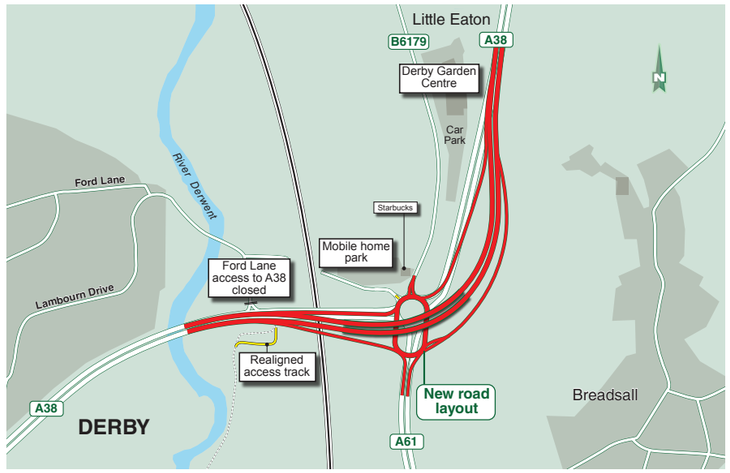
Options putting the A38 on an embankment with a "flyover" arrangement were also rejected on the grounds of the high visual impact created by the embankment and retaining walls.

# A38/A61 Little Eaton junction

## The preferred option

Key features of the preferred option are:

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




## Key benefits of the preferred option are:

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

## The main impacts of the preferred option are:

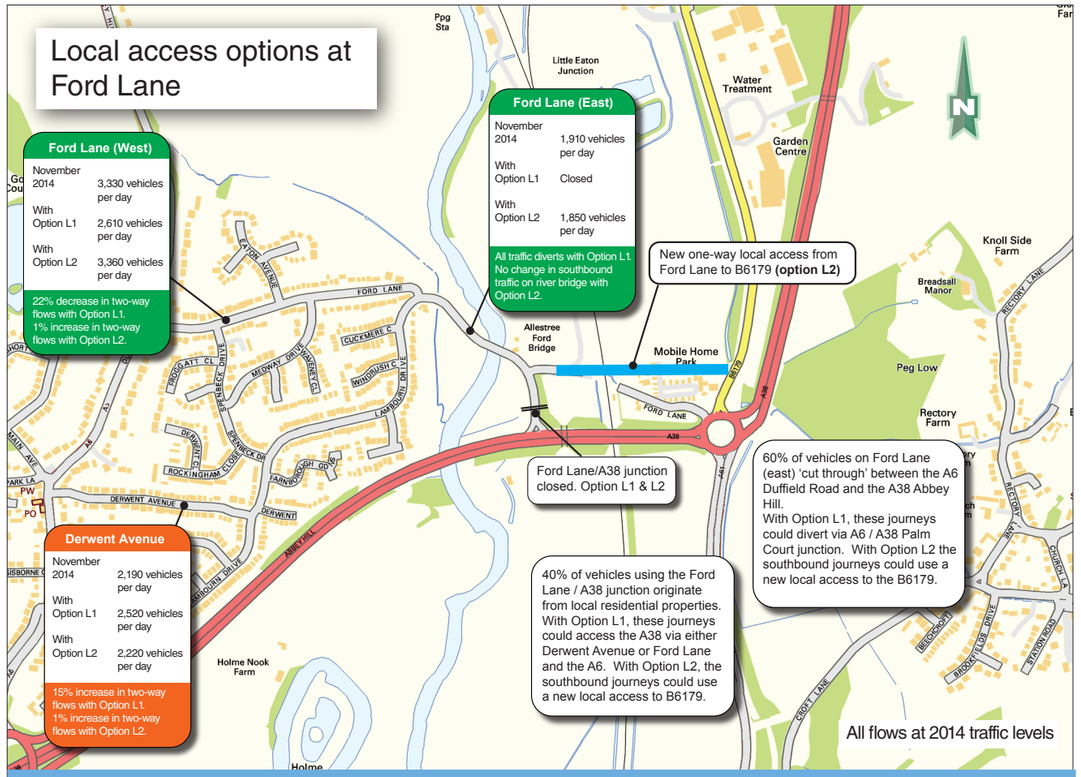
- Potential landscape and visual impacts, particularly for residents in Breadsall.
- Ford Lane junction west of the railway will be closed to motorised vehicles.
- Land is required within the River Derwent flood plain for flood compensation areas - the extent of which are currently under assessment.





# Local access options at Ford Lane

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



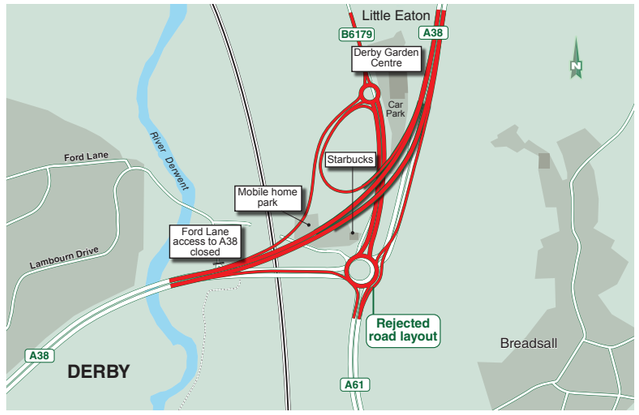

| **Option L1**<br>**Close Ford Lane. No new link provided** | **Option L2**<br>**Close Ford Lane and provide new one-way link to the B6179** |
|---|---|
| Benefits<br>• Reduced traffic flows on Ford Lane.<br>• Lower cost of construction.<br>• No additional land required.<br>• Removes 'cut-through' traffic from Ford Lane. | Benefits<br>• Shorter journeys for some residents in the Ford Lane/ Derwent Avenue area.<br>• Maintains existing southbound traffic movements. |
| Impacts<br>• Traffic is diverted via the A6 (Palm Court) junction which results in an increase of some journey lengths from the Ford Lane/ Derwent Avenue residential area.<br>• The number of local accesses into the Ford Lane Derwent Avenue residential area is reduced from three to two.<br>• Increased use of Derwent Avenue junction with the A6. | Impacts<br>• Increased cost of construction including the need for an additional bridge over the railway.<br>• Some land take required with knock on environmental implications.<br>• Traffic growth will lead to an increase in southbound 'cut-through' journeys. |

# A38/A61 Little Eaton junction

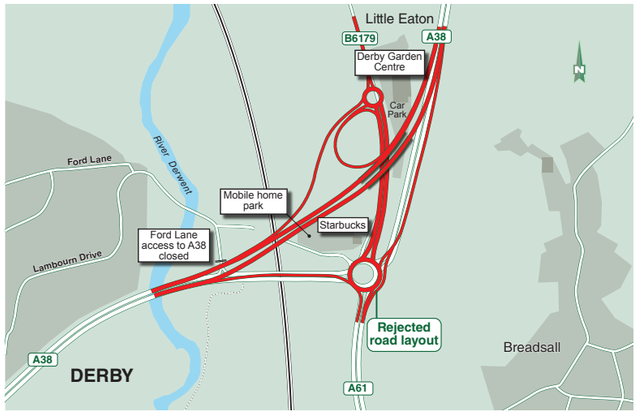
## Options we have considered and rejected

These plans show the options presented at the public consultation in 2003.

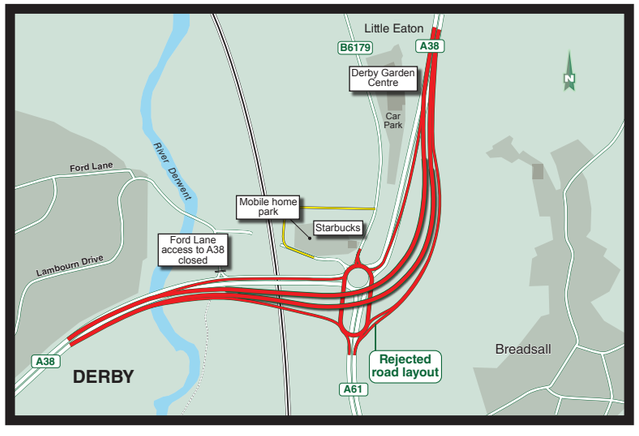
Options 1 and 2 were not progressed following the consultation due to low support from the public, and the impacts on both local residents and commercial premises.




Option 1




Option 2




Option 3

Option 3 was subsequently refined to:

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

This option became the current preferred option as shown on the previous page.



Derby Junctions Improvements A38

# Environmental considerations

A range of environmental surveys are currently being undertaken to define existing environmental conditions in the vicinity of the scheme. The potential for the scheme to affect the identified sensitive receptors will then be assessed. This will consider the following:

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

As part of the assessment we will:

- Define measures needed to avoid environmental impacts (e.g. by changing the scheme design).
- Define mitigation and management actions needed to minimise environmental impacts caused by the scheme (e.g. noise barriers, landscape planting, road runoff attention etc.).

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

## What work is currently happening?

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

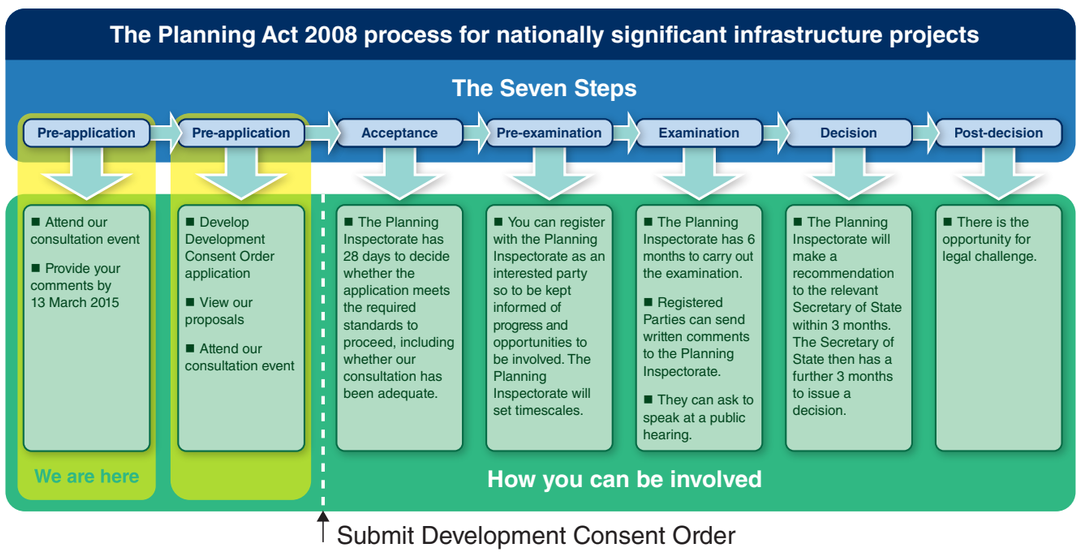
- A variety of surveys such as environmental, topographical and traffic counts.
- Developing a detailed traffic model to provide the traffic forecasting data required to aid the scheme design.
- Consultation with key stakeholders.
- Environmental assessment of the potential impacts of the scheme.
- Assessment of specific areas of the design including street lighting provision and flood risk assessments.

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

## The Planning Act 2008

The scheme is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) in order to obtain permission to construct the scheme. The application will be made to the Planning Inspectorate who will examine the application and make a recommendation to the Secretary of State for Transport who will make a decision on whether or not the project should go ahead. We currently intend to make our application by spring 2017.

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






Derby Junctions Improvements A38

## What happens next?

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

Following this consultation we will consider your responses as we develop the scheme proposals further. We will produce a feedback report which will provide a summary of comments and a description of how these have influenced the scheme proposals.

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

## Contact us

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

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

Visit our website:

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

Email us:

**A38derbyjunctions@highways.gsi.gov.uk**

**On Twitter:.search for... @HAnews_EastMidlands**

**Highways Agency Information Line – 0300 123 5000***

By post:

**A38 Derby Junctions Improvements Team**
**Major Projects North, Highways Agency,**
**Lateral**
**8 City Walk**
**Leeds**
**LS11 9AT**

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# 3. Preferred Route Announcement

highways england

# 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.

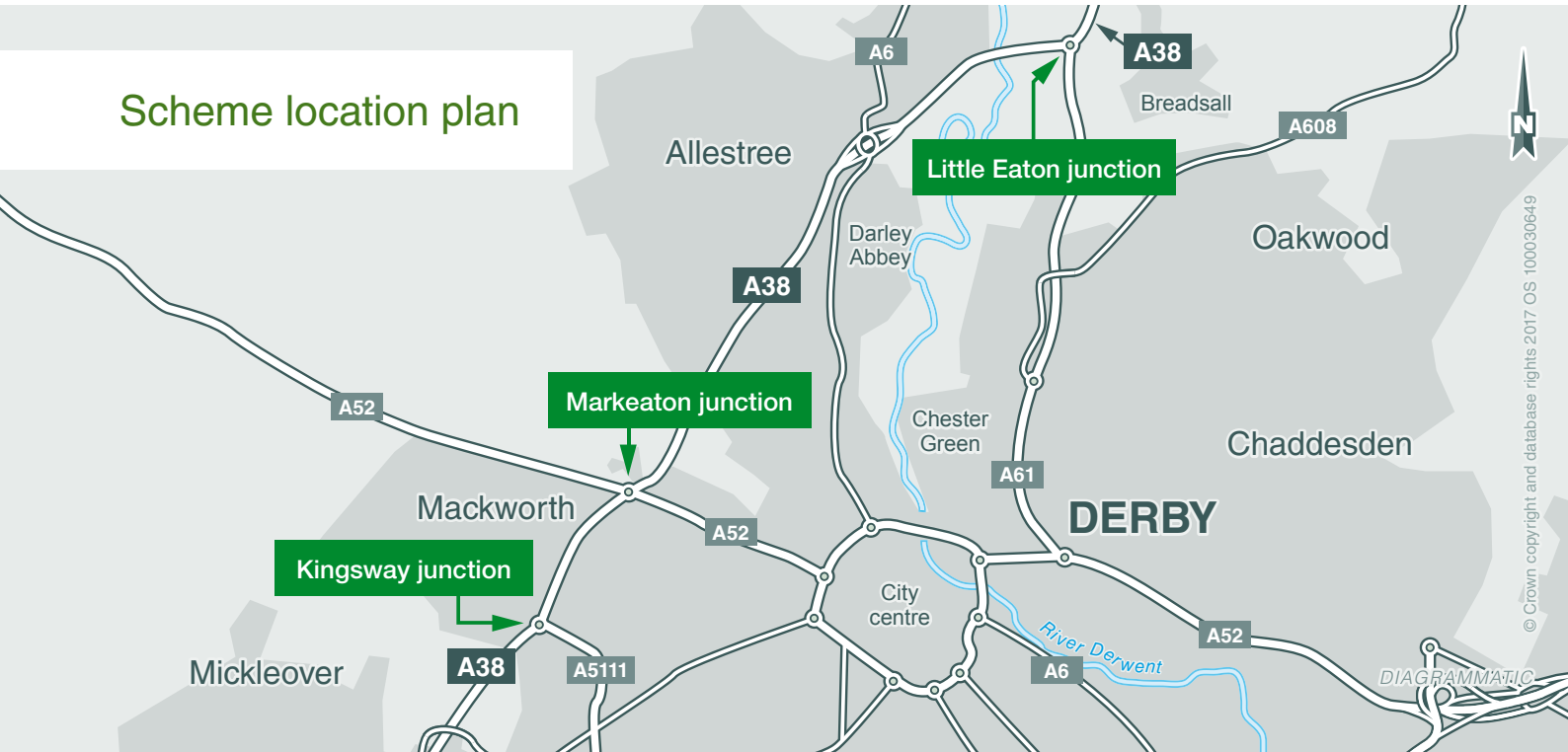
Highways England is committed to resolving these issues though, and in addition to delivering an interim improvement scheme at Little Eaton and Markeaton in 2014/2015 (designed to reduce congestion in the short term), it has been developing longer term plans to resolve the problems more permanently.

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.

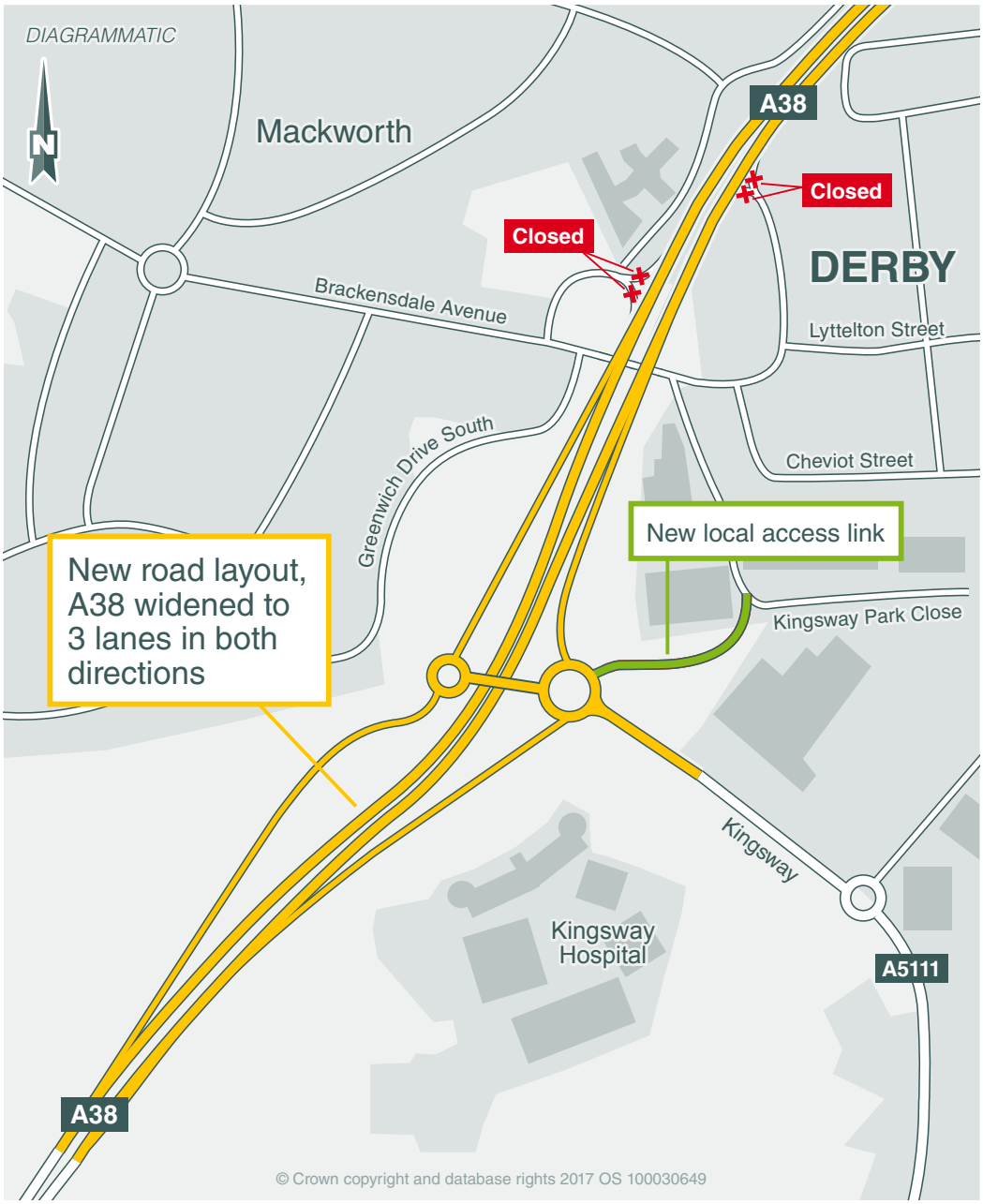
## The preferred route

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.

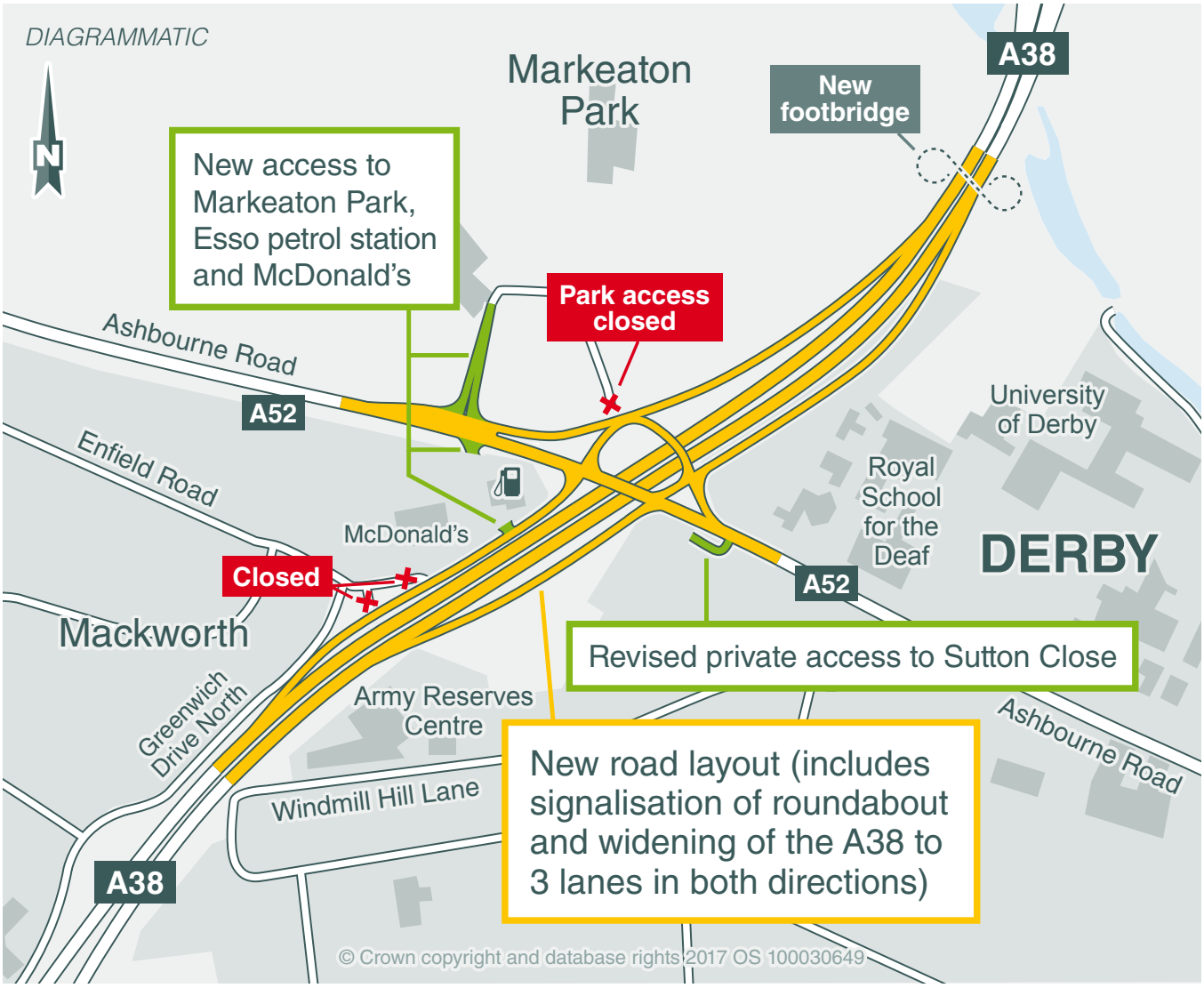
## **Preferred route:** Kingsway junction with local access via Kingsway Park Close

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

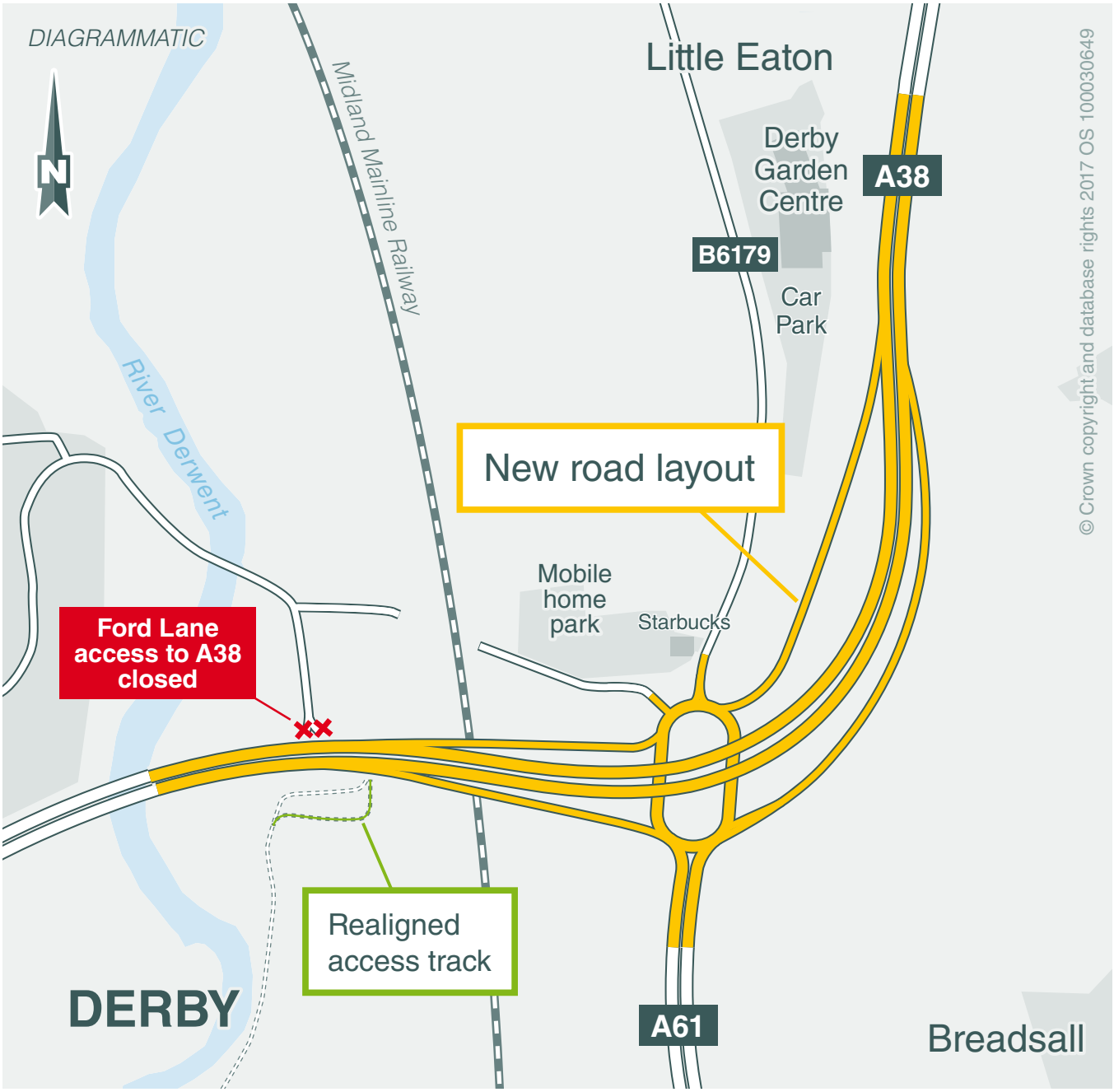
Following assessment and consultation with Derby City Council, the proposed design includes the provision of a replacement footbridge to Markeaton Park as the existing footbridge will need to be removed to make way for the widened A38..



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

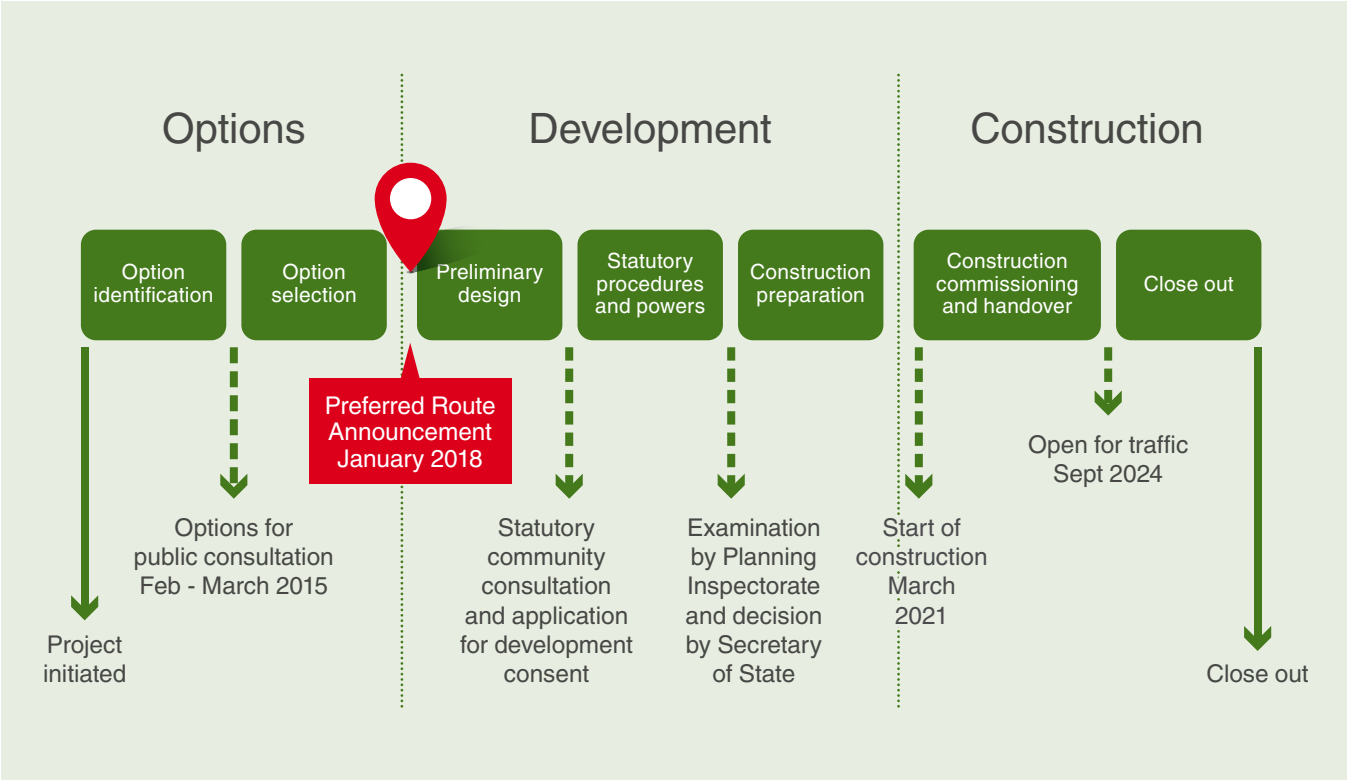
Our assessments show that our preferred option at the Little Eaton junction is the best performing overall. It provides the greatest improvements for road users without affecting the closest residents and businesses, reduces congestion and provides value for money.

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

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:

In writing:
A38 Derby Junctions Project
Highways England
The Cube
199 Wharfside Street
Birmingham B1 1RN

By email:
A38derbyjunctions@highwaysengland.co.uk

By phone: 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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## 4. Exhibition Display Panels

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# Derby Junctions Improvements A38

## Public consultation exhibition

# Welcome

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# Derby Junctions Improvements A38

## Public consultation exhibition

# Introduction

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

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

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

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

We are now seeking your views on the proposed designs.

### Purpose of the consultation

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

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

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# Derby Junctions Improvements A38

## Public consultation exhibition

## Recent improvements

Recently we have carried out improvements at Markeaton and Little Eaton junctions. These improvements were made within the constraints of the existing highway boundary. The addition of traffic signals to these junctions aims to provide additional capacity and safety benefits in the short-term. However, they are interim solutions that are not expected to solve the long-term traffic problems.

## Timeline

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

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# Derby Junctions Improvements A38

## Public consultation exhibition

# A38/A5111 Kingsway junction

### The preferred option.

Key features of the preferred option are:

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

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

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

### The key benefits of the preferred option are:

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

### The main impacts of the preferred option are:

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

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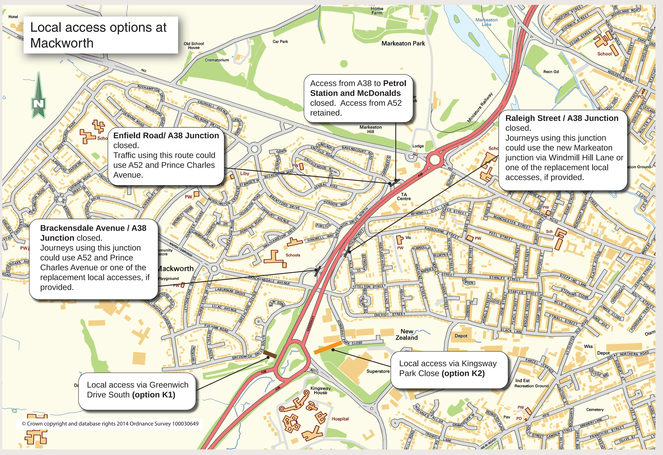
# Derby Junctions Improvements A38

## Public consultation exhibition

# Local access options at Mackworth

With the preferred option at Kingsway junction, the existing direct access from Mackworth onto the A38 would be closed. We are presenting three options regarding the future local access arrangements from Mackworth onto the A38 as detailed below.




| **Option K1**<br>**Local access provided to Greenwich Drive South** | **Option K2**<br>**Local access provided to Kingsway Park Close** | **Option K3**<br>**No replacement of local accesses to Mackworth** |
|---|---|---|
| **Benefits**<br>• Maintains a direct access from the Mackworth area to the A38.<br>• Some journey lengths would be reduced. | **Benefits**<br>• Maintains a direct access from the Mackworth area to A38.<br>• No public open space would be lost.<br>• Some journey lengths would be reduced.<br>• Kingsway industrial park would have a more direct access to the A-road network. | **Benefits**<br>• No public open space would be lost.<br>• Lowest cost option. |
| **Impacts**<br>• Traffic flows along Greenwich Drive South will increase, including possible use by heavy vehicles.<br>• Public open space would be lost.<br>• Noise levels along Greenwich Drive South would increase.<br>• A few journeys currently using the Brackensdale Avenue/ A38 northbound access would increase in length by a maximum of 0.5 miles.<br>• Journeys using the Raleigh Street/ A38 southbound access would increase in length by between 0.3 and 1.0 miles. | **Impacts**<br>• A few journeys using the Brackensdale Avenue/ A38 northbound access would increase in length by a maximum of 0.5 miles.<br>• Journeys using the Raleigh Street/ A38 southbound access would increase in length by between 0.3 and 1.0 miles.<br>• Additional land would be required resulting in the loss of trees.<br>• Noise levels along Kingsway Park Close would increase.<br>• Route crosses the remediated landfill area | **Impacts**<br>There will be an increase in many journeys including:<br>• A few journeys using the Brackensdale Avenue/ A38 northbound access would increase in length by a maximum of 1.7 miles.<br>• Journeys using the Raleigh Street/ A38 southbound access would increase in length by between 0.6 and 1.4 miles.<br>• All journeys to and from the A38 would be longer. |

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# Derby Junctions Improvements A38

## Public consultation exhibition

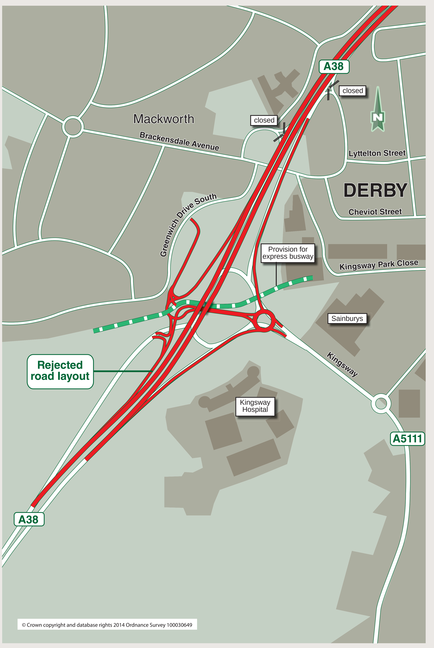
# A38/A5111 Kingsway junction

### Options we have considered and rejected.

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

### This option was not taken forward due to:

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

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# Derby Junctions Improvements A38

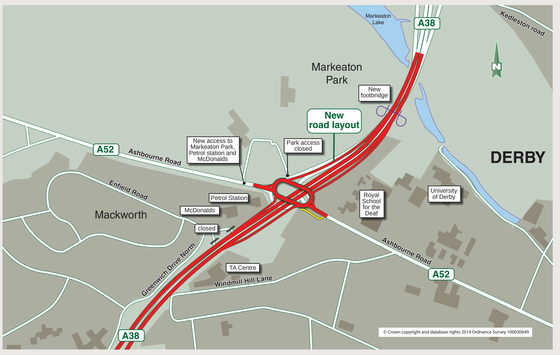
## Public consultation exhibition

# A38/A52 Markeaton junction

### The preferred option

Key features of the preferred option are:

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




### Key benefits of the preferred option are:

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

### The main impacts of the preferred option are:

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

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# Derby Junctions Improvements A38

## Public consultation exhibition

# A38/A52 Markeaton junction

### Options we have considered and rejected

### Single bridge option with traffic signal control

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

### Other rejected options

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

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

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# Derby Junctions Improvements A38

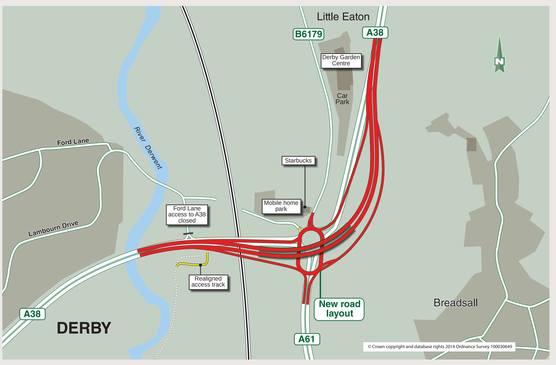
## Public consultation exhibition

# A38/A61 Little Eaton junction

### The preferred option

Key features of the preferred option are:

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




### Key benefits of the preferred option are:

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

### The main impacts of the preferred option are:

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

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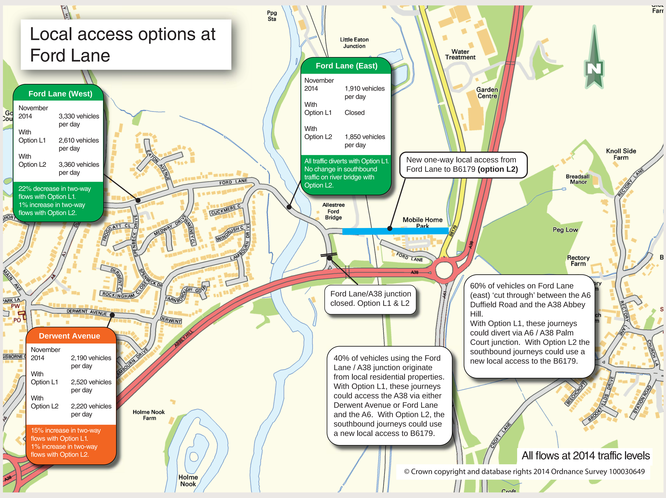
# Derby Junctions Improvements A38

## Public consultation exhibition

# Local access options at Ford Lane

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




| Option L1<br>Close Ford Lane. No new link provided | Option L2<br>Close Ford Lane and provide new one-way link to the B6179 |
|---|---|
| **Benefits**<br>• Reduced traffic flows on Ford Lane.<br>• Lower cost of construction.<br>• No additional land required.<br>• Removes 'cut-through' traffic from Ford Lane. | **Benefits**<br>• Shorter journeys for some residents in the Ford Lane/ Derwent Avenue area.<br>• Maintains existing southbound traffic movements. |
| **Impacts**<br>• Traffic is diverted via the A6 (Palm Court) junction which results in an increase of some journey lengths from the Ford Lane/ Derwent Avenue residential area.<br>• The number of local accesses into the Ford Lane/ Derwent Avenue residential area is reduced from three to two.<br>• Increased use of Derwent Avenue junction with the A6. | **Impacts**<br>• Increased cost of construction including the need for an additional bridge over the railway.<br>• Some land take required with knock on environmental implications.<br>• Traffic growth will lead to an increase in southbound 'cut-through' journeys. |

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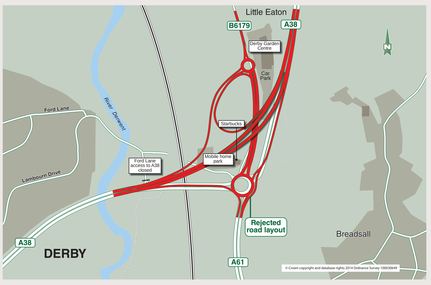
# Derby Junctions Improvements A38

## Public consultation exhibition

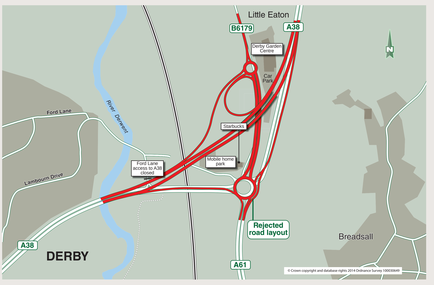
# A38/A61 Little Eaton junction

### Options we have considered and rejected

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




Option 1



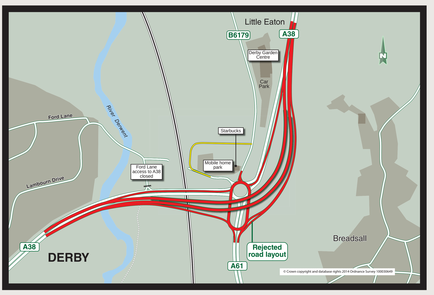

Option 2

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

Option 3 was subsequently refined to:

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

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




Option 3

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# Derby Junctions Improvements A38

## Public consultation exhibition

# Environmental considerations

A range of environmental surveys are currently being undertaken to define existing environmental conditions in the vicinity of the scheme. The potential for the scheme to affect the identified sensitive receptors will then be assessed. This will consider the following:

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

As part of the assessment we will:

- Define measures needed to avoid environmental impacts (e.g. by changing the scheme design).
- Define mitigation and management actions needed to minimise environmental impacts caused by the scheme (e.g. noise barriers, landscape planting, road runoff attention etc.).

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

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# Derby Junctions Improvements A38

## Public consultation exhibition

# What work is currently happening?

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

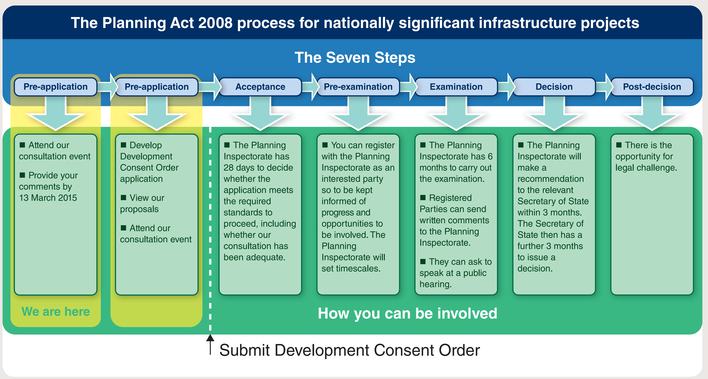
- A variety of surveys such as environmental, topographical and traffic counts.
- Developing a detailed traffic model to provide the traffic forecasting data required to aid the scheme design.
- Consultation with key stakeholders.
- Environmental assessment of the potential impacts of the scheme.
- Assessment of specific areas of the design including street lighting provision and flood risk assessments.

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

# The Planning Act 2008

The scheme is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such, we are required to make an application for a Development Consent Order (DCO) in order to obtain permission to construct the scheme. The application will be made to the Planning Inspectorate who will examine the application and make a recommendation to the Secretary of State for Transport who will make a decision on whether or not the project should go ahead. We currently intend to make our application by spring 2017.

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

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# Derby Junctions Improvements A38

## Public consultation exhibition

# What happens next?

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

Following this consultation we will consider your responses as we develop the scheme proposals further. We will produce a feedback report which will provide a summary of comments and a description of how these have influenced the scheme proposals.

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

# Contact us

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

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

Visit our website:
**http://www.highways.gov.uk/roads/road-projects/a38-derby-junctions/**

Email us:
**A38derbyjunctions@highways.gsi.gov.uk**

**On Twitter:.search for... @HAnews_EastMidlands**

**Highways Agency Information Line – 0300 123 5000***

By post:
**A38 Derby Junctions Improvements Team**
**Major Projects North, Highways Agency,**
**Lateral**
**8 City Walk**
**Leeds**
**LS11 9AT**

* 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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An executive agency of the Department for Transport

# 5. Report on Public Consultation

highways england

# A38

## Derby Junctions

Report on Public Consultation

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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.

**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[1] 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

[1] 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.

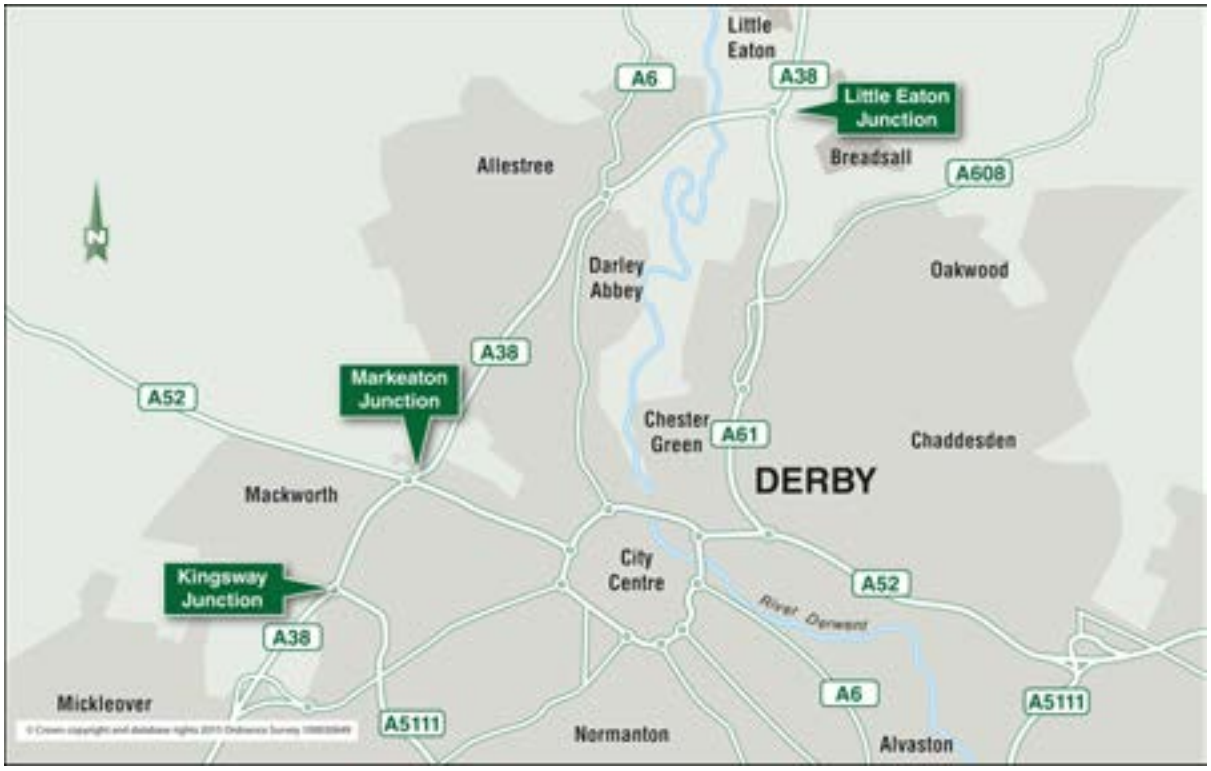



Figure 1.1: Junction Location Plan

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, worked 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 (D0KHXCC/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 (D0KHXCC/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

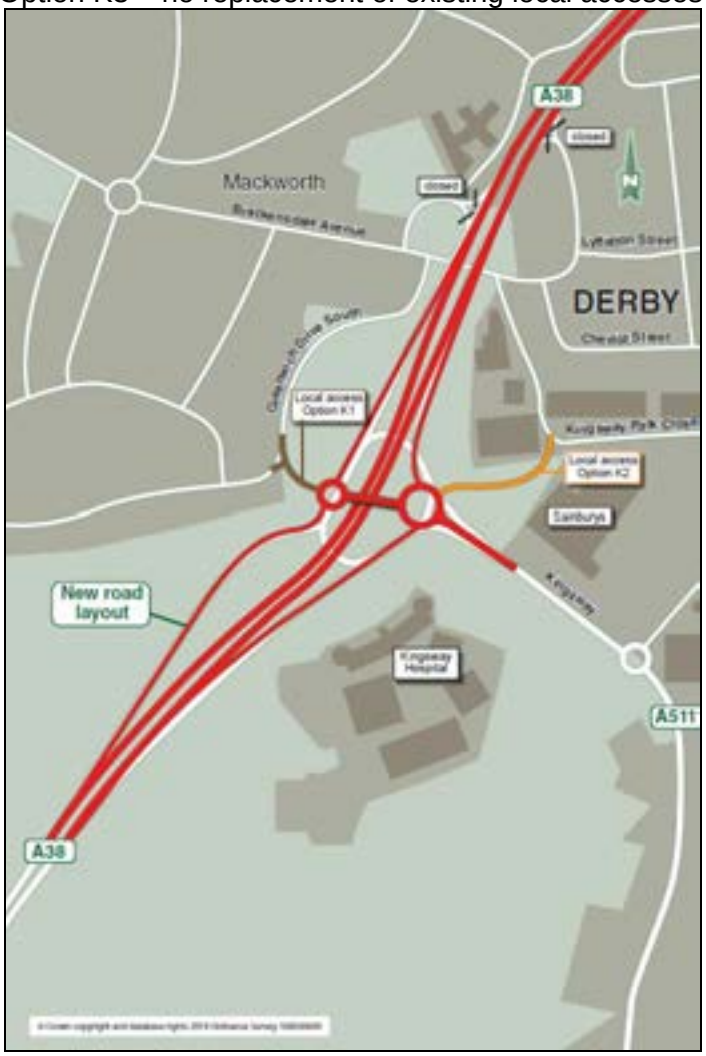



Figure 1.2: A38/A5111 Kingsway Junction Consultation Proposals

## 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.

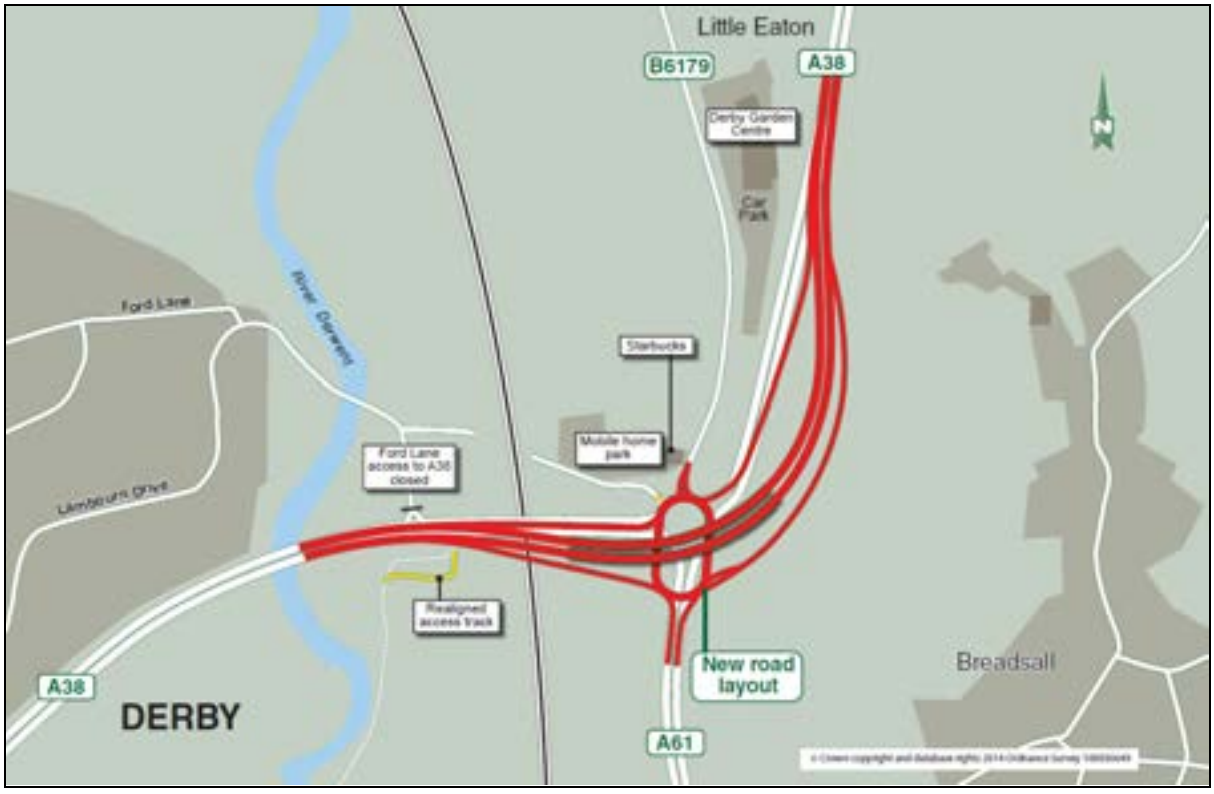



Figure 1.4: A38/A61 Little Eaton Junction Consultation Proposals

# 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.
- **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.<br>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 |
| **Overall** | **1145** |

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% |
| **Overall** | **699** | **100%** |

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% |
| **Overall** | **739** | **100%** |

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.

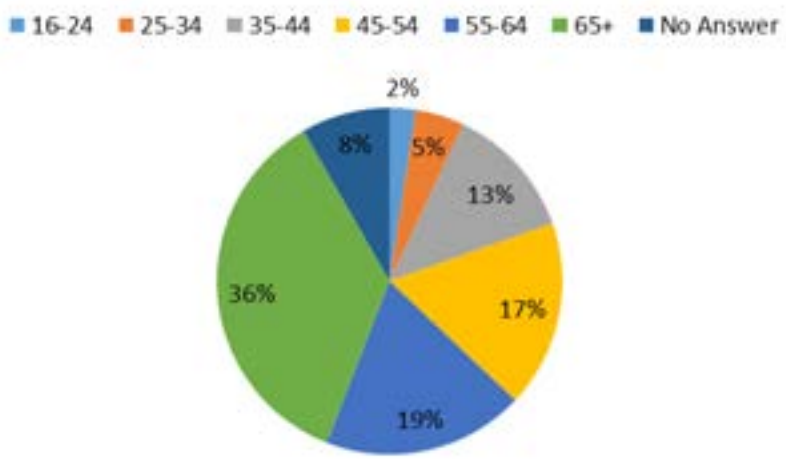



Figure 3.1: Age Range of All Responses Received

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.

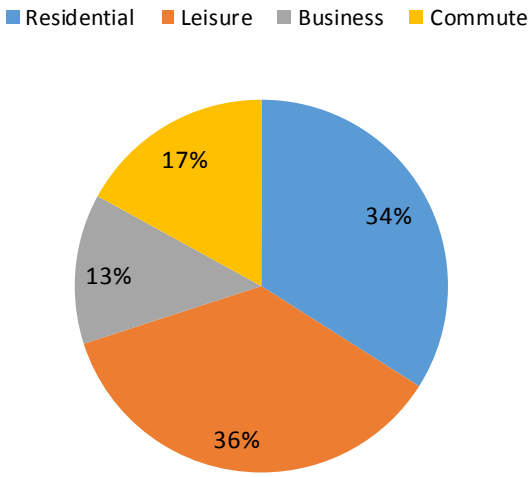



Figure 3.2: Reasons for Travel

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.

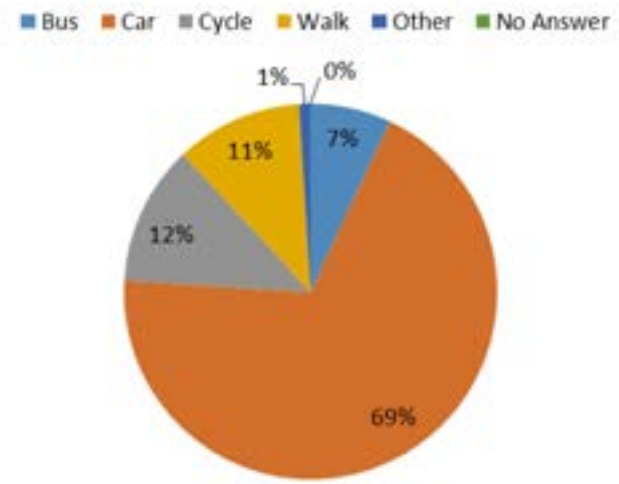



Figure 3.3: Method of Travel

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.

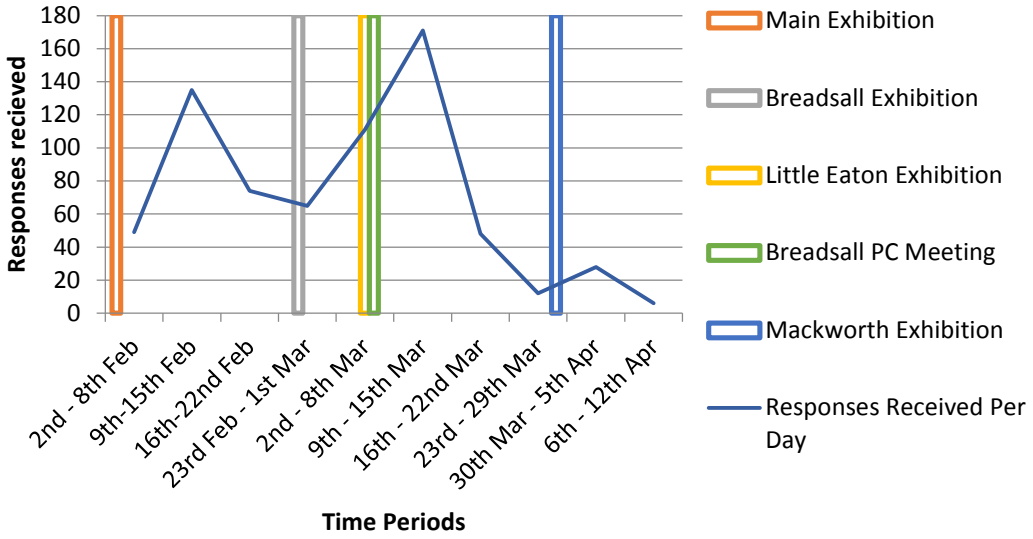



Figure 3.4: Breakdown of consultation responses over time

## 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.

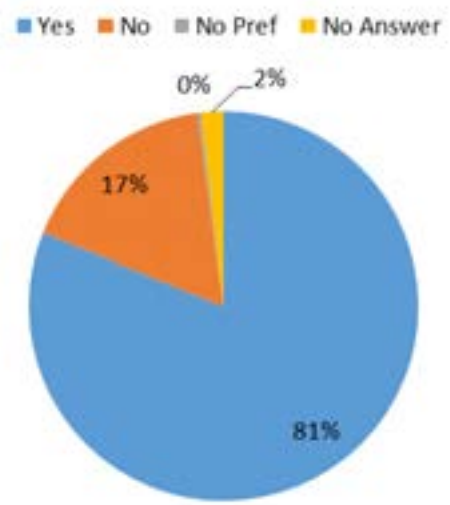



Figure 4.1: Do you agree with the need for improvements?

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.

| Benefit | Count | % |
|---|---|---|
| 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% |
| **Total** | **187** | **100%** |

Table 4.1: Overall Benefits Categorisation

| Issue | Count | % |
|---|---|---|
| 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% |
| **Total** | **112** | **100%** |

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.

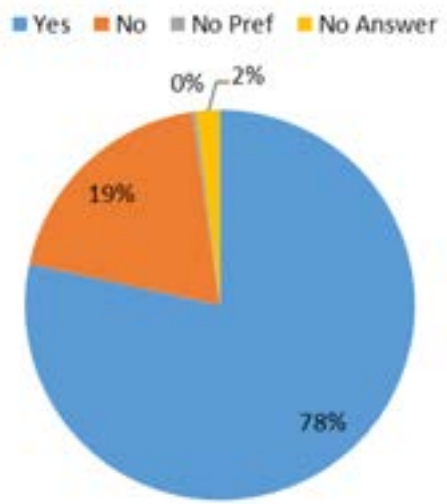



Figure 4.2: Do you agree with the need for improvements? (Section 47 consultees)

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.

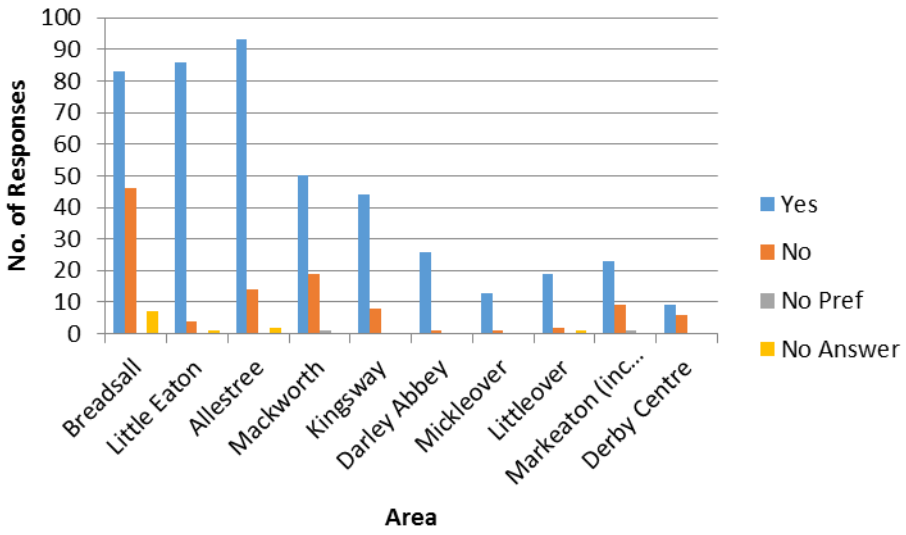



Figure 4.3: Graph showing breakdown number of responses to Q2 "Do you agree with the need for improvements?" (Section 47 consultees)

| 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.*

*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'.

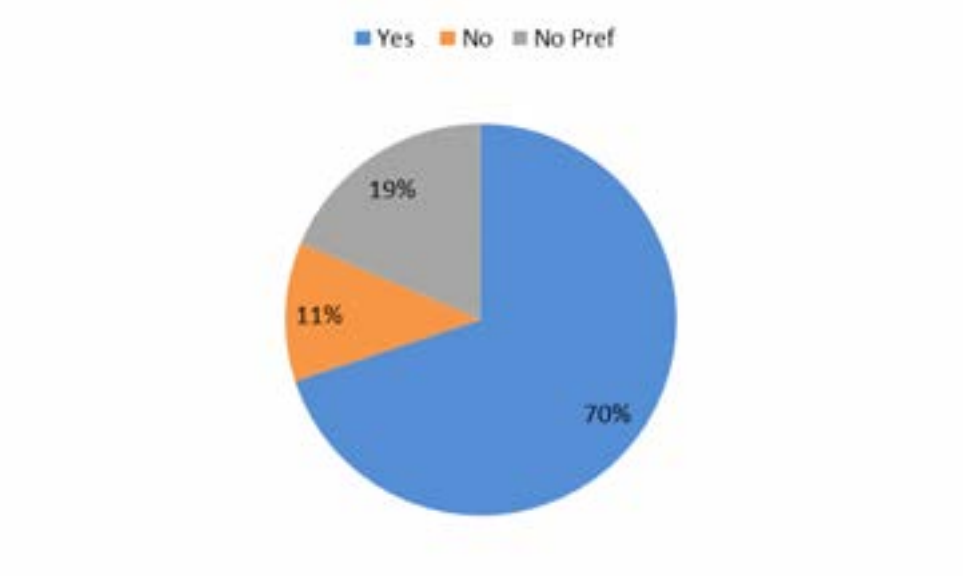



Figure 5.1: Overall response to Q7 (Kingsway junction) "Do you agree with the proposed preferred option in this area?"

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% |
| **Total** | **235** | **100%** |

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% |
| **Total** | **89** | **100%** |

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.

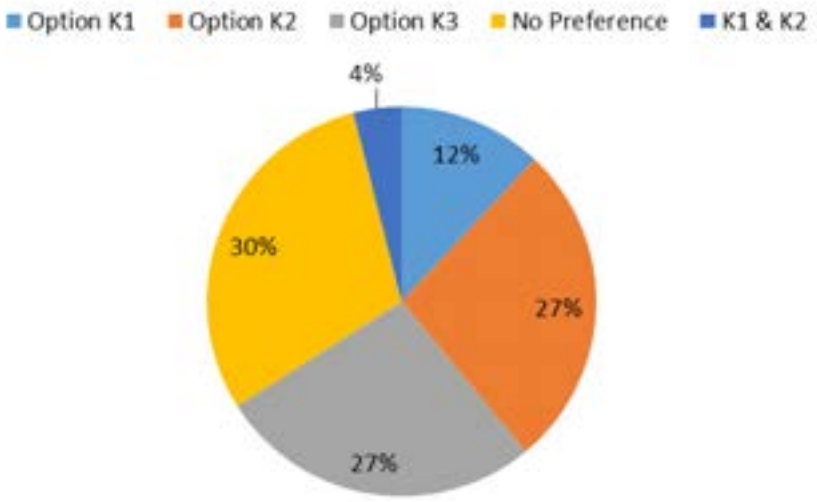



Figure 5.2: Overall response to Q9 regarding local access arrangements at Kingsway Junction

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.

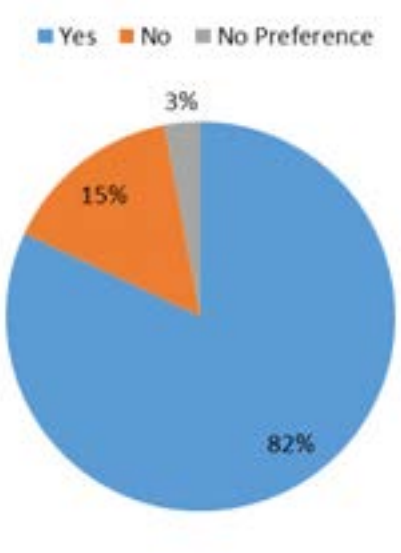



Figure 5.3: Responses to Q7 (Kingsway junction) “Do you agree with the proposed preferred option in this area?” (Section 47 consultees from immediate vicinity)

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.

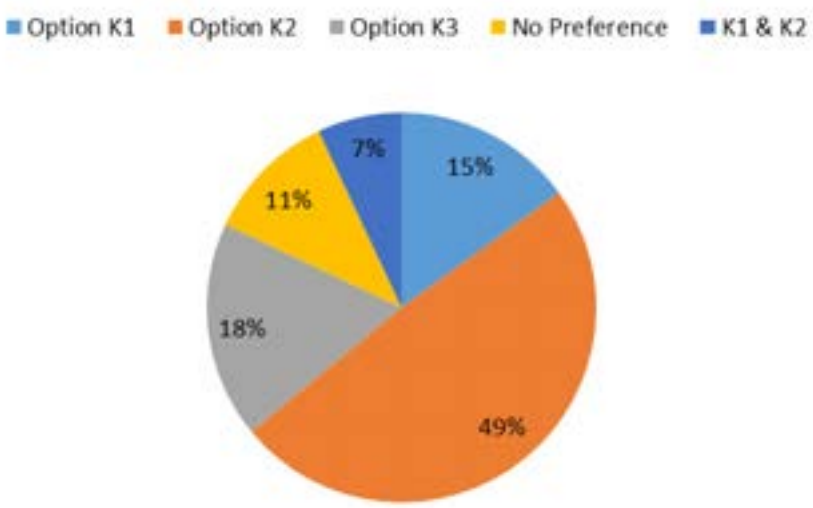



Figure 5.4: Chart showing the breakdown of responses to Q9 regarding local access arrangements (Section 47 consultees from immediate vicinity)

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.

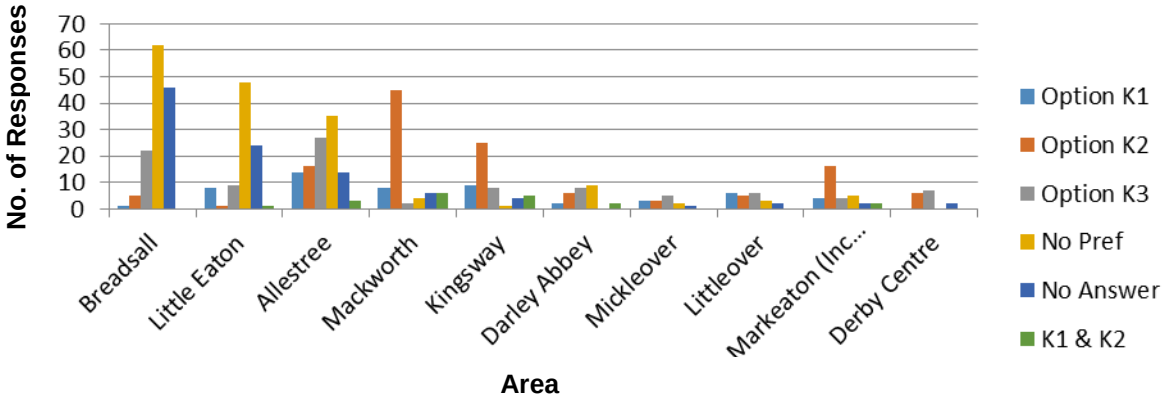



Figure 5.5: Geographical breakdown of responses to Q9 regarding local access arrangements at Kingsway (Section 47 consultees)

## 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).

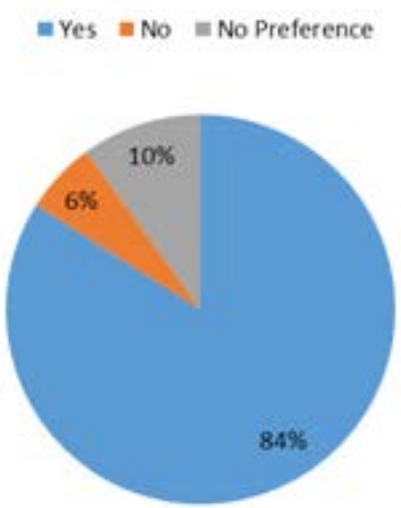



Figure 5.6: Responses to Q7 (Kingsway junction) “Do you agree with the proposed preferred option in this area?” (Other consultees)

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.

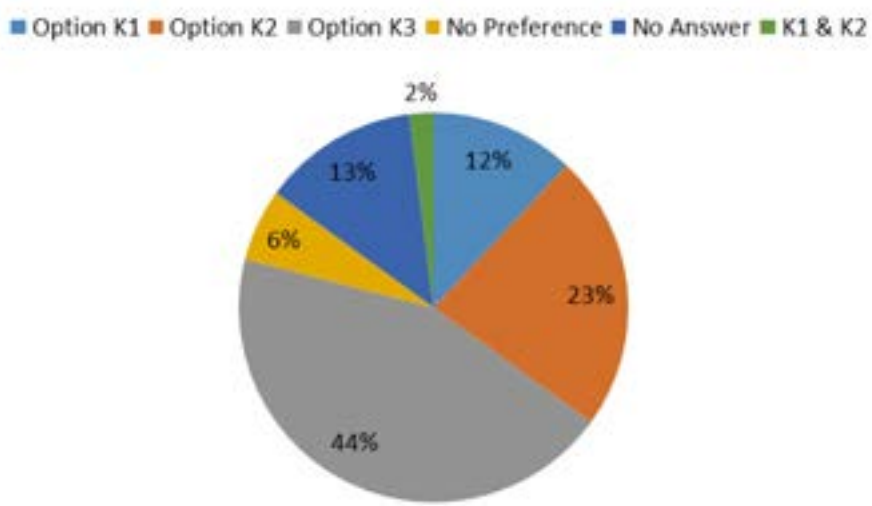



Figure 5.7: Chart showing the breakdown of responses to Q9 regarding local access arrangements (Other consultees)

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'.

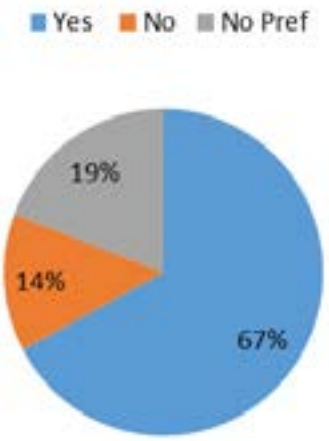



Figure 6.1: Overall response to Q11 (Markeaton junction) "Do you agree with the proposed preferred option in this area?"

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% |
| **Total** | **311** | **100%** |

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% |
| **Total** | **97** | **100%** |

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).

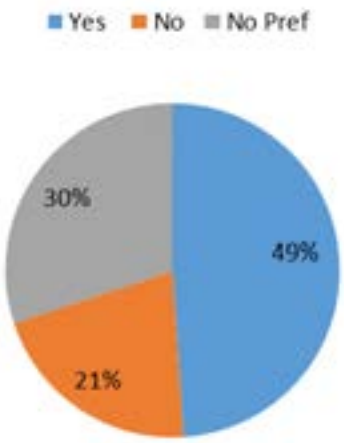



Figure 6.2: Overall response to Q13 regarding provision of a replacement footbridge

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.

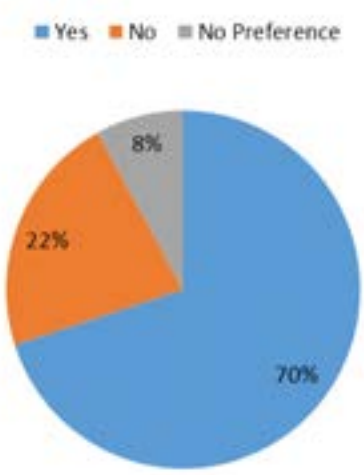



Figure 6.3: Responses to Q11 (Markeaton junction) “Do you agree with the proposed preferred option in this area?” (Section 47 consultees from immediate vicinity)

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)

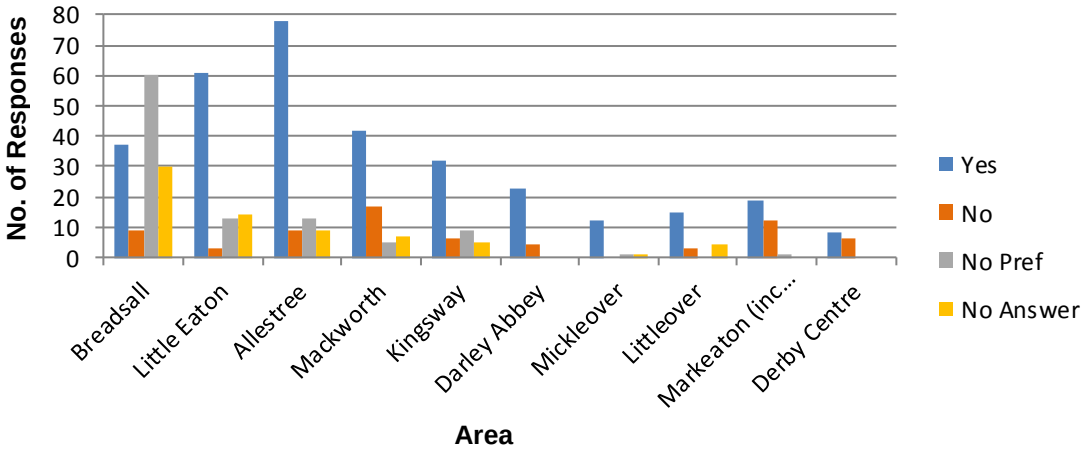



Figure 6.4: Geographical breakdown of responses to Q11 "Do you agree with the proposed preferred option in this area?" (Section 47 consultees)

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.

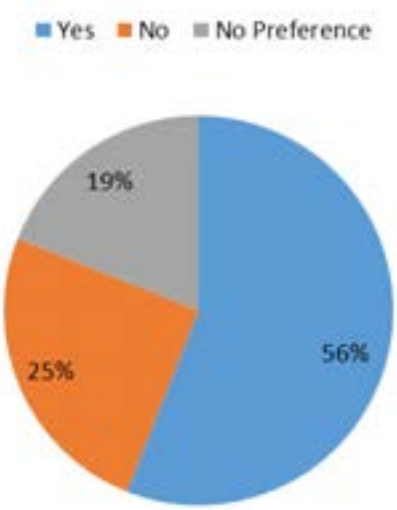



Figure 6.5: Responses to Q13 regarding provision of a replacement footbridge (Section 47 consultees from immediate vicinity)

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.

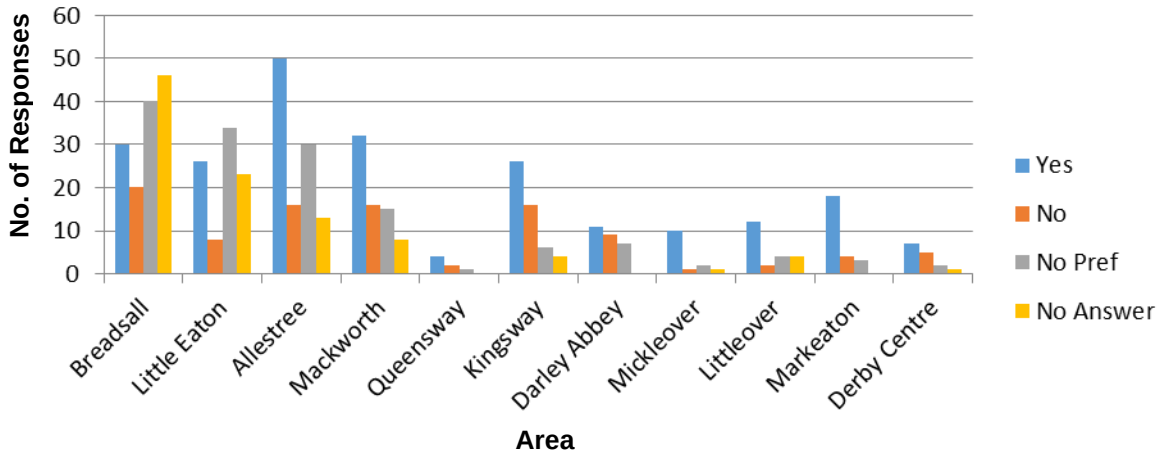
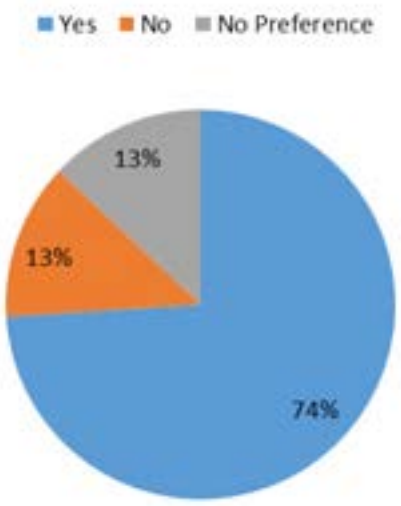



Figure 6.6: Geographical breakdown of responses to Q13 regarding provision of a replacement footbridge (Section 47 consultees)

## 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.

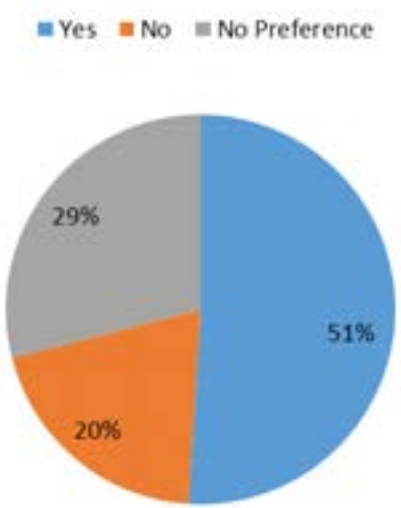



Figure 6.8: Responses to Q13 regarding provision of a replacement footbridge (Other consultees)

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.

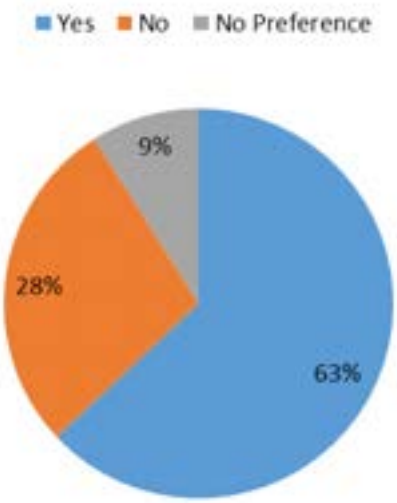



Figure 7.1: Overall response to Q15 (Little Eaton junction) “Do you agree with the proposed preferred option in this area?”

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% |
| **Total** | **97** | **100%** |

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% |
| **Total** | **224** | **100%** |

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.

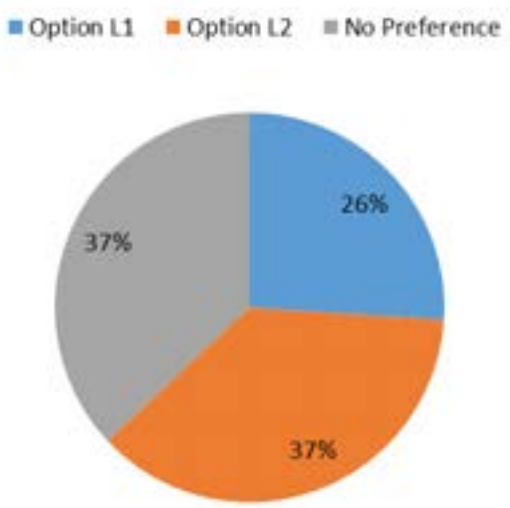



Figure 7.2: Overall response to Q17 regarding provision of a replacement link from Ford Lane

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.

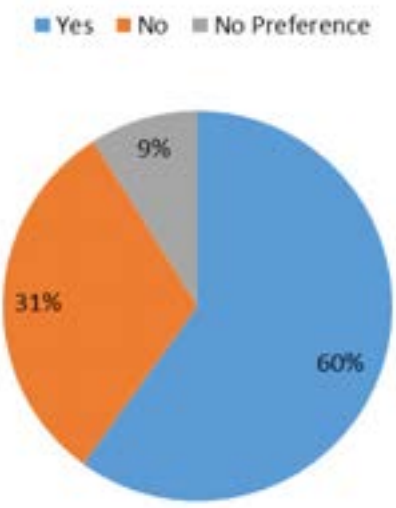



Figure 7.3: Response to Q15 (Little Eaton junction) “Do you agree with the proposed preferred option in this area?” (all Section 47 consultees)

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.

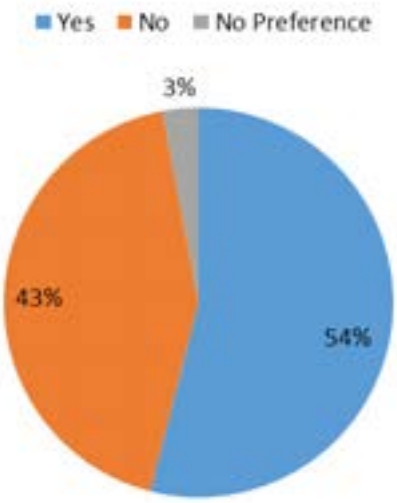



Figure 7.4: Response to Q15 (Little Eaton junction) “Do you agree with the proposed preferred option in this area?” (Section 47 consultees from immediate vicinity)

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)

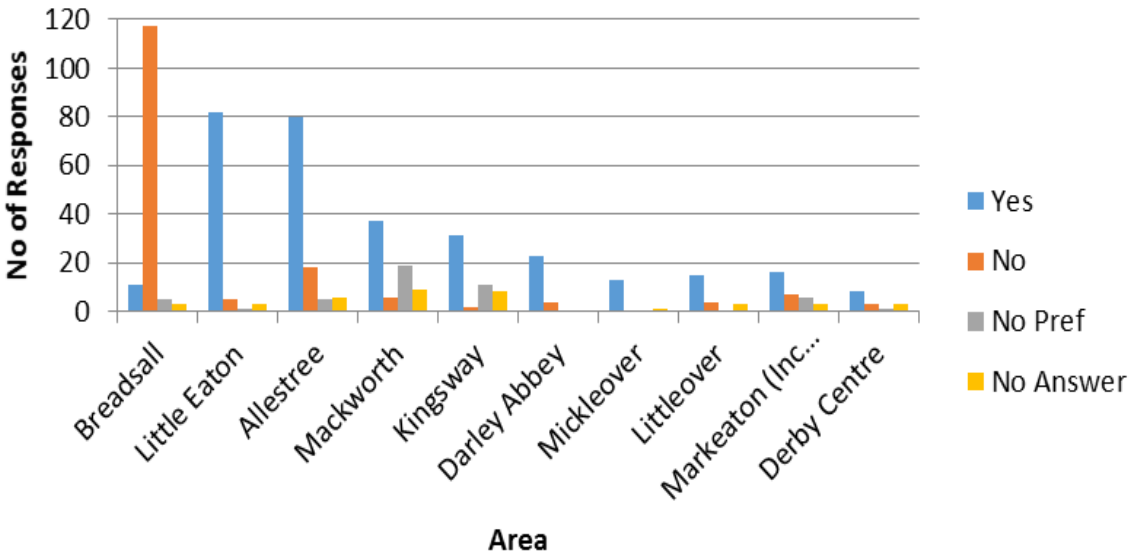



Figure 7.5: Geographical breakdown of responses to Q15 (Little Eaton junction) "Do you agree with the proposed preferred option in this area?" (Section 47 consultees)

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, wildly/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.

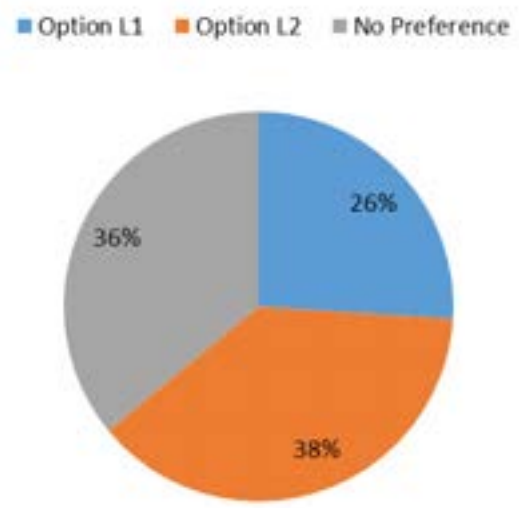



Figure 7.6: Responses to Q17 regarding provision of a replacement link from Ford Lane (Section 47 consultees from immediate vicinity)

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.

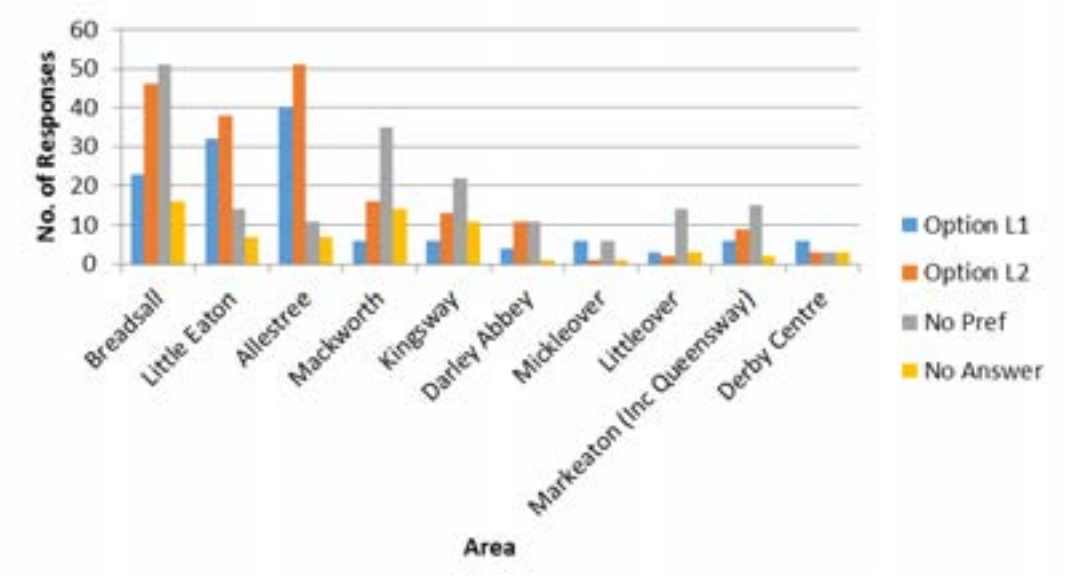



Figure 7.7: Geographical breakdown of responses to Q17 regarding provision of a replacement link from Ford Lane (Section 47 consultees)

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.

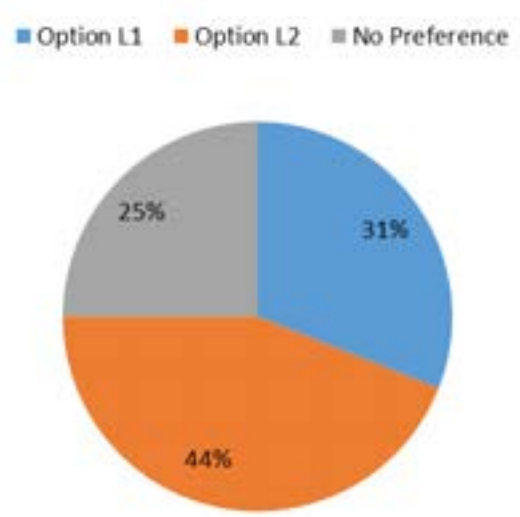



Figure 7.8: Response to Q17 regarding provision of a replacement link from Ford Lane (Section 47 consultees from immediate vicinity)

## 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.

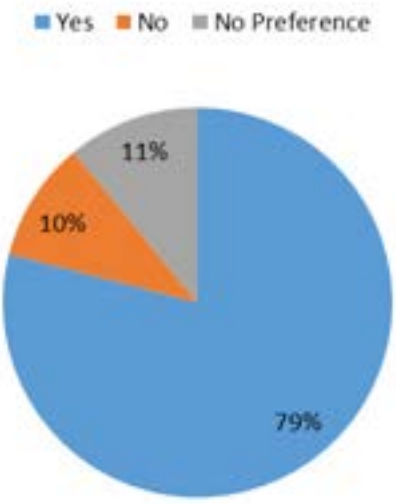



Figure 7.9: Response to Q15 (Little Eaton junction) "Do you agree with the proposed preferred option in this area?" (Other consultees)

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.

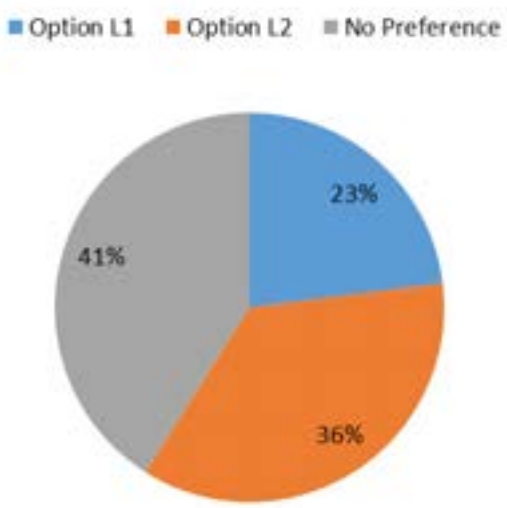



Figure 7.10: Responses to Q17 regarding provision of a replacement link from Ford Lane (Other consultees)

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.

| **Matters relating to the overall scheme** | |
|---|---|
| **Issue** | **Highways England Response** |
| 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. |

| Matters relating to the overall scheme | |
|---|---|
| **Issue** | **Highways England Response** |
| 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 | 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.<br><br>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. |
| 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. |

| Matters relating to the overall scheme | |
|---|---|
| **Issue** | **Highways England Response** |
| Why does it take so long to get to construction? | 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.<br><br>We currently intend to make our DCO application in early 2018.<br><br>Construction can only commence once a Development Consent Order has been approved. Further information is available from the National Infrastructure Planning website at:<br><br>http://infrastructure.planninginspectorate.gov.uk/application-process/the-process/ |
| 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

| Matters relating to A38/A5111 Kingsway junction | |
|---|---|
| **Issue** | **Highways England Response** |
| Why are the local accesses between Kingsway and Markeaton being closed? | 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.<br><br>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. |
| 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. |

| Matters relating to A38/A5111 Kingsway junction | |
|---|---|
| **Issue** | **Highways England Response** |
| 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 | 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.<br><br>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.<br><br>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. |
| 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

| Matters relating to A38/A52 Markeaton junction | |
|---|---|
| **Issue** | **Highways England Response** |
| Why do the proposals require demolishing houses on Queensway? | 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.<br><br>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. |
| 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

| **Matters relating to A38/A61 Little Eaton junction** | |
|---|---|
| **Issue** | **Highways England Response** |
| Why do the proposals build on green belt? | The existing A38 is built on Green Belt land, therefore any improvement works would require the scheme to build on Green Belt land.<br><br>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. |
| Why does Ford Lane need to be closed? | 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.<br><br>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.<br><br>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. |

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.

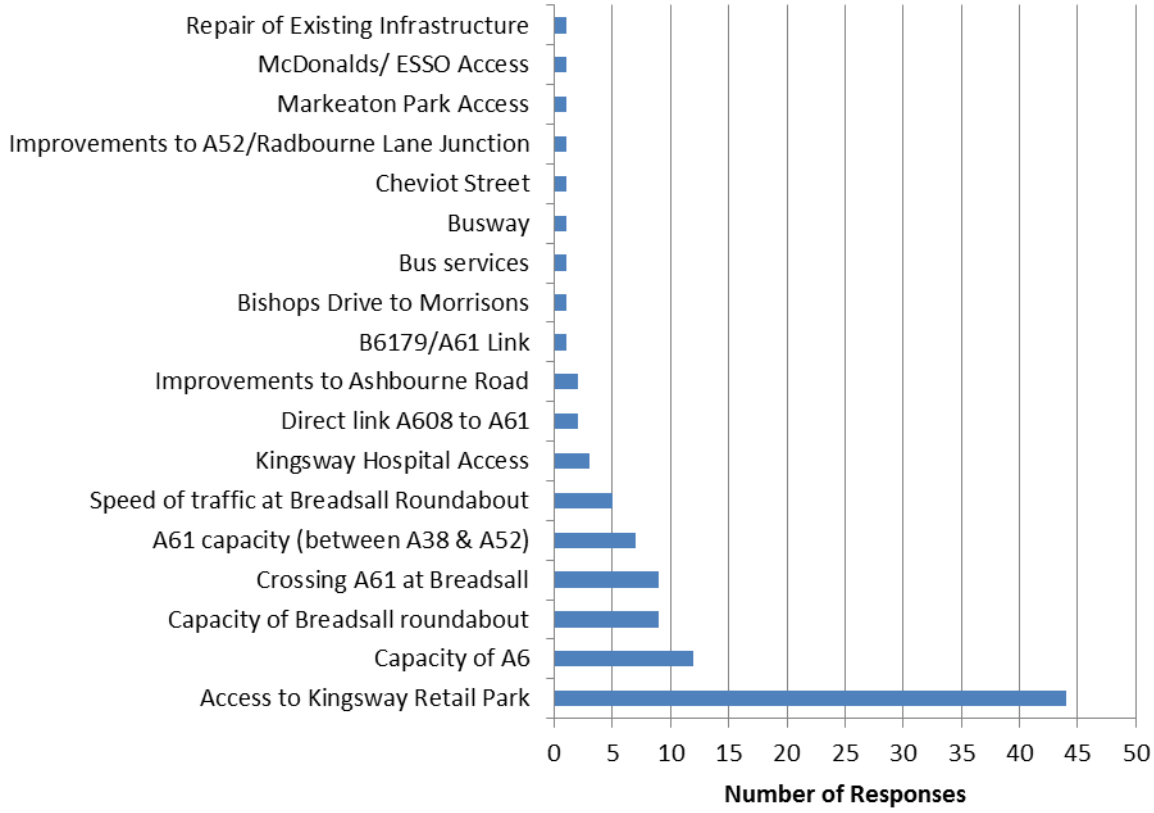



Figure 9.1: Breakdown of consultation responses outside the current scope of the scheme

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 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'.

## 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<br><br>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.<br><br>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.<br><br>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

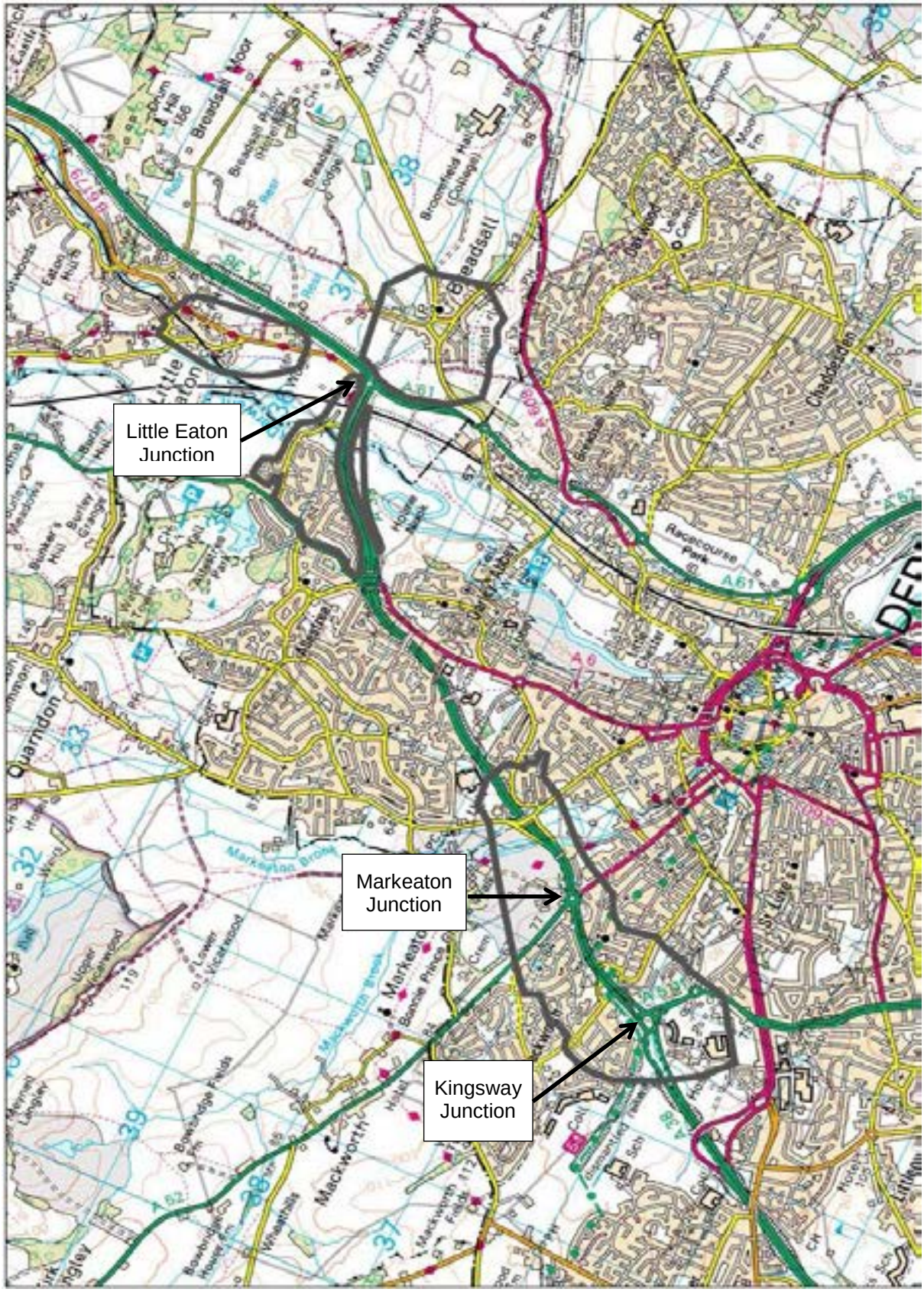
11.3.1 Engagement with all stakeholders will continue, as appropriate, throughout the development of the scheme. A statutory consultation will be undertaken in advance of submitting the scheme Development Consent Order application. Highways England recognises the importance of ensuring the scheme proposals 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


Little Eaton Junction
Markeaton Junction
Kingsway Junction

# 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 Guiness 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 Booler 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

Mackworth

Greenwich Drive South

A38

CUT LINE

CUT LINE

Lyttelton Street

A38

Kingsway Park Close

Superstore

Kingsway Hospital

A5111

0 100 200 300 Metres
SCALE 1:1500

This plan is indicative only

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Highways Agency 100030649 2015.

Mackworth

A52

Markeaton Park

Greenwich Drive North

Filling station

CUT LINE

A38

TA Centre

Windmill Hill Lane

New footbridge

A52

Royal School for the Deaf

SCALE 1:1500

0 100 200 300 Metres

This plan is indicative only

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Railway

River Derwent

Ford Lane

Allestree

Breadsall

A38

A61

B6179

DERWENT VALLEY HERITAGE WAY

LITTLE EATON FP No. 17

BREADSALL FP No. 7

BREADSALL FP No. 25

LITTLE EATON BW No. 29

BREADSALL BW No. 6

STRATEGIC CYCLE ROUTE

ABBEY HILL

Refuse Tip

Garden Centre

Mobile Home Park

Peg Low

Rectory Farm

Boosemoor Brook

N

0 100 200 300 Metres

SCALE 1:1500

This plan is indicative only

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Railway

River Derwent

Ford Lane

Allestree

Breadsall

A38

A61

B6179

A38

DERWENT VALLEY HERITAGE WAY

LITTLE EATON FP No. 17

LITTLE EATON BW No. 29

BREADSALL BW No.

BREADSALL FP No. 7

BREADSALL FP No. 1

BREADSALL FP No. 2

BREADSALL FP No. 4

STRATEGIC CYCLE ROUTE

Photomontage viewpoint

N

0 100 200 300 Metres

SCALE 1:1500

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This plan is indicative only

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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

HIGHWAYS AGENCY

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

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

## We want your views

**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 Information Line)
Email: A38derbyjunctions@highways.gsi.gov.uk
Webpage: http://www.highways.gov.uk/roads/road-projects/a38-derby-junctions

N140367 Leeds creative services

# A38 DERBY JUNCTIONS

BREADSALL PARISH COUNCIL
invite you to a public exhibition
on Thursday
26th 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

HIGHWAYS AGENCY

Safe roads, reliable journeys, informed travellers

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

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HIGHWAYS AGENCY

Safe roads, reliable journeys, informed travellers

# 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
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.

N140391 Leeds creative services

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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 2nd February to 13th March 2015 and is holding a public consultation exhibition about the proposals on Friday 6th and Saturday 7th 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, 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 13th 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

# Appendix I

## Summary of media coverage

HIGHWAYS AGENCY

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# A38 Derby Junctions

## Social & Media Coverage

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# Press releases

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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
junctions on the A38.

The Highways Agency is holding a six-we
to create flyovers or underpasses to rep
Eaton and Kingsway roundabouts.

The public can find out more about the p
special public exhibition in Derby on Feb
project manager for the Highways Agenc

" This is a real chance for the public to s
and improve journeys along the A38.

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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 Hartham, project manager for the Highways Agency, explained:

"We're hoping to meet lots of local people during the two-day exhibition -

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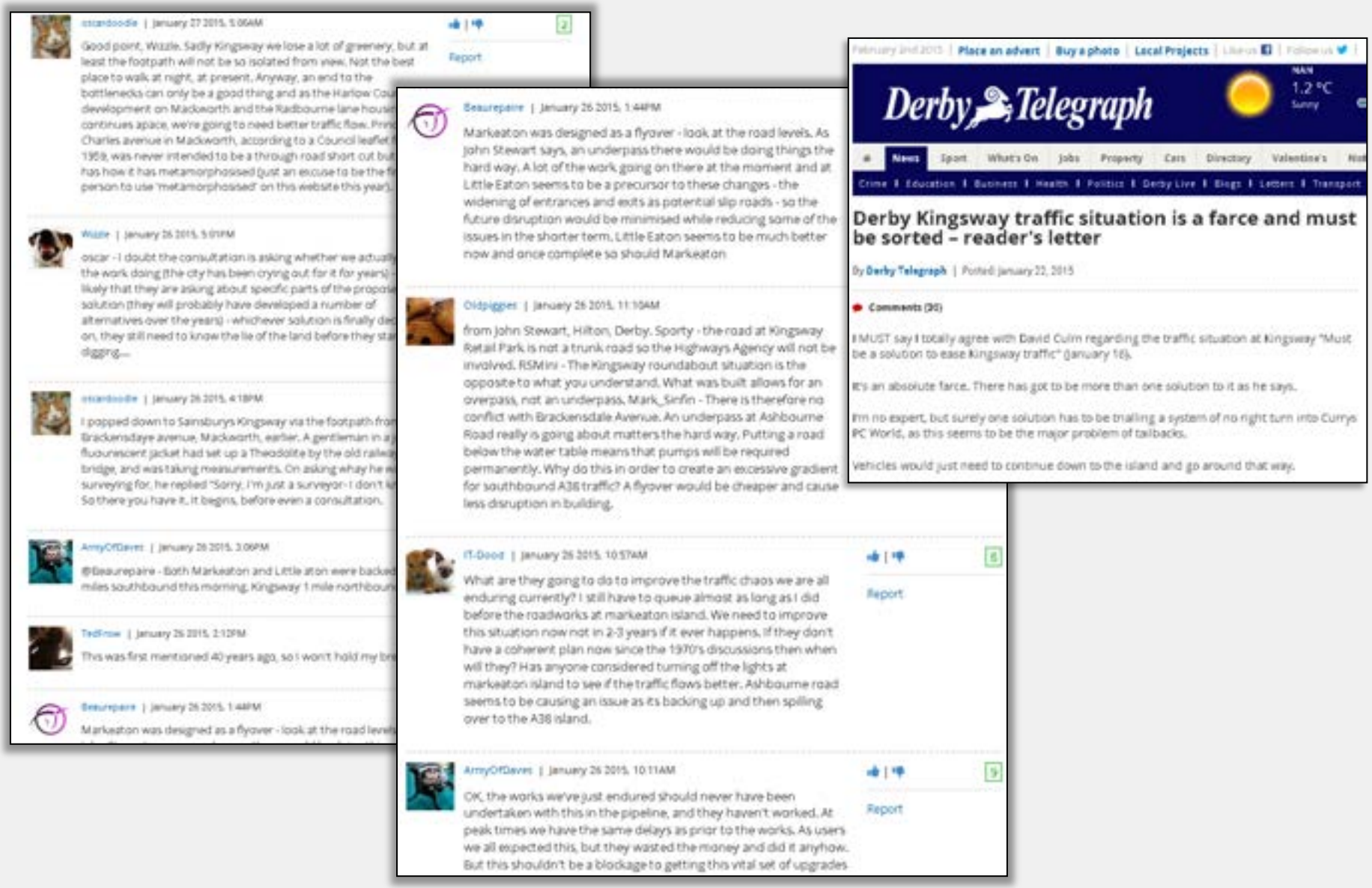
# Coverage



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

Oldpigger | 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

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 it's backing up and then spilling over to the A38 island.

Report

ArmyOfDaves | January 26 2015, 10:11AM

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 user's 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

Derby Telegraph

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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.

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# Coverage

Derby Telegraph

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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

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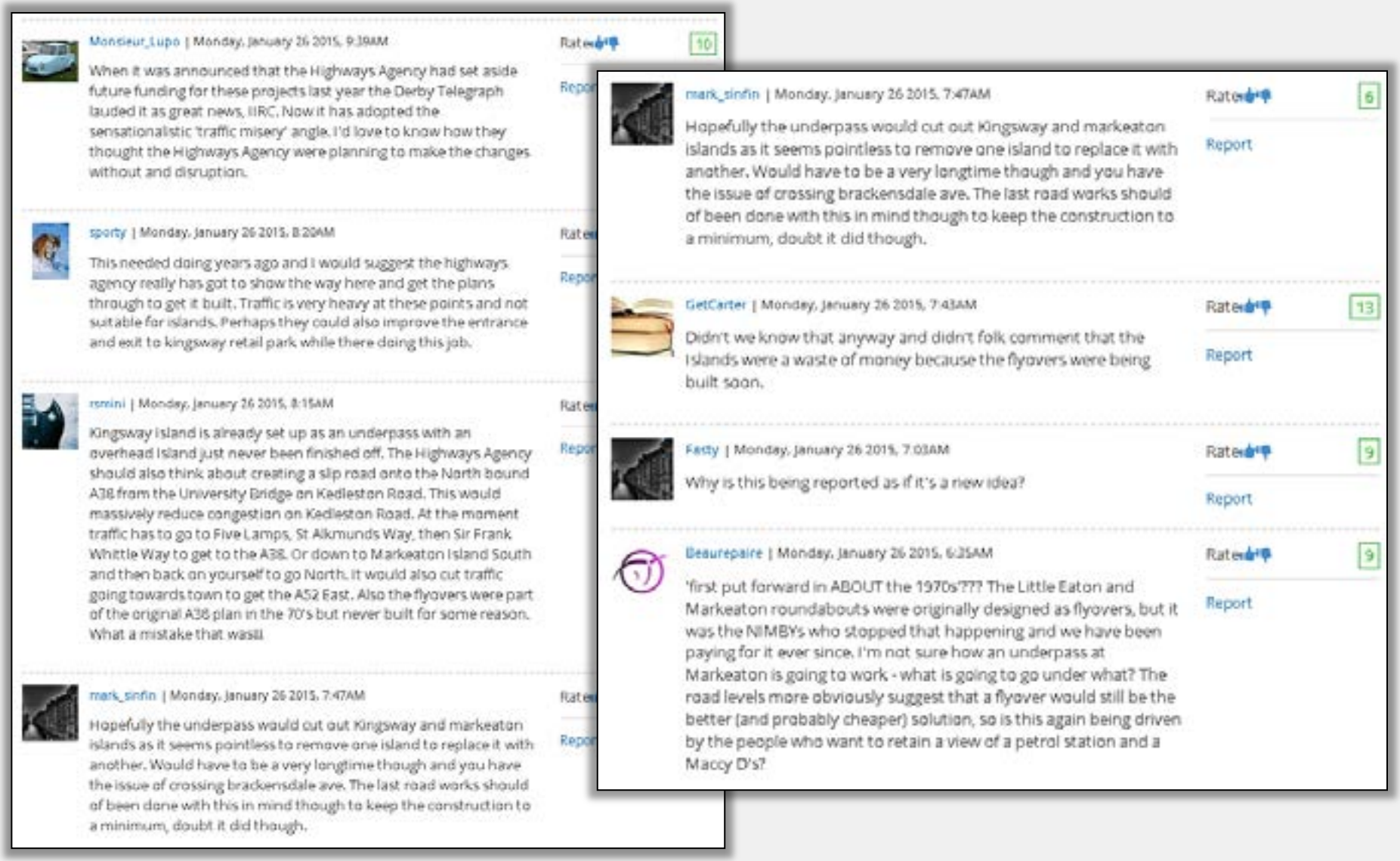
# Coverage



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

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

romini | 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

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

mark_sinfin | Monday, January 26 2015, 7:47AM

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Rate 6

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

Facty | 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, 6:25AM

'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

HIGHWAYS AGENCY

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# Coverage

## 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

Derby City Council

## 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 Hartharn, 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.

FLEET DIRECTORY.CO.UK

Home | News | A38 Derby Junctions update 30/1/15

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

30 January 2015 Share this article

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_7info@7highways.7gsi.7gov.7uk or calling 0300 123 5000

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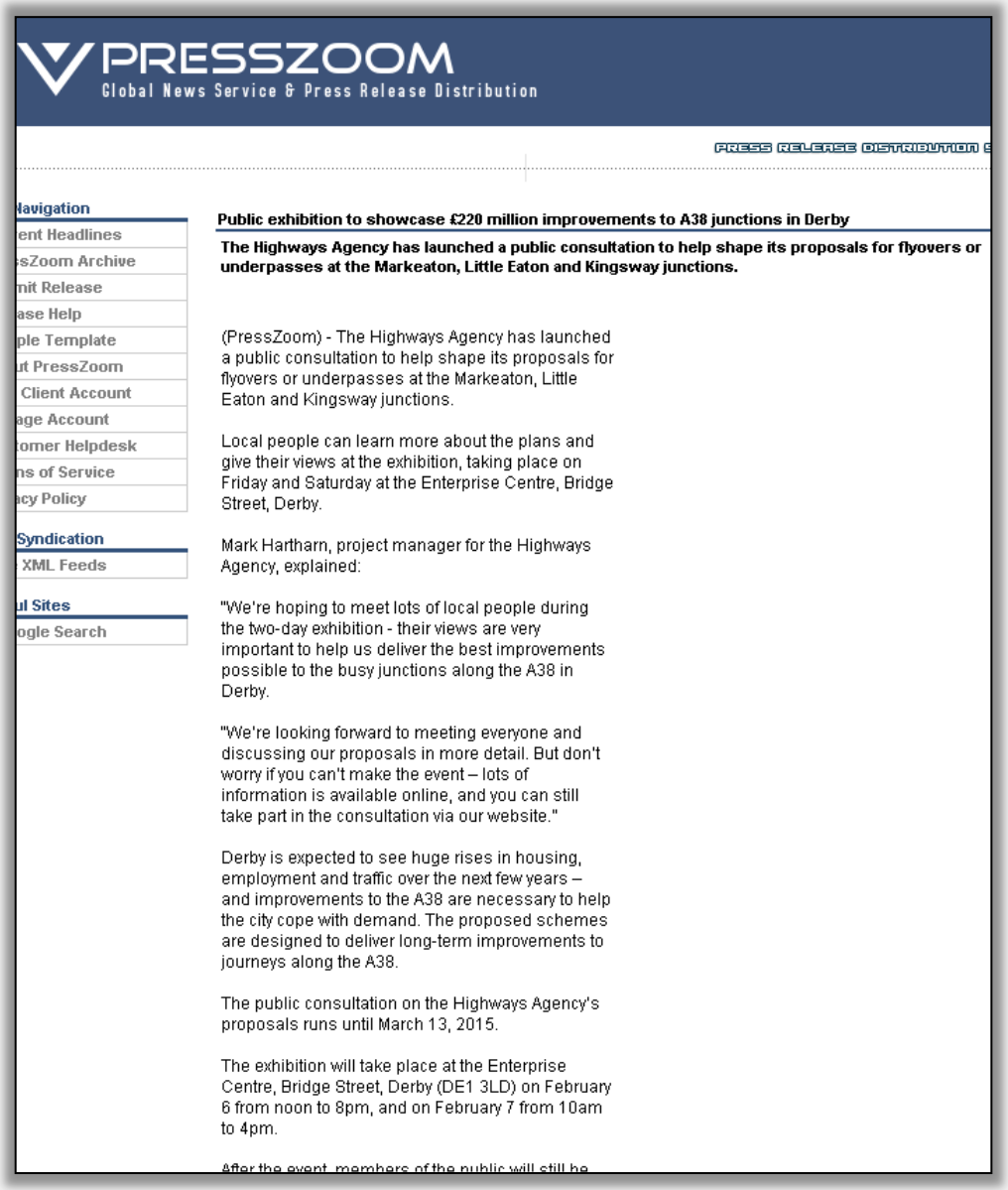

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**Public exhibition to showcase £220 million improvements to A38 junctions in Derby**

**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 Hartharn, 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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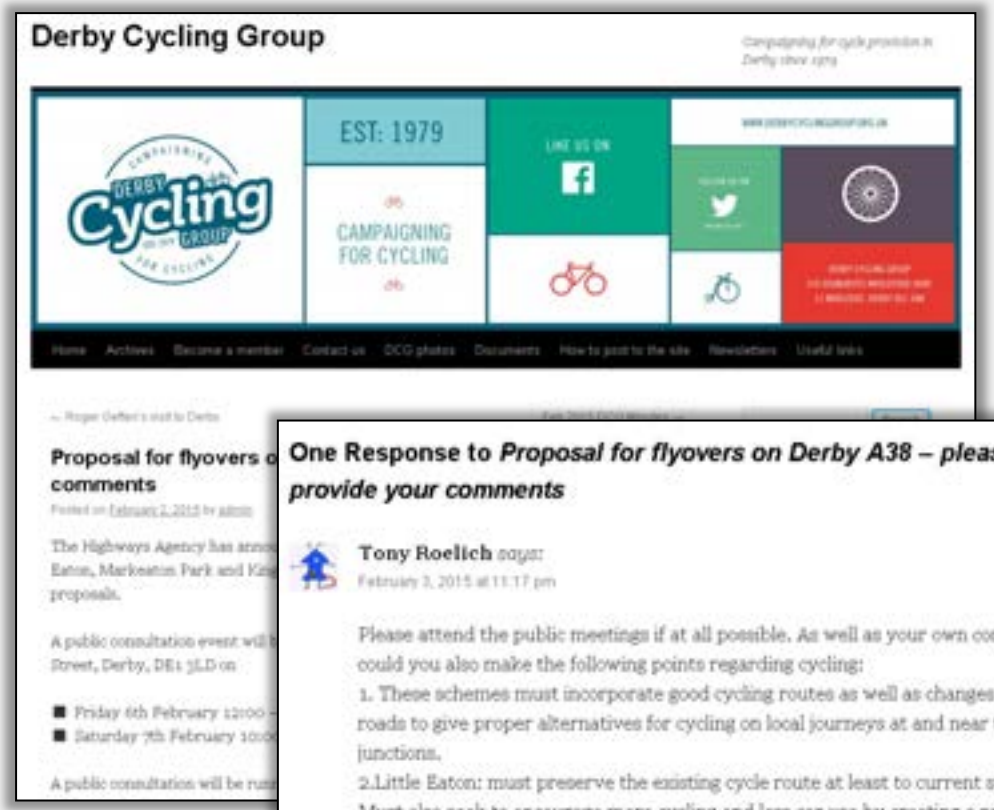

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# Coverage

## 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

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# Coverage

## 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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# Coverage

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1 February 2015 Last updated at 14:08

## Derby A38 flyover plan consultation to start

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.

Related Stories

- Ambulances 'facing roadwork delays'
- Crayfish discovery delays roadworks
- City route gets £4m junction plan

sixstreets derby

www.sixstreetsderby.org.uk

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Discussions

Forum Home > General Discussion > A38 underpasses / flyovers

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

Friday 6th February 12:00 - 20:00

the Phoenix Newspaper

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

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.

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# Coverage

## 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

jedimasterkin | February 05 2015, 9:34AM

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

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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Derby Telegraph

MAN 3.9 °C Sunny

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

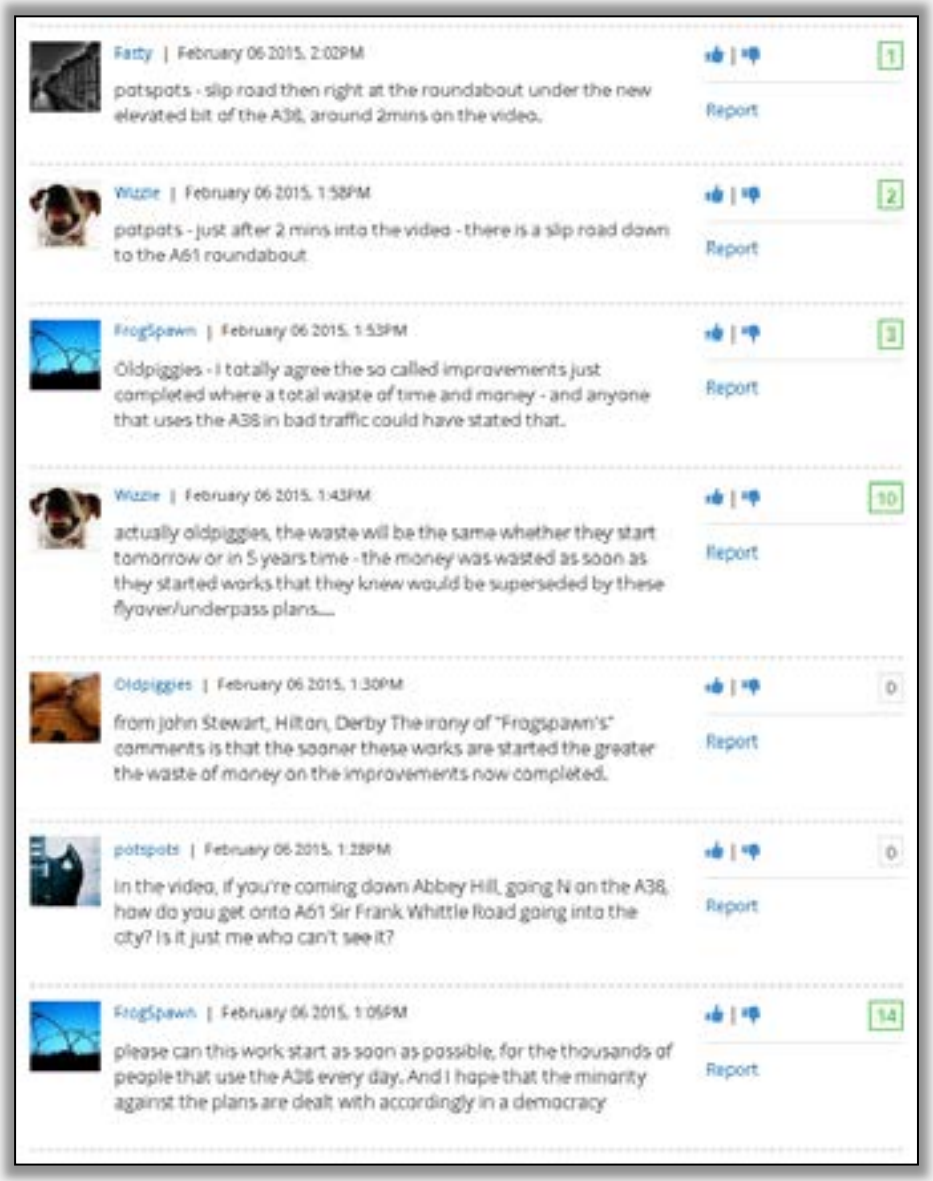
By ICrowsonDT | Posted: February 06, 2015



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 to



Fatty | February 06 2015, 2:02PM

patspots - 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

patpots - 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

patspots | 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

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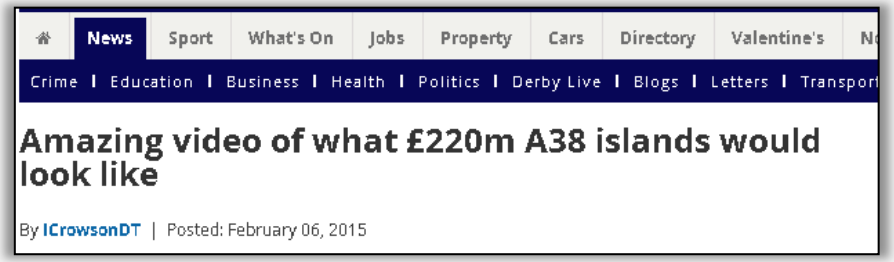
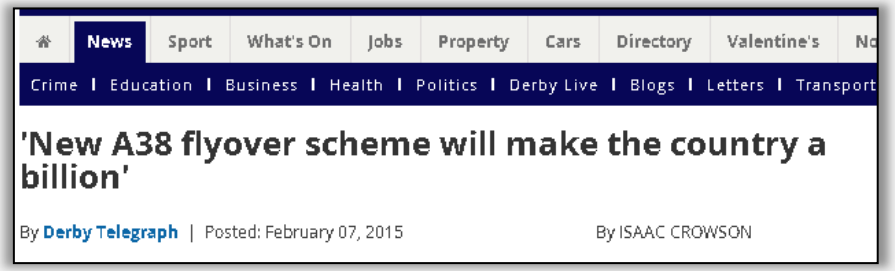
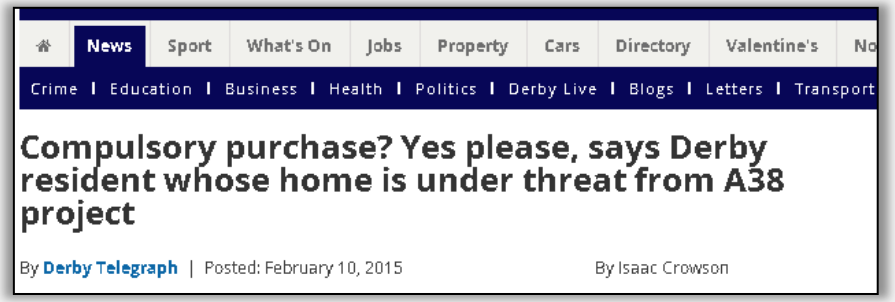
# Coverage



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.

HIGHWAYS AGENCY

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# Derby Telegraph – Leader piece

By **Derby Telegraph** | Posted: February 06, 2015 By Derby Telegraph

**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.

RELATED CONTENT

**£100m flyover plan for Pentagon Island in Derby**

**A52 work: Council bids for £10.7 million to revamp road in Derby**

**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.

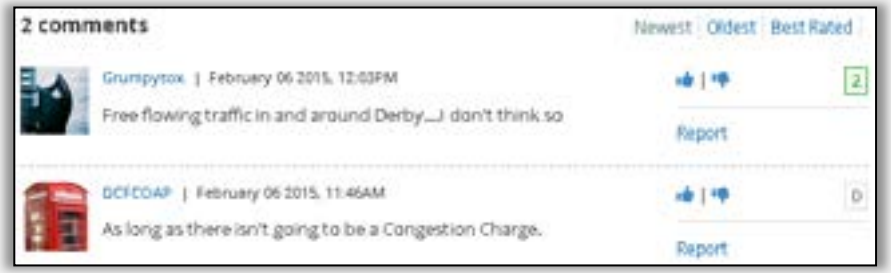
Now it is turning its attention to the vital A52 link between Derby and the M1 and Nottingham and, in particular, the pinch point of Pentagon Island.

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.

Derby Telegraph



# Coverage

## MP welcomes changes to A38

By Jon Cooper
jon.cooper@derbyshiretimes.co.uk
tel: 07240 504024

**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 easing problems and shortening journeys in Parliament.

The A38 traffic jams the implemented final design for 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

aking in the mber about a the Peak Dis- eway to Der- Heritage site. dded: "There f great trans- Derbyshire next ten years

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

Derby Telegraph
@DerbyTelegraph
Follow

Amazing video of what £220m A38 islands would look like ow.ly/IBqdF

RETWEETS 8 FAVOURITES 6

## 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 traffic bottleneck once upcoming work to improve traffic flow on the A38 is complete.

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**

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# Coverage

Derby Telegraph

NAN 3.9 °C Sunny

News | Sport | What's On | Jobs | Property | Cars | Directory | Valentine's

Crime | Education | Business | Health | Politics | Derby Live | Blogs | Letters | Transport

## '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.

dianae | 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

Report

extracerfan | 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 ago!

Report

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 ?

Report

1958vintage | February 07 2015, 2:01PM

What a load of rubbishi

Report

mark_sinfin | February 07 2015, 1:46PM

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

Report

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

Report

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

Report

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# TV coverage

HIGHWAYS AGENCY

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# Post-exhibition coverage

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.

RELATED CONTENT

**Opinion: 'Hard-working nurses deserve our support'**

**Opinion: 'HS2 - I really can't see any benefits'**

**Opinion: Why deprive us of Moorways pool that's so beneficial?**

**Opinion: 'Sorry to see 'onion' towers at former Derbyshire Royal Infirmary disappear'**

**Opinion: 'Chance to extend our cramped Derby bus station'**

**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.

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# Post-exhibition coverage

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

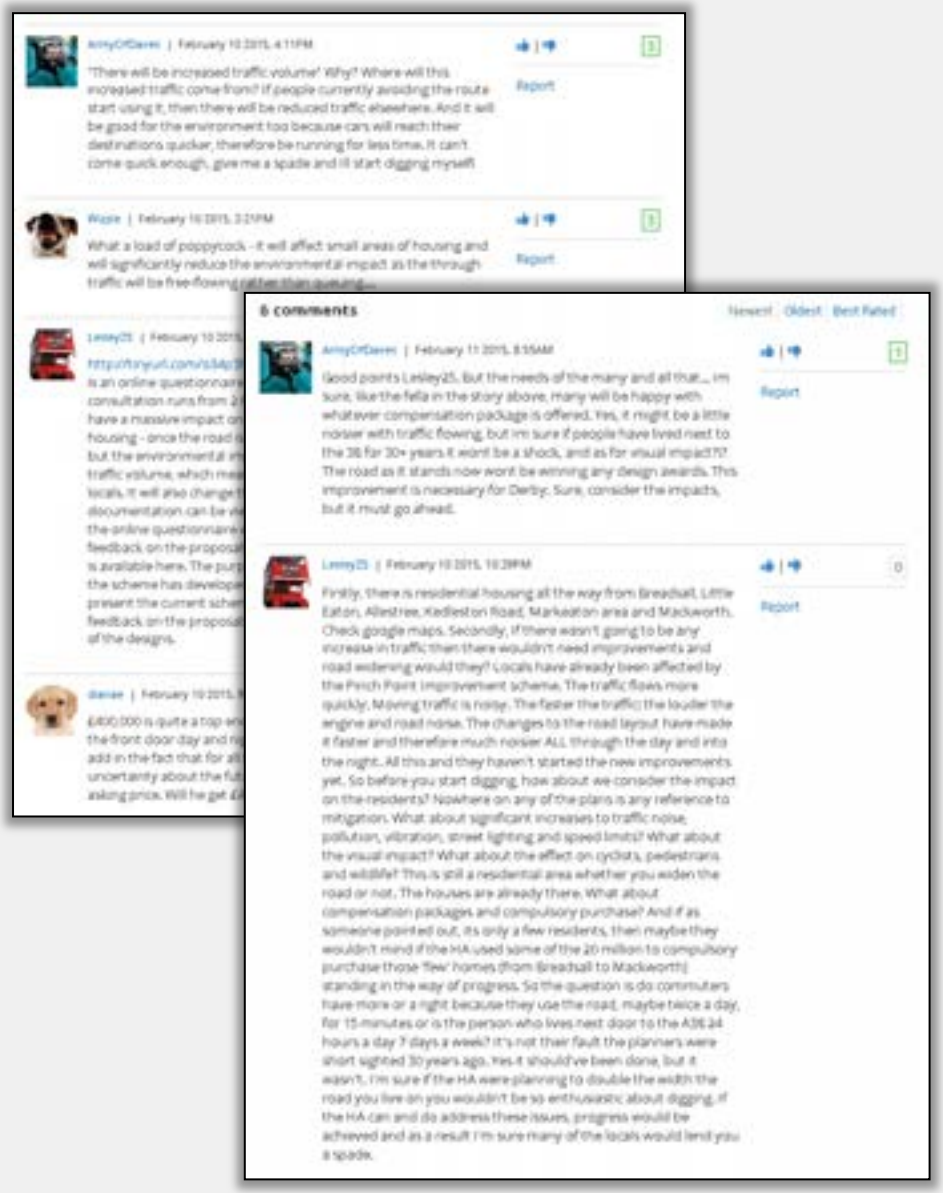
By **Derby Telegraph** | Posted: February 10, 2015 By Isaac Crowson

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.



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, 10:28PM

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 affect 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 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

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# Post-exhibition coverage

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

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

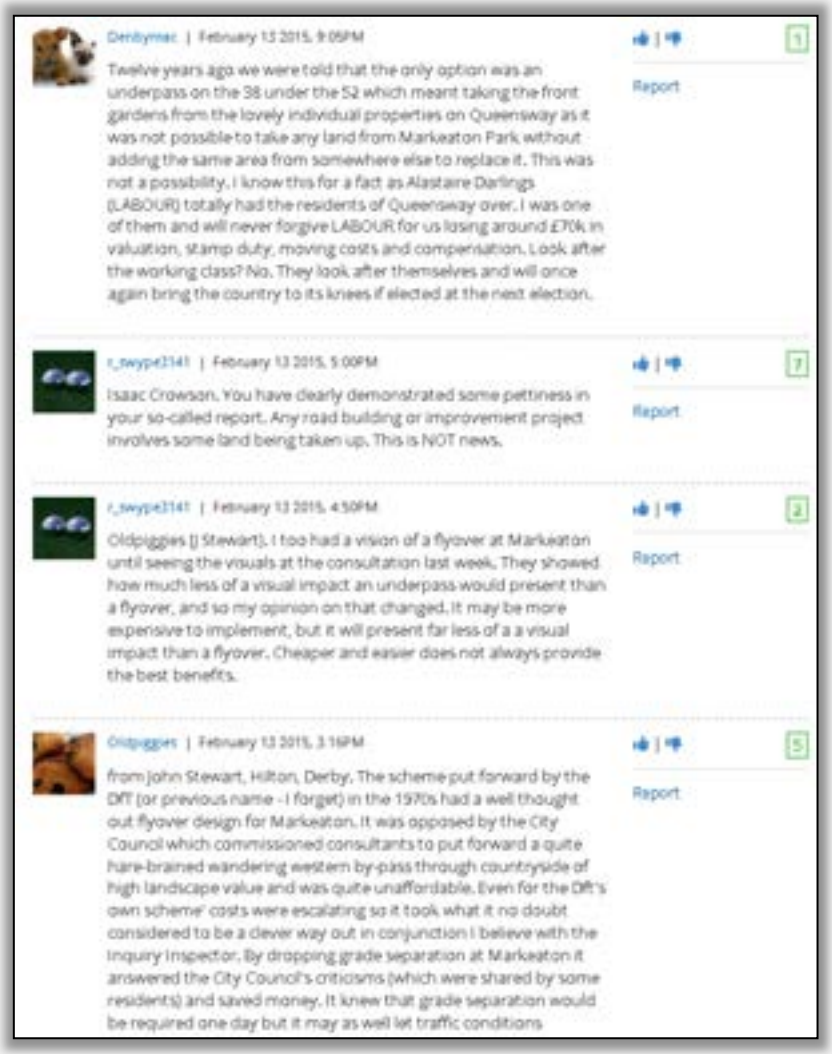
The current A38 approaching Markeaton Island

**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



Derbymac | February 13 2015, 9:06PM 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_swype2141 | 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_swype2141 | February 13 2015, 4:50PM 2

Oldpiggies [] 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 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

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# Post-exhibition coverage

## Mackworth residents' fears over A38 plans

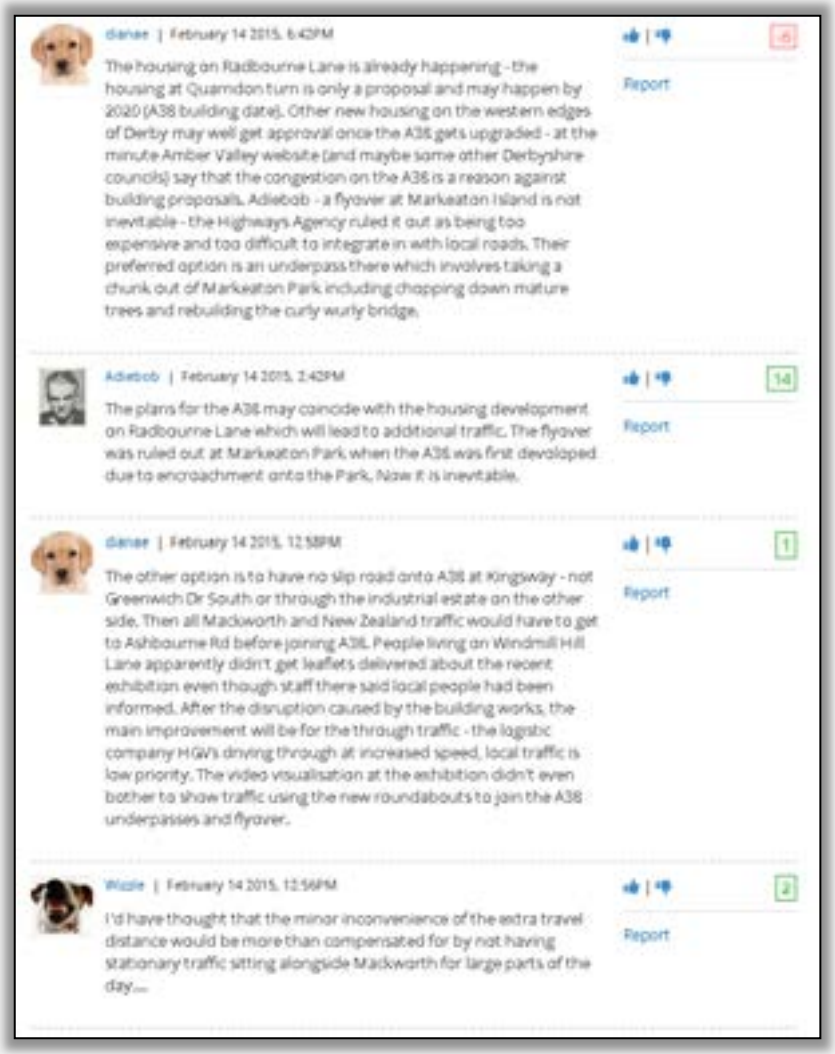
By **Derby Telegraph** | Posted: February 14, 2015 By ISAAC CROWSON

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.



danae | February 14 2015, 6:40PM

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, 3:42PM

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

danae | February 14 2015, 12:58PM

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

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

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# Post-exhibition coverage

## 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

## 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

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# Post-exhibition coverage

## 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

danae | February 22 2015, 2:39PM 0

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

Report

Dave_Notts | February 22 2015, 11:26AM 1

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.

Report

FrogSpawn | February 22 2015, 9:23AM -1

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.

Report

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# Post-exhibition coverage

## Derbyshire village's fears over A38 flyover proposals

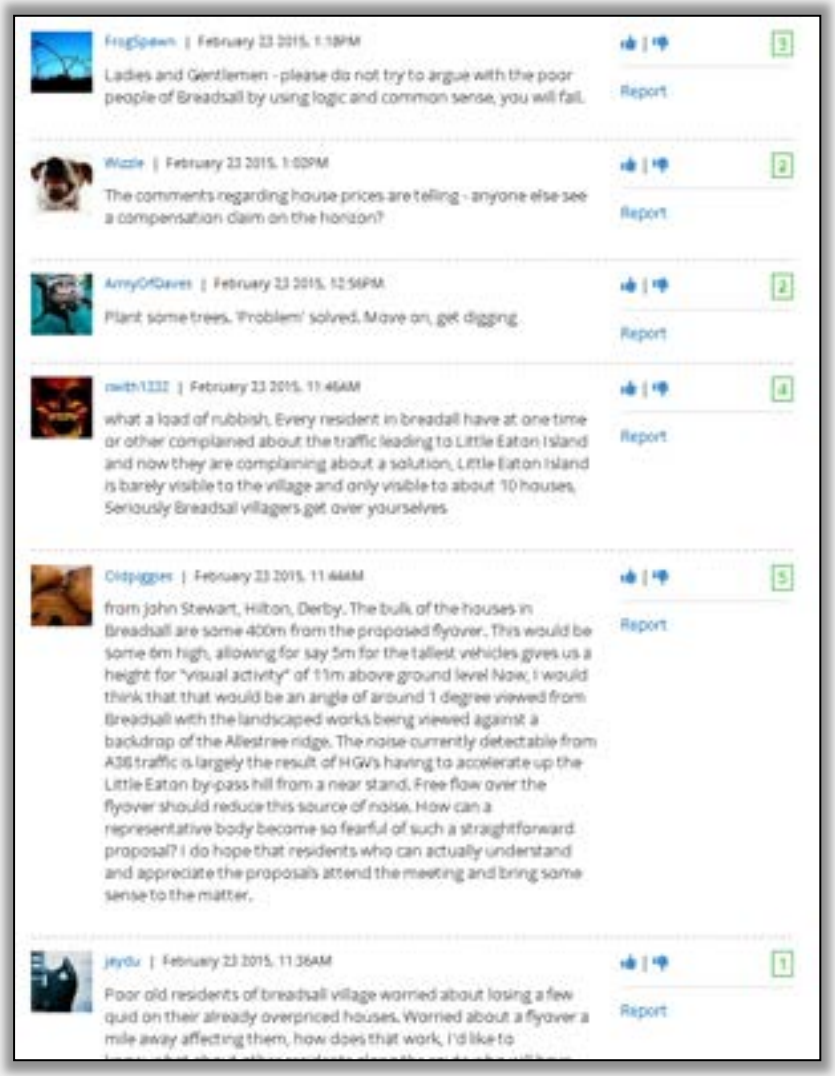
By **Derby Telegraph** | Posted: February 23, 2015 By ISAAC CROWSON

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.



FrogSpawn | February 23 2015, 1:18PM

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

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

Report

ArmyOfDaves | February 23 2015, 12:56PM

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

Report

owith1332 | February 23 2015, 11:46AM

what a load of rubbish, Every resident in breadsall 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 Breadsal villagers get over yourselves

Report

Oldpiggies | February 23 2015, 11:44AM

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 HGV's 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

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

Report

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# Post-exhibition coverage

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

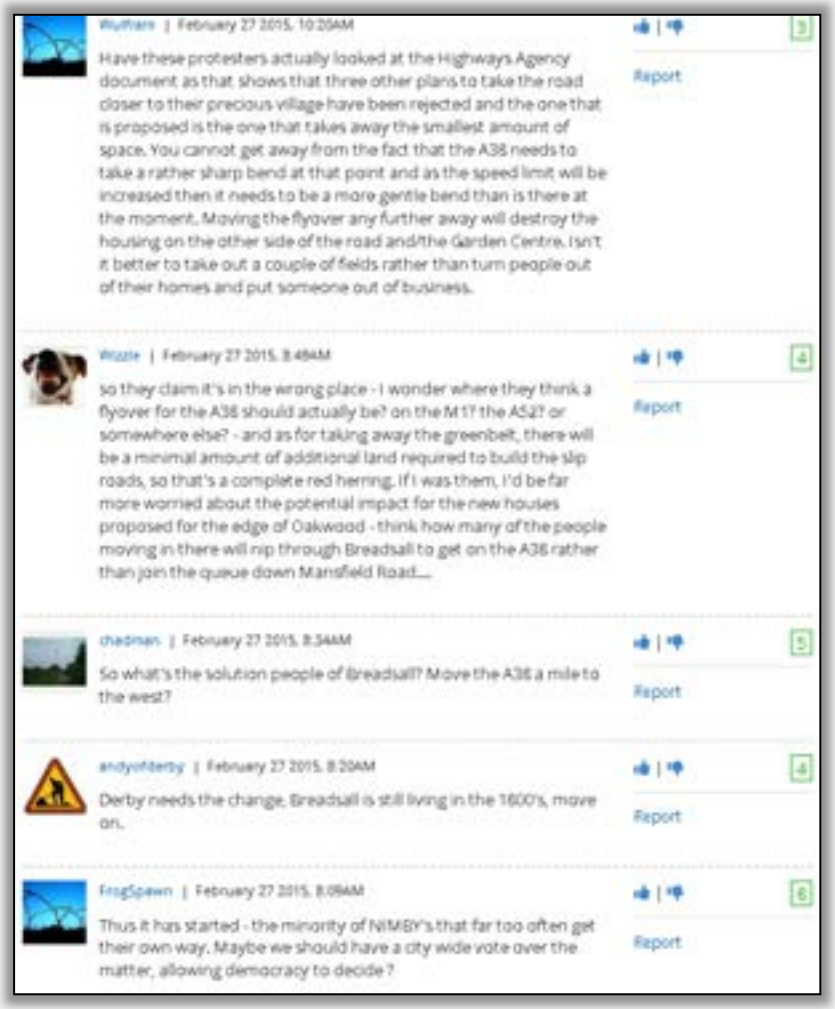
By **Derby Telegraph** | Posted: February 27, 2015

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

**Comments (8)**

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.



Wulfrars | February 27 2015, 10:20AM

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

Wizzle | February 27 2015, 8:48AM

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

chadman | February 27 2015, 8:34AM

So what's the solution people of Breadsall? Move the A38 a mile to the west?

Report

andyohderby | February 27 2015, 8:20AM

Derby needs the change, Breadsall is still living in the 1600's, move on.

Report

FrogSpawn | February 27 2015, 8:08AM

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

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# Post-exhibition coverage

## 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.

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# Post-exhibition coverage

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# Post-exhibition coverage

## 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

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# Post-exhibition coverage

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).

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# Post-exhibition coverage

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

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# Post-exhibition coverage

## 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.

It 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.

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# Post-exhibition coverage

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

BBC NEWS DERBY

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# Post-exhibition coverage

## 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.

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# Post-exhibition coverage

Derby Telegraph

## 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 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".

Highways Agency project manager Monica Corso-Griffiths talks to Mackworth resident Neville Dinsdale at the exhibition.

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# Local exhibitions

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

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For more information and details of other public consultation events see panel on Welcome page

## A38 Improvement Plans

BREADSALL PARISH COUNCIL
invite you to a public exhibition on

**Thursday 26th 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*

Little Eaton Parish Council
in the County of Derbyshire

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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

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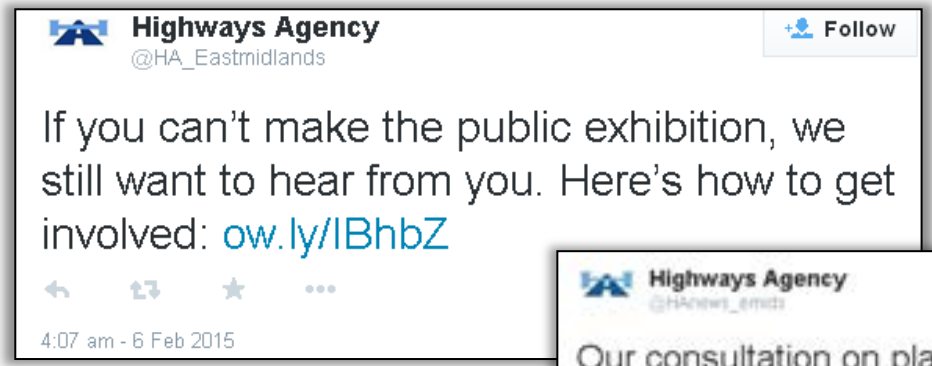
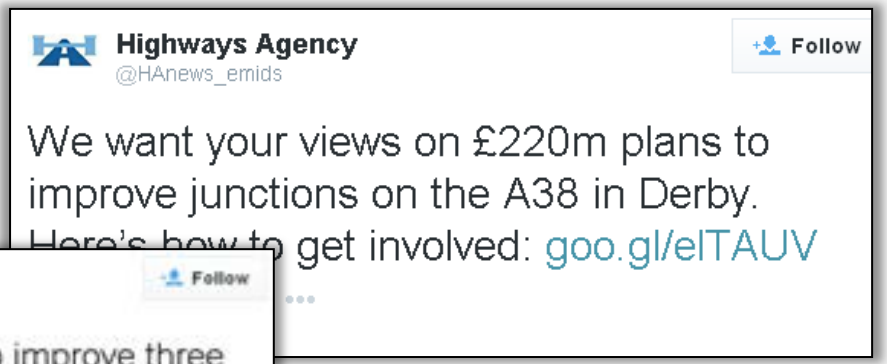
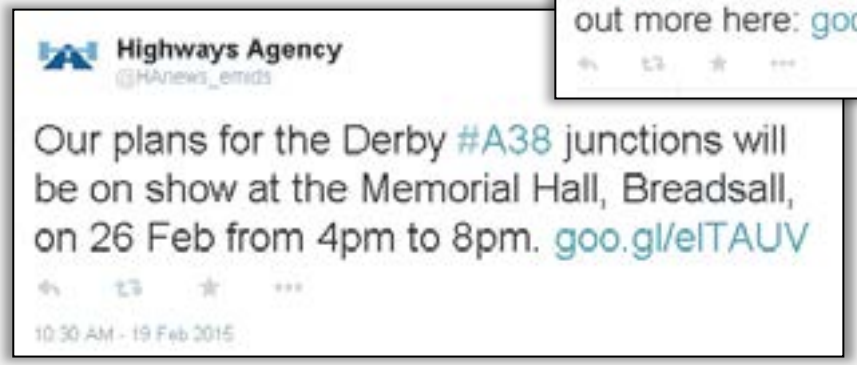
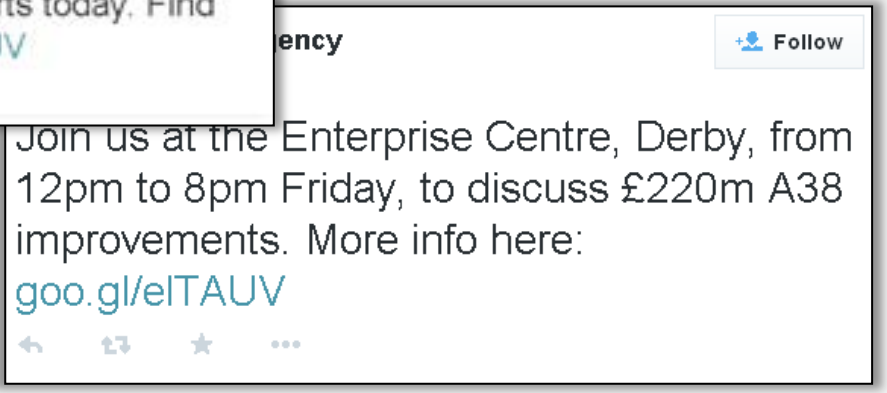
# Our tweets





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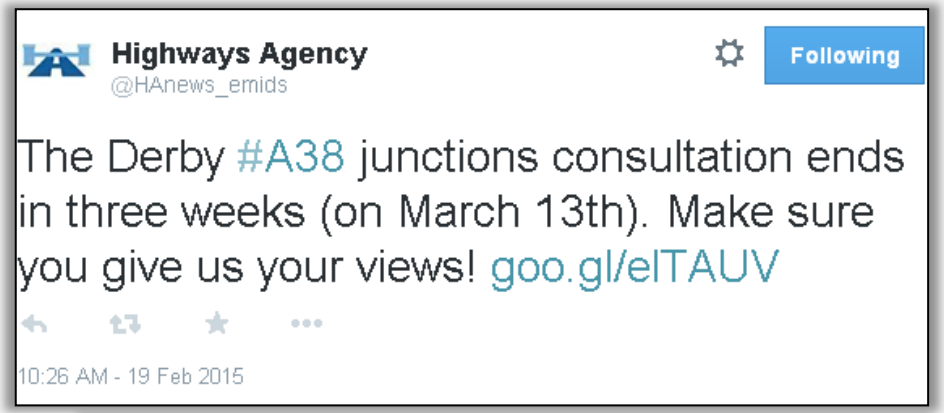
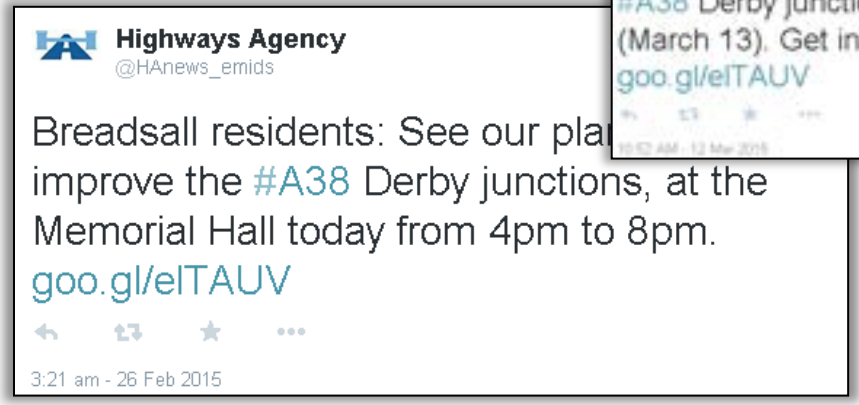
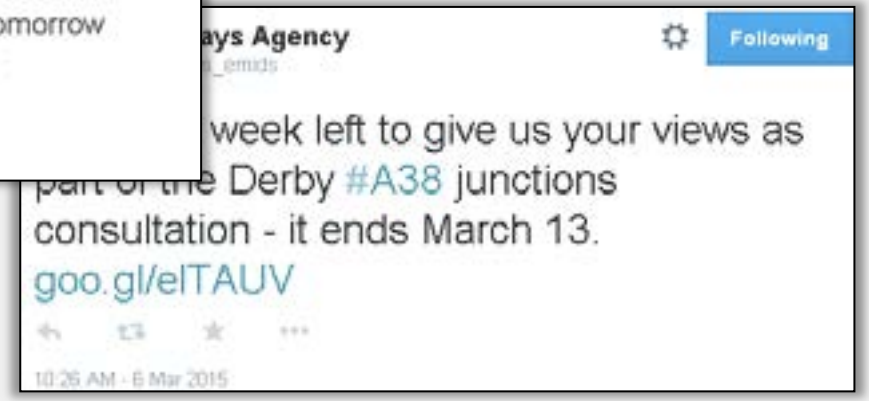
# Our Tweets





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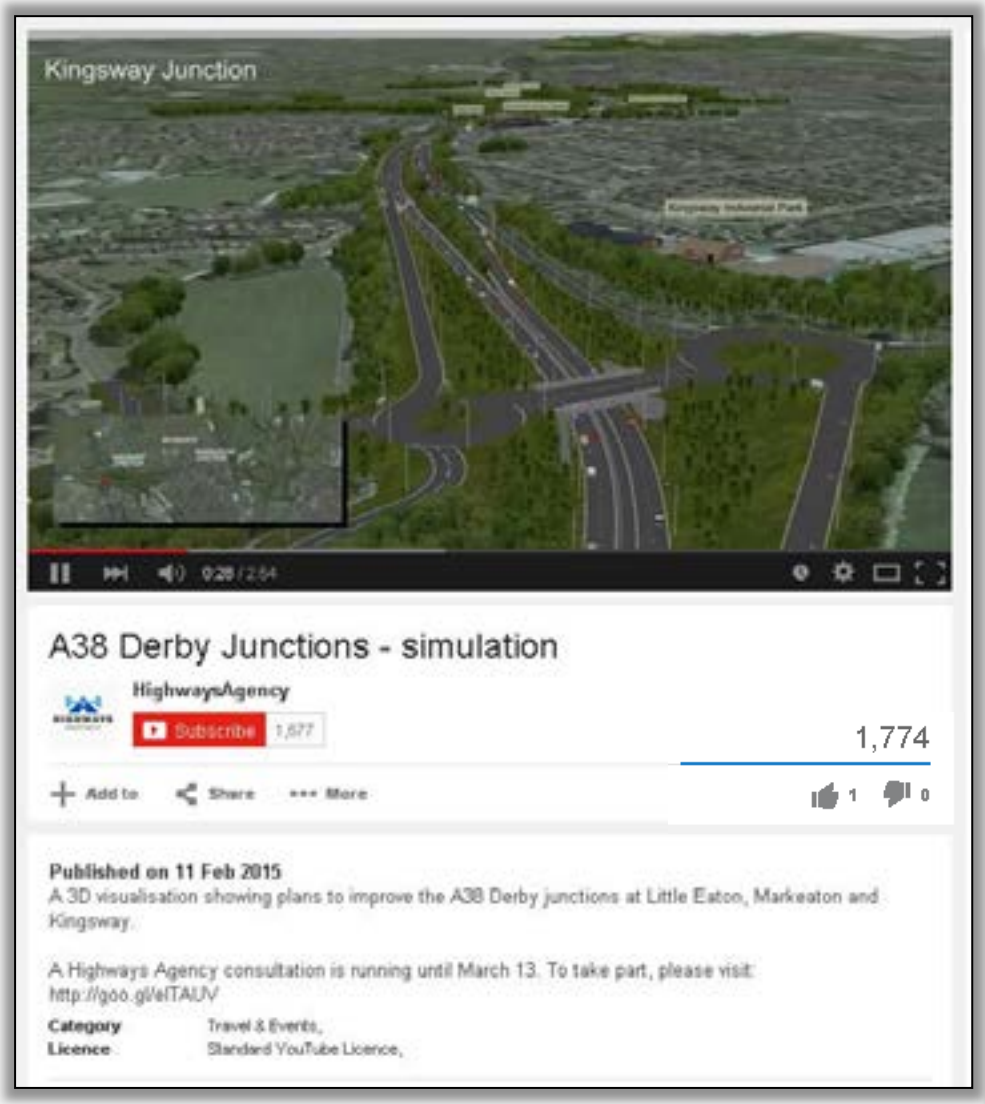
# YouTube



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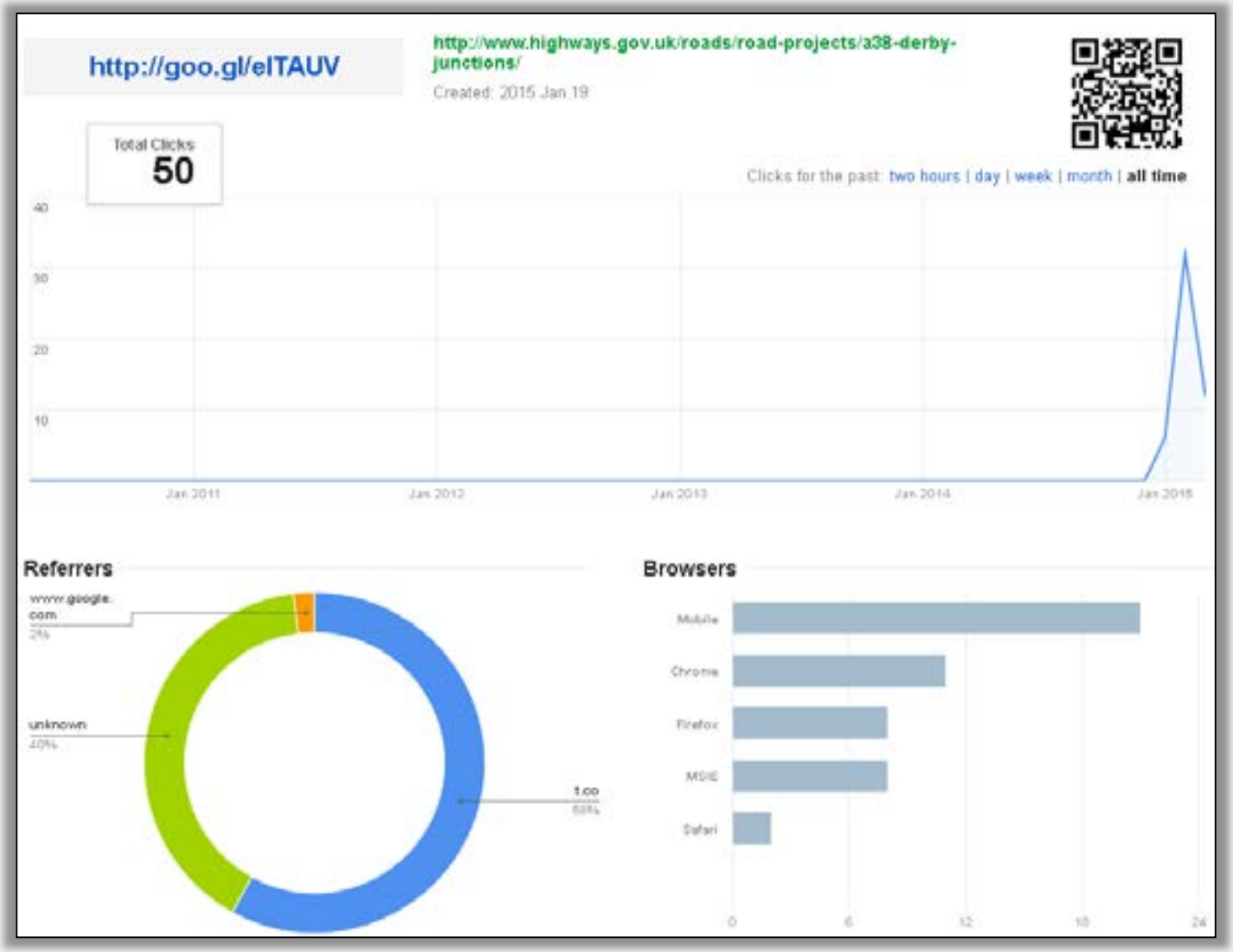
# Link clicks



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# Independent tweets

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# Independent tweets

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# Radio coverage

| | | | | | |
|---|---|---|---|---|---|
| 07/02/15 | **Sportscene, 14:01, BBC Radio Derby** | | | Ana | > Hide tools |
| | Media Outlet: BBC Radio Derby | | Journalist: Not Credited | | |
| | Agreement: Highways Agency East Midlands | | Circulation: 16,828 | | |
| | Keyword: Highways Agency | | AVE: £252 | | |
| 07/02/15 | **Ed Stagg, 13:00, BBC Radio Derby** | | | Ana | > Hide tools |
| | Media Outlet: BBC Radio Derby | | Journalist: Not Credited | | |
| | Agreement: Highways Agency East Midlands | | Circulation: 16,828 | | |
| | Keyword: Highways Agency | | AVE: £252 | | |
| 07/02/15 | **Ed Stagg, 12:01, BBC Radio Derby** | | | Ana | > Hide tools |
| | Media Outlet: BBC Radio Derby | | Journalist: Not Credited | | |
| | Agreement: Highways Agency East Midlands | | Circulation: 16,828 | | |
| | Keyword: Highways Agency | | AVE: £252 | | |
| 07/02/15 | **Andy Twigge, 11:02, BBC Radio Derby** | | | Ana | > Hide tools |
| | Media Outlet: BBC Radio Derby | | Journalist: Not Credited | | |
| | Agreement: Highways Agency East Midlands | | Circulation: 16,828 | | |
| | Keyword: Highways Agency | | AVE: £252 | | |
| 07/02/15 | **Andy Twigge, 09:02, BBC Radio Derby** | | | Ana | > Hide tools |
| | Media Outlet: BBC Radio Derby | | Journalist: Not Credited | | |
| | Agreement: Highways Agency East Midlands | | Circulation: 16,828 | | |
| | Keyword: Highways Agency | | AVE: £252 | | |
| 07/02/15 | **Aleena Naylor, 08:02, BBC Radio Derby** | | | Ana | > Hide tools |
| | Media Outlet: BBC Radio Derby | | Journalist: Not Credited | | |
| | Agreement: Highways Agency East Midlands | | Circulation: 16,828 | | |
| | Keyword: Highways Agency | | AVE: £252 | | |
| 07/02/15 | **Aleena Naylor, 07:32, BBC Radio Derby** | | | Ana | > Hide tools |
| | Media Outlet: BBC Radio Derby | | Journalist: Not Credited | | |
| | Agreement: Highways Agency East Midlands | | Circulation: 16,828 | | |
| | Keyword: Highways Agency | | AVE: £252 | | |
| 07/02/15 | **Aleena Naylor, 07:02, BBC Radio Derby** | | | Ana | > Hide tools |
| | Media Outlet: BBC Radio Derby | | Journalist: Not Credited | | |
| | Agreement: Highways Agency East Midlands | | Circulation: 16,828 | | |
| | Keyword: Highways Agency | | AVE: £252 | | |

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# Media activity

| 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 hve 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, | 02/03/15 | |
| Hope you're well and had a good weekend. | 02/03/15 | Isaac Crowson(Derby Telegraph, News Desk), Derby Telegraph, News Desk |
| TWEET: Our consultation on the #A38 Derby junctions ends two weeks today (March 13). Get involved | 27/02/15 | |
| 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 consulation. | 26/01/15 | Derby Telegraph |
| Isaac from Derby Telegraph asking about whether we woudl 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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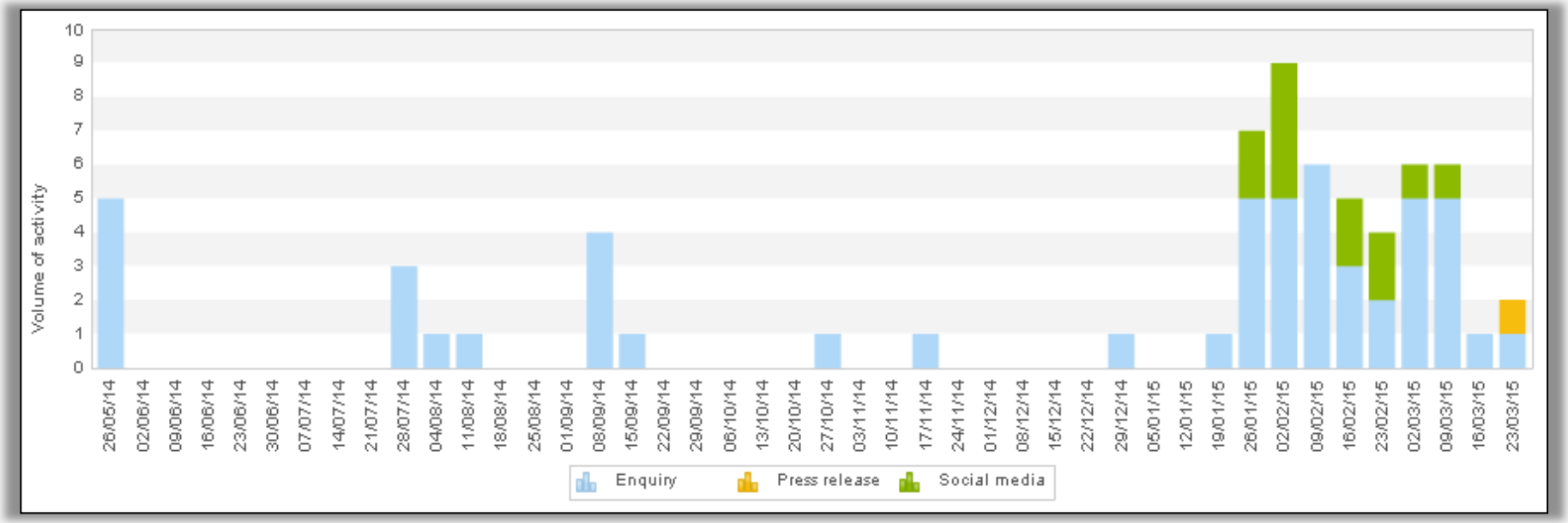
# Media activity



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# Appendix J

## Consultation responses received

**A38 Derby Junctions**

**Consultation Questionnaire results**

| | | | | | | | | | | | Area 1 Kingsway | | | | Area 2 Markeaton | | | | Area 3 Little Eaton | | | | Range of People | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | | Q2 - Do you agree with the need for improvements? | Reason for response to Q2 | Q3 - Do you understand the benefits of proposal | Q4 - What are the reasons you travel through the junctions? | | Q 5 - How do you normally travel through the junctions? | | Q6 - How often do you use the A38 Derby Junctions | Q7 - Do you agree with the proposed preferred option in this area? | Q8-Please explain your reasons for your response to Q7 | Q9 - Do you have any preference where the local access is? | Q10 - Please explain your reasons for your response to Q9. | Q11- Do you agree with the proposed preferred option in this area? | Q12 - Please explain your reason to your response to Q11. | Q13 - Do you think a replacement footbridge is required? | Q14 - Please explain your reason for your response to Q13 | Q15 - Do you agree with the proposed preferred options? | Q16 - Please explain your reasons for your response to Q15? | Q17 - Do you think a new link should be provided to the B6179? | Q18 - Any further comments? | Q19 - Age | Q20 - Gender | Q21 - Do you consider yourself to have a disability | Q22 - Did you attend the PCE? |
| Response No. | Date Rec'd | Yes / No / No Pref | Reason | Yes / No / No Pref | Reason | Other / Multiple Descript | Method | Other / Multiple description | Frequency | Yes/No/ No pref | Reason | Options | Reason | Yes/No/ No Pref | Reason | Yes / No / No Pref | Reason | Yes / No / No Pref | Reason | Option | | Group | Male / Female / Prefer not to say | Yes / No | Yes / No |
| 1 | 07/02/2015 | Yes | More and more traffic is cutting through Ford Lane to get onto the A38, the main concern is the speed of this traffic, as it is down hill vehicles forget this is a residential road with families and cars trying to pull out, so we are in agreement for the closure of Ford Lane onto the A38. Option 1. | Yes | Multiple | Residential, Leisure & Commute | Car | | Daily | Yes | As per my last comments I agree with option 1 for Ford Lane closure. | Option K3 | | Yes | | No Pref | | Yes | | Option L1 | If Ford Lane is to be left open then due to the amount of daily traffic there has to be some type of speed control in place. | 35-44 | Female | No | No |
| 2 | 04/02/2015 | Yes | Traffic queues at all three islands. | Yes | Multiple | Business & Leisure | Car | | Daily | Yes | | Option K3 | | Yes | | Yes | It would be better if it were built closer to ashbourne road | Yes | | No Pref | | 35-44 | Male | No | No |
| 3 | 04/02/2015 | Yes | | Yes | Leisure | | Car | | Daily | | | | | | | | | | | | | | | | |
| 4 | 04/02/2015 | Yes | Have always experienced journey delays daily at these junctions | Yes | Multiple | Leisure & Commute | Car | | Daily | Yes | Journey time improvement to the A38 and joining traffic is clear. | Option K1 | | Yes | Removes the need for A38 traffic to stop at this junction. | Yes | To provide ability to cross safely - unless there is this ability with the new roundabout layout | Yes | 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) | Option L1 | These changes are welcomed by me to improve the ability to travel from/to Derby without traffic delays. I imagine removing the need for A38 traffic to stop at each junction will also be safer. | 25-34 | Male | No | No |
| 5 | 04/02/2015 | Yes | A38 is a major link road M1 to Birmingham. Currently major hold ups occur on this road due to the poor design of the 3 junctions | Yes | Commute | | Multiple | Car, Bus & Cycle | Daily | Yes | I am worried however that the Highways Agency is incompetent and unable to manage this project. Two years to paint some new white lines at Markeaton and Little Eaton does not inspire confidence | Option K3 | It is a trunk road. Local access is irrelevant | No | The road should be 3 lanes to Kedleston Rd | No | | Yes | | No Pref | | 45-54 | Male | No | Yes |
| 6 | 04/02/2015 | Yes | | Yes | Multiple | Residential & Leisure | Multiple | Car & Bus | Daily | Yes | | Option K3 | | Yes | | No | | Yes | | Option L1 | | 65+ | Female | No | No |
| 7 | 04/02/2015 | Yes | | Yes | Multiple | Business, Residential & Leisure | Car | | Daily | Yes | | Option K3 | | Yes | | Yes | | No | | Option L2 | | | | | |
| 8 | 04/02/2015 | No | 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. | No | Multiple | Residential & Leisure | Car | | Daily | No | It will have a detrimental impact on the village of Breadsall and I particularly object to the use of Green Belt land. There will be both light and noise pollution in the village however much you try to convince us to the contrary! | Option K3 | | No Pref | | No Pref | | No Pref | | Option L2 | | 65+ | Female | No | Yes |
| 9 | 04/02/2015 | Yes | Huge traffic delays during rush hour. Pedestrian crossing very difficult. | Yes | Multiple | Business & Leisure | Car | | Weekly | | | | | | | | | | | | | | | | |
| 10 | 04/02/2015 | Yes | The original plans for the A38 were to include a flyover at Markeaton Park, and similar junctions at Kingsway. Because they were not eventually included we are left with frequent bottlenecks. | Yes | Multiple | Business & Leisure | Car | | Weekly | Yes | | Option K1 | | Yes | | Yes | | Yes | | No Pref | | 45-54 | Male | No | No |
| 11 | 04/02/2015 | Yes | Congestion | Yes | Multiple | ALL | Multiple | Car & Bus | Daily | Yes | Dealing with congestion on A5111 southbound caused by retail park. Dual lane on approach from A38 to retail park (i.e. one lane for A5111 through traffic) would be welcome. Anecdotally, I suspect traffic turning right in to Dixons on the retail park entrance road exacerbates congestion at peak times and would also benefit from a central refuge for this traffic. However, that may be a private road and hence outside your remit. | Option K2 | Lower residential impact than K1. | Yes | | Yes | Footbridge is retained and impact is minimal on parkland which is welcome. | Yes | Appreciate with the river & railway raising the A38 is the only option. However, as a resident of the Ford Lane estate I have concerns about the impact of increased noise from a heightened carriageway. I would welcome mitigation measures such as tree planning and fencing. | No Pref | Can't make my mind up. I live close to Ford Lane and use it regularly (both in the car and on foot) and have young children. On the one hand the speed of some cut-through traffic is my major concern; although it is also inconvenient having to give way to it. Hence, L1 appeals. On the other hand it is convenient access to the A38 so L2 also appeals. If I had to chose I think I'd favour L1 but I am not certain. | 35-44 | Male | No | No |
| 12 | 04/02/2015 | Yes | Should have been done many years ago | Yes | Multiple | Business & Leisure | Car | | Daily | No Pref | I don't know what the preferred option is any longer. There was a consultation a few years ago and I agreed with the preferred options at that time and hope they have not changed. | Option K1 | Useful access | No Pref | | No Pref | | Yes | Trust this is the same option as when you consulted a few years ago as I cannot see what the preferred option is now. | Option L2 | | 55-64 | Male | Yes | No |
| 13 | 04/02/2015 | Yes | Traffic congestion and backing up along A38. A38 a dangerous road. | Yes | Multiple | Residential & Leisure | Car | | Weekly | Yes | | Option K2 | | Yes | | Yes | | No | | No Pref | | 65+ | Female | Yes | No |
| 14 | 04/02/2015 | Yes | to reduce traffic congestion | Yes | Multiple | Business, Residential & Leisure | Multiple | Car & Bus | Daily | Yes | | Option K3 | | Yes | | No | green areas are more important. existing bridge not well-used | Yes | Clearly the best option, for reasons already given on the website. | Option L1 | | 65+ | Male | No | No |
| 15 | 04/02/2015 | Yes | Bottlenecks are frequent and delays can be lengthy. Although recent improvements have had an excellent effect, it does not take much to undo this good work. | Yes | Multiple | Leisure & Commute | Car | | Daily | | | | | | | | | | | | | | | | |
| 16 | 04/02/2015 | Yes | all three junctions need improving | Yes | Multiple | ALL | Car | | Weekly | | | | | | | | | | | | | | | | |
| 17 | 04/02/2015 | Yes | Traffic chaos, this has needed doing for at least 10 years | Yes | Multiple | Business, Residential & Leisure | Car | | Daily | Yes | The A38 needs to have continuity and not be delayed with ridiculous traffic tights and queues. With the new planned housing this will only become worse | Option K1 | | Yes | | No Pref | I have never used this bridge although the present pedestrian lights are a joke | Yes | | No Pref | Please just do this work, don't delay a day longer | 45-54 | Male | No | No |
| 18 | 04/02/2015 | Yes | Traffic can be a pain around rush hour's with long tail backs on the A38 southbound heading to Markeaton island. | Yes | Multiple | Residential, Leisure & Commute | Car | | Weekly | Yes | It's a simple design. Please include making the A5111 up to the island by the retail park 2 lanes. This allow those turning right into the retail park to stay in the left hand lane and those going straight on continuing on the A5111 to use the right hand lane. or see question 8 | Option K2 | I feel this would the best option as it would direct goods vehicles bound for Kingsway park close straight into it rather than passing peoples homes when coming southbound on the A38. Also the traffic heading into Mackworth using the K2 option doesn't pass directly in front of any homes as it would with K1. As per Q7, could K2 be extended to provide another route into the Kingsway shopping park as traffic queuing to get into the park either way on the A5111 can block the whole road. Mainly to people turning right into PC world. | Yes | There could be lots of traffic trying to leave McDonald's and ESSO trying to cross the A52 to get to Markeaton Island. | Yes | To allow people easy walking/cycle access to Markeaton park. | Yes | | Option L1 | | 25-34 | Male | No | No |
| 19 | 05/02/2015 | Yes | I work at Royal Derby Hospital, the flow of traffic around this area is frequently congested, most specifically in the evenings. It can take over an hour to get out of the main staff car park (to the left of Aldi) due to congestion and the volume of traffic around the A38 Island. This causes great frustration amongst all staff using this car park as people just want to be able to return home after a day/shift at work, this adds unnecessary time to an already long day and causes stress for those who have to pick up children by a specific time. Improvements to this situation are urgently required. At present I travel via Mickleover and Quarndon to get to and from work when I live in Belper. It's a longer route but there is Little congestion. The traffic flowing towards Derby City Centre gets congested due to the buses only lane and the volume of traffic. It also gets congested from Kingsway to the A38 Island. Personally I would prefer to be moving and travel a Little further to get from A to B. Minimal disruption whilst the work is being undertaken would be beneficial. | Yes | Commute | | Car | | Daily | Yes | | Option K1 | Access to the hospital and the staff car park to the left of Aldi. | Yes | | No Pref | If it supports improvement then this should go ahead. | Yes | | Option L2 | Keep the flow of traffic as much as possible during the work. | 35-44 | Female | No | No |
| 20 | 05/02/2015 | Yes | Slow traffic from both North and South through derby. | Yes | Multiple | ALL | Multiple | Car, Cycle, Walk & Unicycle | Daily | No Pref | | Option K2 | | Yes | | Yes | This is an iconic spiral bridge which accommodates pedestrians, cyclists and Unicyclists. | Yes | Through flow of junction will reduce traffic queues northbound. | Option L2 | Access for residents from the area to Little Eaton is useful. Closing the ford lane access would reduce cut through traffic which is high speed and noisy. Reducing cut through traffic does not alter the traffic flow at Little Eaton island. | 35-44 | Male | No | No |

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| 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 I feel it has made both Markeaton and Little Eaton Islands far more dangerous. | 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 it's 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.<br>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 | The big problem with the plan is what happens to the constant volume of traffic going into and out of the Esso Station, MacDonald's and the Markeaton Park, especially when park events are held, it is dangerous now, with three access points. It is going to be very difficult to create a safe junction/s. Traffic coming off the roundabout conflicts with the access to the fuel station. Turning right out of any of the places will be lethal unless the design of road is brilliant, or new access points created further along the A52? | No | 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 | Majority of traffic using the junction continues on the A38 and so removing the need to stop will greatly increase traffic flow. | Option K2 | Improve access to the retail park. | Yes | Majority of traffic passes along A38 and so removing the need to stop will increase traffic flow | 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 | Busines & 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 | As with the other junctions. Improved flow and separation brings safety benefits. | Option L2 | The B6179 link to Derby via the A61 at the Little Eaton junction is a major connection for many communities with Derby, including those, which cross from the A6 to avoid crossing the centre of Derby to get to locations like the Railway Station and other locations on East and South East of the City Centre. The River Derwent limits the options available to these travellers. If you do not provide a replacement link, many of these people will create turbulence to the A38 flow by using it for one junction from the Coxbench junction. | 65+ | Male | No | No |
| 27 | 06/02/2015 | Yes | Improved local access to City<br>Improved A38 traffic flow | Yes | Multiple | Business, Residential & Leisure | Car | | Daily | Yes | | Option K3 | | Yes | | No Pref | | No | 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 |
| 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 Pref | | 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 Curry'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 be a roundabout of similar size to the one at Kingsway Retail Park because there is a lot of right turning traffic. | 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. HASAWA 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 | 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. | No Pref | | 35-44 | Male | No | No |
| 30 | 06/02/2015 | Yes | There are hold ups at peak times every day and then traffic gets into local rat runs especially in Mickleover 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 | People will wish to cross to get to the park. The current zebra /pelican crossing is ,dangerous and inefficient | Yes | | Option L1 | To much traffic uses ford lane as a way of skipping the queue for the roundabout . | 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 | Vitally 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 | 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 | Vitally needed, lets hope it doesn't suffer from political changes. | 35-44 | Male | No | Yes |
| 32 | 06/02/2015 | Yes | There has been a need for years to split through traffic and local 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.a.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 on 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'll still be 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 |

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| 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 | | 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 | Two way link required for pedestrians & cycles over railway. Would be sensible for link to be two-way and traffic calmed, for local traffic while discouraging rat-runners. Need to ensure Public Footpaths around junction are adapted or modified, so that walkers don't have to walk close t the A38 - eg from Breadsall to Little Eaton, and from Little Eaton to Darley Abbey Mills. | 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 | More Expensive option, but would satisfy 'local' residents for their short trips, with out the hindrance/dangerous access onto A38 | 35-44 | Male | No | No |
| 38 | 06/02/2015 | Yes | I TRAVEL TO DERBY EVERY DAY AND THE BOTTLE NECK OF QUEUING TRAFFIC AT THE Little EATON ROUNDABOUND | Yes | Commute | | Car | | Daily | No Pref | | Option K3 | | Yes | | Yes | | No | | I use the access road from ford lane on to the A38, which is a lot quicker than driving all the way down to the Palm court roundabout and queuing back down the A38. | Option L2 | I would prefer the access road onto ford lane be kept as it is. | 35-44 | Female | No | No |
| 39 | 06/02/2015 | Yes | These junctions have suffered major congestion over the years and grade-separation improvements are the only real answer | 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 | 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 bandied 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 | 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 are these people suitably happy with 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 I like the choice of linking to the B6179 I think this is genius. What I am not 100% sure of is how this will effect the land around there and by the caravan park and Starbucks area. | Option L2 | my main comment is how are you going to limit disruption for those travelling these roads, how will you phase this? What hasn't been provided is a prescriptive order of work. For example Little Eaton would be surely: Create new road to B6179 Then close Ford Lane. Create flyover - then look at the below road to service the A61. With Markeaton, Kingsway the same, how will this progress too and so on... I think a real detailed plan on the order the work will be carried out for the public to see this. It will help with as there is going to be mass disruption during this work, Also - 2017 until the planning application goes in...?? Why so long, can the process involved and the details of this then be communicated, I can imagine a lot of people will reply now in 2015, but then everything goes quiet, then suddenly the economy has affected this, again and then more consultation is done. It leaves the public a Little speculative and upset. Surely it is time now to get the consultation done and get the planning application in now not 2 years time? I realise there's is a process to follow, but 2 years after the consultation you get planning and then how long until after that will the work happen., ? 5 years, by then there is more traffic and more disruption and then will you need to consult again? At cost and waste of time. thanks for taking my points on, the whole point really is if this is required, the money is there and the public want this, then it needs doing sooner than later. | 35-44 | | 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 | 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. | Option K2 | Revised access to Kingsway retail park is required and this could be included in this option. | Yes | A short tunnel under the existing junction instead of two bridges, may reduce the impact to the surrounding area. Other than that no comments. | 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 | I don't see the need for the new link road L2. Surely this will only continue to make Ford Lane a cut-through to the detriment of local residents? | 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 | Adding traffic lights to the existing Markeaton roundabout has improved the traffic flow along the A52 and made using the roundabout safer. Significant upheaval of existing infrastructure to create the proposed arrangement, yet retaining a controlled roundabout (as I assume it will be) may not improve the existing situation. I would not be supportive unless validation evidence (in the form of traffic flow models) was presented for each option (proposed vs do-nothing) identifying a clear improvement. | 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 | | 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 | 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 | Perfect arrangement. There should be an improvement in people's quality of life as the through traffic will be in a trench. | 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 | A one way link is better than none at all. | 45-54 | Male | No | Yes |

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| 45 | 07/02/2015 | Yes | The A38 is regularly jammed leading to rat-running through the local streets. It is also often very difficult to get on to it from the local roads. | Yes | Residential | | Multiple | Car & Cycle | Weekly | Yes | I have been advocating this approach for the many years I have lived near the A38. I am concerned about the focus entirely on the motorist with scant regard for those who have to get around it. | Option K3 | I cannot envisage ever needing to enter or exit the A38 in this area. | Yes | See my answer to Q7. | No | The saving here should be use to further enhance cyclist/pedestrian access at the A52. | Yes | See my answer to Q 7. | Option L2 | effectively building a motorway through the suburbs of Derby, 2.You are taking some of Markeaton Park and some of the trees that border it, 3.The government is keen to promote cycling and walking for short journeys. While I accept that smooth flowing traffic will obviate the necessity for motorists to leave the A38 and rat-run through the local roads I believe that it is incumbent on the Highways Agency to compensate the citizens of Derby in additional ways. In general the Highways Agency should provide high quality access along and across the A38 for cyclists and pedestrians. Specifically you should: 1. Provide proper cyclist/pedestrian access over/across Greenwich Drive South for access to the Mickleover Greenway. 2.Provide proper cyclist/pedestrian access from Mackworth and the Radbourne Street area to the Kingsway retail park. 3.I understand that the one-way road is to prevent rat-running from Alfreton Road to Ford Lane. I suggest that if the traffic is free-flowing on the A38, as you hope it will be, rat-running will be a thing of the past. I therefore suggest that L2 should be two-way with cyclist/pedestrian provision. This could be retention of the path from Little Eaton roundabout to Ford Lane or new provision on Option L2. 4.Preserve the path from Markeaton Island past the TA. You need to acquire some land so acquire enough to replace the existing path. 5.Retain and improve the path from Kedleston Road to the A52. This is used a great deal by university students moving between hall of residence and various teaching sites. 6.At present the footbridge is not very accessible at one end and does not align with anything significant in the park. I would suggest that this facility be moved closer to the A52 where it would enhance access to the park from the Derby end of Ashbourne Road. 7.Retain and improve the path along the A61 and retain Toucan crossings across the slip-roads. I would mention that nothing infuriates cyclists and pedestrians more than having to wait, often up to a minute, at a Toucan that has not operated in their favour for many minutes. What is the point of this? Overall there is no advantage to the motorists and frustration for the cyclist or pedestrian. In some cases one can conclude that the Toucan is not working and cross | 65+ | Male | No | Yes |
| 46 | 07/02/2015 | Yes | Traffic jams at Markeaton and Little Eaton are damaging to the economy | Yes | Multiple | Business & Leisure | Car | | Weekly | Yes | Access to the Sainsbury's Site currently causes congestion back to the Kingsway island. Perhaps the proposed new access road to the North of the Site could be made to link in to the Sainsbury's Site, and one way access to the site developed to avoid the bottlenecks at the current roundabout near the Kings Highway Public House. Further residential developments, on the old Kingsway hospital site, will increase this bottleneck. | Option K2 | | Yes | | Yes | | Yes | | Option L2 | | | | | | |
| 47 | 07/02/2015 | Yes | Separates through traffic from Local traffic. Potentially enter access to the city for northern residential properties. | Yes | Multiple | Residential & Leisure | Car | | Daily | Yes | Must address traffic flow onto and from A5111. Retail Park Roundabout is a major problem for DCC to address. If scheme goes ahead then the natural flow of traffic from the ring road (A5111) to the A38 westbound will be to this island rather than the current route via the A516. Consider a slip road from A5111 to A38 west bound. | Option K1 | There is a lot of housing development in the Radbourne Road area and the northern edge of Mickleover. Also major housing developments in Ashbourne and many of these residents will use B5020 to head towards Derby and A38. Consider extending Greenwich drive up to Radbourne Lane to cater for these developments. | Yes | Good point - Safer road access to Markeaton Park. Ned to ensure articulated vehicles can still access Markeaton Park for fairs and special events. Will layout allow articulated vehicles using the A38 to easily access the ESSO garage and return to the A38? | Yes | Bridge is the preferred option to cross existing road with children, buggies, cycles and dogs. Whilst the underpass will take much of the traffic out of the pedestrians route to the park using a ramp rather than up/down curbs is favoured by many. If it is to be replaced consider moving it nearer the Roundabout and utilising the current road access into the park which becomes redundant | Yes | Like it. DO NOT make a rat run from Ford Lane to Little Eaton. | Option L2 | 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 roundtthrough Mackworth then the Radbourne Lane and Prince Charles Ave junctions onto Ashbourne Road could become problems and peak times. Possibly requiring traffic Lights or | 65+ | Male | No | Yes |
| 48 | 08/02/2015 | No | traffic flows at an acceptable rate especially since the introduction of traffic control lights. | No | Multiple | Residential, Leisure & Commute | Car | | Daily | No | The Derwent Ave/Ford Lane/A6 junctions are already a dangerous nightmare to negotiate. To increase traffic flow in these areas by removing exit/access onto the A38 is not acceptable and will pose an increased and real danger to all the residents and road/footpath users on the estate and surrounds. | Option K1 | | No | | Yes | | No | | Option L2 | See previous comment giving serious objections to the closure of Ford Lane. To close this exit off the estate will mean an unacceptable increase in danger at the Derwent Avenue/Ford LaneA6 junctions, together with increased and unacceptable congestion. | 45-54 | Female | Yes | No |
| 49 | 08/02/2015 | Yes | Excessive delays on the a38 | Yes | Multiple | ALL | Multiple | Car & Walk | Daily | No Pref | | Option K3 | | No Pref | | No Pref | | No Pref | | Option L2 | As residents on the ford lane estate we require alternative means of exiting and accessing the estate for when Duffield road is blocked. Plus with no other exit to the south there will be increased traffic on Derwent avenue. | 55-64 | Male | No | No |
| 50 | 08/02/2015 | Yes | Concern over local traffic during construction | Yes | Multiple | Residential & Leisure | Multiple | Car & Walk | Daily | Yes | | Option K3 | | Yes | | No Pref | | Yes | | No Pref | | 55-64 | Female | No | No |
| 51 | 09/02/2015 | Yes | 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. | Yes | Multiple | Residential, Leisure & Commute | Car | | Daily | No | 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. | Option K2 | K2 would provide direct access to the industrial estate. Please note my comments in Q7. Immediate surrounding land is a mixture of waste / shrubland that has Little use. Less environmental impact for the residents in Greenwich Drive South (GDS). Should be easy to reroute existing path / cycle track running between A38 and KPC. Either a crossing or non-vehicle bridge similar to that currently crossing Queensway near Kedleston Road Jn. GDS through traffic currently has a weight limit. Local residents would in any case, enjoy quicker access to the retail park than at present. Those from the Morley area would no longer need to use the A38. Non-local traffic would be kept further away from the school entrance. The land at K1 is open space used by the locals, and has non-vehicular access to the allotment. If K1 is chosen, all traffic including that for KPC would have a safety, health and environmental impact on GDS residents. Should anyone negotiating the Kingsway island take a wrong turn, it's better they end up in an industrial park than on a housing | Yes | I sincerely hope that the residents of those homes that will be affected, will be sufficiently compensated for their relocation, provided they haven't died of stress related illness. | Yes | Maintaining access links across the A38 for pedestrians and cyclists should be as important as improving the road system for drivers. The only other link at present is Kedleston Road flyover which is not practical for some, and the pedestrian crossings on the newly re-re-redeveloped Markeaton island. | Yes | Re-aligning the A38 in a northward curve where the exit slip for the A61 is, would eliminate the sharp bend currently on that side of the roundabout. | Option L2 | | 35-44 | Male | No | Yes |
| 52 | 09/02/2015 | Yes | Even though the recent improvements (particularly the installation of traffic lights) have reduced congestion, there are still significant queues during rush hour traffic. In addition, any sort of accident or incident there completely paralyses the entire A38 and the A52 | Yes | Multiple | Leisure & Commute | Car | | Daily | Yes | | Option K3 | | Yes | | No Pref | | Yes | | Option L1 | | 25-34 | Male | No | No |
| 53 | 09/02/2015 | Yes | Excessive traffic build up at peak periods | Yes | Multiple | Business & Leisure | Car | | Monthly | Yes | With the proposed study to convert some old rail lines into light rail systems, has this option been considered here? An underpass would make re-use of the old rail line here difficult. | Option K2 | | No | 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. | No Pref | | No | 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. | No Pref | | 35-44 | Male | No | No |
| 54 | 09/02/2015 | Yes | heavy traffic during the evening rush hour but nothing that sits there for long, its always moving. now improvements to Markeaton island have been made am sure we will see a difference. | Yes | Multiple | Residential, Leisure & Commute | Car | | Daily | No | If I had wanted to live on top of a busy duel carriageway I would of done so, where I live is just right, I have the best of both world. Close BUT NOT THAT CLOSE | Option K3 | As far as am concerned a Little added journey time is better than having increased noise, its better than a loss of open spaces for the kids to play in and an area that frequents dog walkers and a loss of trees and wildlife. The fact that you think this is ok is totally unacceptable. But then... you don't have to live there do you. | No Pref | as this has Little impact on me I don't think I need to say anything other than the more you can improve here the less you will have to do further up on my doorstep | No | loss of land and trees is always unacceptable, that said how much will be lost, you are very selective in what you tell us. will the new footbridge have a negative impact to the houses by it ? | No Pref | as before the more you can do here the better for everyone and as there are no house close to it I don't see a problem but I don't live in this area. | No Pref | I don't live here but am sure the residents will have plenty to say | 35-44 | Female | No | No |
| 55 | 09/02/2015 | Yes | The way some drivers use the current islands makes them a danger, those who don't know the area use them wrongly and become a hazard, local people trying to save time by using the islands wrongly are also a hazard | Yes | Multiple | Business & Leisure | Car | | Weekly | Yes | It will keep through traffic moving and only those requiring local access will use the adjoining junctions | Option K2 | I have no preference which, but think some local access will be needed throughout | Yes | Keeping the flow moving reduces the number of vehicles using islands and junctions | Yes | Even more so, as traffic will now be moving faster and crossing roads more dangerous | Yes | Keeps local access and through traffic separate to make joining the A38 safer/easier | Option L1 | Access currently obtained via Ford Lane can be achieved in other ways an not require further access at this point. | 45-54 | Male | Yes | No |

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| 56 | 09/02/2015 | Yes | The improvements which have recently taken place at Markeaton and Little Eaton Roundabouts have resulted in the layouts being 'squeezed' too excessively and the difficulties in the ability to fully integrate the A52 Derby City arm at Markeaton Roundabout means despite the changes capacity still struggles at peak times. In the case of Little Eaton - there are reports of confusing road markings which again link to the fact that restrictions due to the current layout prevent meaningful improvements to capacity/congestion. | Yes | Multiple | Business & Leisure | Car | | Weekly | Yes | Attended the display on Friday in Derby which was excellent -the professionalism from all those involved was clearly evident. The options preferred make sense - Kingsway and Little Eaton are less contentious given there locations - Markeaton Roundabout proposals - more so, given the implications for residents. The Markeaton roundabout proposals relieve pressure on the A52 Derby link which has to be a good thing. Having viewed the plans and DVD images I have a concern that the link to Kingsway Retail Park could be improved to relieve traffic accessing from the A5111 -maybe the proposed traffic signal development at this junction (currently a roundabout) will assist but its an opportunity missed if access to the retail park is not improved as a result of the scheme. Also the proposed Pentagon Roundabout flyover and Little Eaton will continue to be linked by the A61 single carriageway so the intended benefits to congestion could be undermined by the limitations of the A61 -extensive queues may well continue particularly on the outbound lane. | Option K3 | There could be implications for local residents, but the new Kingsway roundabout prevents the need for access both north and southbound - the short distances between both roundabouts would result in an increased safety risk and the intention to make this road an expressway. | Yes | This option re-aligns this whole section of road slighty and enables grade separation with local traffic using an elevated road layout section. There is a need to ensure that the A52 Derby City traffic is well catered for within the design capacity. | No Pref | The road design must cater for pedestrians requiring access to and from Markeaton Park given its importance so the question is the existing footbridge well used or is it likely that pedestrians will crossing using the existing facilities? -I'd go for the latter, so I cannot see the justification for building a new footbridge. | Yes | Ensure the layout can effectively cater with traffic to and from the City Centre -accessing both to and from the A38. | Option L1 | Changes to this section of the A38 are well overdue and given the increase in traffic volumes since the savings were made in the initial construction its good news that finally the scheme is being progressed. I understand that this is a scheme designed for the strategic road network but to fully maximise its benefits the dependency on other roads -A61, A52 (Derby City) to properly support the A38 has to be given serious thought. I appreciate its outside the remit but the positives of a multi million pound scheme may not be fully realised otherwise because of what the restrictive layouts do to both congestion and capacity. 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'. | 45-54 | Male | No | Yes |
| 57 | 09/02/2015 | Yes | Frequent bottlenecks (especially at rush hour) with the mix of through and local traffic | Yes | Multiple | Residential & Leisure | Car | | Weekly | Yes | Separation of the through traffic from the local traffic at Kingsway | Option K3 | | Yes | | Yes | | Yes | | No Pref | | 65+ | Female | No | Yes |
| 58 | 09/02/2015 | Yes | Perpetual bottlenecks | Yes | Multiple | Residential & Leisure | Car | | Weekly | Yes | | Option K3 | One of the current problems is the mixing of local short distance traffic with through traffic | Yes | | Yes | | Yes | | No Pref | | 65+ | Male | No | Yes |
| 59 | 09/02/2015 | Yes | There is severe traffic congestion on all three junctions, especially for Derby residents. The scheme proposed does not always take their needs into account as well as it should. There are further opportunities to enhance the local traffic situation at the same time and for Little extra cost to this project. | Yes | Multiple | Residential & Leisure | Car | | Weekly | Yes | Yes. The one way option for the link from Ford Lane should be made two way. At the Kingsway junction, the opportunity must be taken to improve access to the Sainsbury's shopping complex by a very short link from their delivery road to the new access road proposed for the Kingsway industrial estate. | Option K2 | | Yes | Design a better, safer access for traffic emerging from the petrol station onto the A52. This will be VERY busy when this access/exit will be immediately opposite the only access point for traffic to enter and exit the Markeaton Park. | Yes | So close to the College, to encourage pedestrians and cyclists to use the throughway to the park and avoid a conflict between cyclists, pedestrians and the main heavy lorries. | Yes | The present (improved?) exit from the Little Eaton village onto this junction is dangerous. confusingly, no traffic light sequence allows clear exit onto the island. | Option L2 | Link must be made two-way. This plan shows Little improvement for the local traffic, and the cost of this link (new bridge) should not be restricted. This shows Little regard for the local users in Allestree. | 65+ | Male | No | Yes |
| 60 | 09/02/2015 | Yes | | Yes | Multiple | Business, Leisure & Commute | Car | | Daily | Yes | Its the best option of the three available - but its still going to have massive impact during construction and afterwards, I'm very worried about the impact to my home life, noise and visual impacts are great concern as it any additional pollution, which is already bad enough | Option K3 | | No Pref | | No Pref | | No Pref | | Option L1 | Closing Ford Lane at least reduces the immediate traffic in the area - it would be an absolute minimum requirement given the massive changes you are prescribing elsewhere | 55-64 | Male | Yes | Yes |
| 61 | 09/02/2015 | Yes | I commute on this road 5 days a week through marketing and Little Eaton junctions and there is nothing more frustrating than sat in an endless traffic jam in the morning and at night I think this would drastically improve the roads and cut my commute times to work by half if these were built and I think I would bring a much needed boost for derby business in the future | Yes | Multiple | ALL | Multiple | Car, Cycle & Walk | Daily | Yes | | Option K3 | | Yes | I would hope to see a vast reduction in traffic as I live next to the a38 on Kedleston road and is my access point to the a38 for my daily commute to work | No | No because there is a perfect pedestrian crossing at the round about that still provides access to the park and a bridge on Kedleston road that you can walk across | Yes | I would make my commute to work much easier and safer and faster and less stressful than it is now as I half to sit in long queue of traffic every morning witch is very frustrating and costly in petrol | Option L2 | | 25-34 | Male | No | No |
| 62 | 10/02/2015 | Yes | Regular Traffic Jams | Yes | Residential | | Car | | Weekly | | | Option K1 & K2 | There will be an increase in traffic round the Kingsway Island as all Traffic from Mackworth will have to use that route. At present the North bound traffic does not use it | Yes | | Yes | | | | | | 65+ | Male | No | Yes |
| 63 | 10/02/2015 | Yes | | Yes | Leisure | | Car | | Rarely | Yes | To Bring the Junction up to present day standards | | | Yes | To bring the junction up to Present day standards | Yes | To maintain a pedestrian/cycle link from Park to City. Depends on pedestrian/cycle usage. | Yes | To bring junction up to present day design standards | | The whole scheme has been very well thought out & should proceed as soon as possible | 65+ | Male | No | Yes |
| 64 | 10/02/2015 | Yes | Through traffic is held-up at all of these junctions, causing long delays for many drivers. Also standing traffic causes much air pollution | Yes | Multiple | Residential & Leisure | Multiple | Car, Cycle & Walk | Daily | Yes | It is a poor design of a junction now. The design you have given is very good for all of the main roads. | No Pref | | Yes | It looks as if it would be the answer, with the use of a through underpass for the A38 and a high elevation for the A52 | Yes | The footbridge must be close to the Markeaton junction, if not it will not be used with people trying to cross or the roadways. Great Danger | Yes | This is the option I selected in 2002/3 but if the ford lane was closed Major problems would result on the Ford Lane/A6 and Derwent Ave/A6 Junctions. The only access for hundreds of local residents | Option L2 | | 65+ | Male | No | Yes |
| 65 | 10/02/2015 | Yes | Current lone delays | Yes | Multiple | Residential & Leisure | Multiple | Car & Motorcycle | Daily | No Pref | | No Pref | | Yes | | No Pref | | Yes | | Option L1 | Little Eaton Junctions - My reason for L1 are. 1. Ford Lane & Lambourn Drive are currently Major "Rat Runs" 2. The current slip road is to short | 65+ | Male | No | Yes |
| 66 | 10/02/2015 | Yes | We are currently badly affected by the A38 congestion on the former Burton Road, A5250 and these proposals will ease this for all the new houses being planned | Yes | Multiple | Business, Residential & Leisure | Car | | Daily | Yes | Essential to future traffic flows. The congestion movements from Kingsway will be reduced however flyover junctions direct from Kingsway to A38 in both directions is preferable, there will still be A5111>A38 congestion on the junction | Option K2 | Access to the New Zealand are and Mackworth would be restricted if local route is not available. Connection to Kingsway retail park direct from expanded Kingsway park close should be made | Yes | This is Essential ASAP. Flyover junctions from A52 would be preferable direct to A38 with uninterrupted A52 through route. | Yes | The Park is already split in two by 138 and better connections are needed even than a footbridge is possible particularly for cyclists | Yes | Main flows are from A61 to A38, Direct Access to A38 could be provided by tangential route to estate WOT at least in one direction as now A38(S) to A61(S) | Option L2 | This scheme is vital for the south west are of Derby where large new housing estates 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 Kingsway(Hospital) sit will increase problems at this junction and the A516/Uttoxeter Road/Hospital Roundabout and consideration should be given to Improvements in these areas | 55-64 | Male | No | Yes |
| 67 | 10/02/2015 | Yes | | Yes | Multiple | Business, Leisure & Commute | Other | Car & Lorry | Daily | | | Option K2 | Hopefully this option will keep heavy traffic to a minimum on local roads | Yes | Closing This road would eliminate cross over accidents | Yes | Lots of pedestrian access for public events. | Yes | | Option L1 | I would not like to see Ford Lane join the B6179 as at Peak Times it is still awkward and ring road trying to get onto Little Eaton Island. The less traffic heading south onto this Island the better. | 45-54 | Male | No | Yes |
| 68 | 10/02/2015 | Yes | At the Little Eaton roundabout although improved it is still Hazardous to exit at busy times. Traffic light sequence needs 5-10 sec adjustment | Yes | Multiple | Residential & Leisure | Car | | Daily | Yes | | Option K1 | Family members live at Mackworth and walk, cycle & use car daily on this route for work & leisure | Yes | With the existing Height of the road south of filling station is an underpass so much better than a fly over | No Pref | Depends on usage of foot bridge | Yes | Why an embankment on a flood plain? Wouldn't an open plan of stilts or viaduct be more in keeping | Option L1 | I only question the time frame, 2 years + before submitting application. 2025 to make a start?? | 65+ | Male | No | Yes |
| 69 | 10/02/2015 | Yes | Improved Traffic Flows on A38 | Yes | Residential | | Car | | Daily | No Pref | | No Pref | | No Pref | | Yes | Access by foot to Markeaton Park | Yes | | Option L2 | Leaving the "Harbourn Drive" Estate via Ford lane & Little Eaton is preferable to leaving via the Derwent Avenue & Ford land junctions onto Duffield Road(Particularly when trying to turn right towards Duffield - Which is sometimes virtually impossible & can be dangerous) | 55-64 | Female | No | Yes |
| 70 | 10/02/2015 | Yes | As a commuter who uses the A38 everyday between the Toyota Island and the Palm Court Island I have held many years with the A38. This scheme is great | Yes | Multiple | Business, Leisure & Commute | Car | | Daily | Yes | Design is great. My major reservations are the traffic now problems, While construction is underway we have just had minor upgrades to the A38 and the traffic problems were horrendous | No Pref | Only the A38 won't need to use either of these roads | Yes | Good design as above in Q8 Horrendous traffic problems recently will make people worry | Yes | Safe Crossing | Yes | Good Design Again major problem with traffic during construction & M1 Closure. | Option L2 | Many people I work with use Ford Lane to access the A38. Closure will be a very bad mistake and cause A6 to be congested at Palm Court Island | 55-64 | Male | No | Yes |
| 71 | 10/02/2015 | Yes | Derby has suffered from Gridlock for far too long | Yes | Multiple | Residential & Leisure | Car | | Weekly | Yes | You have to achieve a "through" route, any point where A38 traffic mixes with 'City' traffic is doomed to failure | Option K2 | You may be able to utilise K2 after the event. The existing "one way" access to Kingsway Park is a nonsense. | Yes | See 8 | No Pref | I am never on foot in the area of the park however during park activities, concerts, fireworks etc., there may be a case to get pedestrians back to "city side" of A38 without them stopping traffic by pelican or puffin | Yes | | No Pref | Not at this stage, I suspect the scheme will change a dozen times between now & reality. I had heard there might be some alterations to A52 affecting Derby. I had herd we might need some "feeder" routes to the HS2 project affecting Derby. Maybe now is an opportune time to look at the whole picture and "get it right & get it right the 1st time" Reworking costs money. We should not just solve the problem that exists today but prepare for the future, some of the proposals of which are known | 65+ | Male | No | Yes |
| 72 | 10/02/2015 | Yes | Too much Queuing now | Yes | Leisure | | Car | | Daily | Yes | It will take the majority of the through traffic away from the local traffic | Option K1 | Avoids tailing all round Mackworth to get out | Yes | See 8 | Yes | If it was needed before it is needed now | Yes | See 8 | Option L2 | | 65+ | Male | No | Yes |
| 73 | 10/02/2015 | Yes | We need to keep traffic moving it will help our economy | Yes | Multiple | Residential & Leisure | Car | | Daily | | | | | | | | | Yes | Yes we live next to the A38 our garden goes down to the river: I think there should be Noise barriers put up along the road, Especially along the Bridge as the noise from the Lorries is horrendous when we sit in our Garden | Option L2 | | 65+ | Male | No | Yes |
| 74 | 10/02/2015 | Yes | To make access to and from Mackworth Easier | Yes | Multiple | Residential, Leisure & Commute | Multiple | Car & Walk | Daily | Yes | I think this should resolve queuing down Kingsway Hill to gain access on to the A38 | Option K1 & K2 | Access is needed at this end of the Mackworth estate to prevent increasing traffic along prince Charles ave (if no access is provided) No preference between K1 & K2 but one of them needs to be implemented | Yes | It will ease traffic Flow | No | The Distance between crossing points at Markeaton Island and Kedleston rd Island is quite short, making a footbridge in the middle unnecessary | No Pref | Very Rarely use this junction | | | 55-64 | Male | No | No |
| 75 | 10/02/2015 | Yes | Improve the flow of traffic. Local resident and the views enclosed are also from the family of the household | Yes | Multiple | ALL | Multiple | ALL | Daily | Yes | Prefer the under pass option at Markeaton island as a flyover will diminish our view and increase traffic noise. Please ensure good pedestrian access in the area | Option K2 | Minimal disturbance to cycle route, local residents(volume of traffic) and open green space - the later two concerning Greenwich drive south. | Yes | Flyover would blot out our views & increase traffic noise so underpass preferred. Retain good pedestrian access in the area. | Yes | Encourage: cycling & walking habits in safety and ease of access away from the road. | Yes | The direct flow of traffic maintained along the A38 | No Pref | Where will works traffic/equipment be based/stored? Sound/vibration sensors & timing to include pollution monitoring(a lot of dust from last works) pitch of noise to be factored into monitoring. As this work will take 2/4+ years(basing our experiences from the works in 2014) overnight in particular; consideration for local residents - sleep deprivation is mentally fatiguing(especially those of us that work) I'm sure McDonalds & Esso will ask for compensation so too must local residents be considered re (to fund) triple glazing, black out blinds as light from works was an issue too. Last works there were some louds sustained transfers of rubble, to ensure such work is carried out in the day. we want to know the impact this will have on our views | 45-54 | Prefer Not to Say | No | Yes |
| 76 | 10/02/2015 | Yes | Better flow of traffic | Yes | Multiple | Residential & Leisure | Multiple | Car & Walk | Daily | Yes | Better flow of traffic around A5111 Ring road | Option K2 | K1 or K2 a must have traffic using windmill lane area heavily congested by student vehicles, causing large vehicles trouble accessing area now. | Yes | Better flow of traffic on A38 & A52 | Yes | Access for Markeaton park over A38 | Yes | Better flow of traffic on A38 & A61 | No Pref | Local access from Mackworth and New Zealand areas to A38 must be given, these areas are one of derby's largest estates, putting more vehicles around new Zealand area which is narrow streets and congested. Also access needed for emergency vehicles and large vehicles using the estates. | | Male | No | Yes |
| 77 | 10/02/2015 | Yes | Currently the many 'at level' crossings cause chronic delays at peak time. | Yes | Commute | | Multiple | Car & Cycle | Daily | Yes | Simple adaptation of the existing layout removing its weaknesses consider a single roundabout like now instead of a dumbbell | Option K2 | K2 ideal as it provides direct access to/from the A38 to the Industrial park. Avoids HGVs having to use residential streets | Yes | Minimal land grab from Markeaton Park. 3 lanes allows separation of on-off and through traffic | Yes | Pedestrian/Cycle access to the city from Markeaton park (Via Markeaton st) relies completely on this footbridge. Keeps them sager than crossing on the level. | Yes | Unsure if the large evening flow from A61 TO A38 north will benefit much from the changes. Appreciate a dedicated route expensive | No Pref | The key goal I think should be keeping the A38 traffic free flowing without the need to stop for conflicting flows. I think all 3 schemes achieve this very well. Good use of the existing footprints | 45-54 | Male | No | Yes |

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| 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 past 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 cant increase anyway' Wouldn't it be sufficient, less disruptive, cheaper just to keep 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 | | Daily | Yes | Traffic Flow/Reduce Delays/ Improve Safety | No Pref | 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 | 1)If the Ford Lane closure has no alternative, this will increase the use of Eaton bank & Duffield road which will make the route even more hazardous than it is now. The only potential argument to this is that there will be no delays so no need for local option. 2) This use of Eaton bank is actually likely to be more of a problem during the construction phase. 3) If the new link and/or cycle route is likely surely the cyclists and pedestrians should access the old railway track as a greenway to join Duffield road? as the existing cycle track is not used by regular cyclists | 55-64 | Male | No | Yes |
| 80 | 10/02/2015 | Yes | Improvements have been delayed for too long | Yes | Multiple | Residential & Leisure | Multiple | Car & Walked in the past but too dangerous now | Weekly | Yes | | No Pref | | 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 safer to exit the B6179 from Little Eaton to Derby | Yes | Residential | | Multiple | Car & Bus | Daily | Yes | Reduce Congestion | | | Yes | Reduce Congestion | | | Yes | Reduce congestion, make it safer from B6179 to cross A38 | Option L1 | Whilst I understand why you have 2 options L1 & L2 my problem is with L2. You will have 2 Exits on to B6179 Starbucks and the new road will be very close together. You have not done a traffic flow(no of cars) on the B6179. This is a busy road already with the Garden Centre outrams wharf Ind Est. Traffic approaching these two exits at 40mph(present limit) which mean it will be difficult to exit from both | 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. | | Not being resident in the area I have no views on the local arrangements | Yes | Same Reason for Q8 | No Pref | I am not likely to be affected by this | 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 | As you will have seen I have no Major Objections to the proposal. My only concern would be the unavoidable disruption when work is taking place. The recently completed scheme at the Little Eaton island took 6 months to complete. The proposed schemes would inevitably take much longer. I very much hope that the work would be "staggered" and that disruption would not take place at all 3 islands at the same time. However as somebody once said "If you want to make and Ornelette you've got to crack some eggs" | 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 | | Daily | Yes | This should traffic flowing - This doesn't often happen at the moment! A lot of new houses being built in Mickleover 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 | Having attended previous consultations I hope that something will actually be done this time! Otherwise this exercise will be yet another waste of time & money. | 45-54 | Female | 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 | | Car | | Weekly | Yes | The key benefits described in the exhibition document seem persuasive | No Pref | | Yes | Same Reason for Q8 | No Pref | 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 | As far as I can see the proposals would make a massive improvement for those making journeys along the A38, both local and through traffic. As long as I can remember such improvements have been talked about ever since the old ring road was changed to ain the 1960s and the A38 brought through. I and my family fully support the proposals and look forward to their completion on the earliest time table possible. | 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 | | Car | | Daily | | | | | | | | | Yes | Traffic Flow | Option L2 | 1. With option L2 Ford lane will still be a 'rat run' and therefore should have traffic calming measures. 2. Options L2 should be 2 way. 3. Derwent avenue and ford lane without option L2 must have traffic Lights, Roundabout or some method to allow traffic to turn right off the estate. 4. with option 2 one way or two way estate traffic will still need the ability to turn right at the Derwent avenue & ford lane junctions. Without 1,2,3 & 4 Being implemented correctly I would object to the Little Eaton Proposal | 65+ | Male | No | Yes |
| 86 | 10/02/2015 | Yes | We need to keep the traffic moving | Yes | Multiple | Residential & Commute | Car | | Daily | Yes | | No Pref | | Yes | It's the best option | Yes | We need a bridge its that simple | Yes | | No Pref | | 45-54 | Male | Yes | Yes |
| 87 | 10/02/2015 | Yes | Major Congestion even in quiet times | Yes | Multiple | Residential, Leisure & Commute | Car | | Daily | Yes | Needed | No Pref | | Yes | Needed | No | Rarely used | Yes | Needed | Option L2 | I would like to see the old railway line through Mackworth be developed to a cycle path or tram route to the Kingsway junction development. | 65+ | Male | No | Yes |
| 88 | 10/02/2015 | Yes | I spend at least 20 mins everyday in jams caused by these roundabouts | Yes | Commute | | Car | | Daily | Yes | seems to be the simplest solution | No Pref | | Yes | seems to be the simplest solution | Yes | Due to the location of footpaths people my be tempted to cross the carriageway to get to Markeaton park | Yes | As far as I can see no buildings need to be demolished with this option | Option L2 | | 55-64 | Male | No | Yes |
| 89 | 10/02/2015 | Yes | | Yes | Multiple | Business, Residential & Leisure | Car | | Weekly | No Pref | | No Pref | Consideration should be given to traffic flows as recent improvements caused major delays | No Pref | | Yes | Pedestrians & University personnel would require a safe means of traversing the A38 trunk road | 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 | The A38 is a major trunk road but also is the outer ring road for Derby. Major disruption was caused in 2014 when improvements were made to Markeaton & Little Eaton junctions as there are no local alternative routes for HGVs & commuter traffic consideration should be given to diverting Birmingham to Yorkshire vehicles say via M1 & M6 motorways. | 65+ | | No | Yes |
| 90 | 10/02/2015 | Yes | 1) Congestion & delays 2)safety | Yes | Multiple | Residential & Leisure | Car | | Daily | Yes | A38 traffic too fast round existing island - safety would be improved from Kingsway | Option K1 & K2 | 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 | Yes | Will cut out long delays | Option L1 | The sooner the work is done the better. If the K1 & K2 junctions were not provided many local journeys would have to be made down the A38 between the Markeaton & Kingsway junctions. | 65+ | | 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 | | Weekly | Yes | Does this take into account capacity for building at Kingsway hospital and larger royal derby hospital? | Option K1 & K2 | Option K1 & K2 need both to ease congestion. Please no loss of local wildlife site effect of crossing landfill area 'remediated'. This has already be 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. It's a residential are and still growing. 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. Allestree roundabout only. Safer. Will become a very busy rat-run - dangerous to pedestrians. Only want local inhabitants moving in this area. Safer. | Option L1 | Concerned about contamination of soil, landfill & RADON. Concerned about effect on wildlife, plants and trees. Need to replant. Concerned about cost. What is it? Usual to underestimate. Overrun, objections, hidden plants, unknown archaeology or protected wildlife. Sturgess school was built Markeaton lake. There is also Markeaton brook. Sturgess school was always do up. How are you combating water problems if you are sinking the A38 here? Suggest exit/entrances to/from A38 only at islands, Safer and cheaper. Pentagon island-derby city - never been touched. Isn't this more important? £10million ++ we've already spend on Markeaton & Little Eaton islands can we afford more? How many of those involved in design work since 2001 has live, lived, moved out, moved into this area? | 55-64 | Female | No | Yes |
| 92 | 10/02/2015 | Yes | The traffic congestion is great and has increased in recent years and will continue to do so | Yes | Multiple | Residential & Commute | Car | | Weekly | Yes | The traffic backs up at the traffic lights to a great extent nearly all day | Option K2 | 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 | This is a real bottleneck that must be improved. Hope there is minimum damage to the park. | Yes | There has to be a way of crossing for pedestrians visiting the park from town | No Pref | | No Pref | 1. I think the Greenwich drive south sliproad would be a non-starter because of congestion, proximity to housing and knock-on bottlenecks. 2. Could there be a possibility with Kingsway option K2 of opening a second entrance to the retail park(Sainsbury's) to lesson the congestion on the A511? 3. The embankments on and approaching Kingsway island were built with industrial waste from the nearby tip. Perhaps this should be tested for toxicity before work starts | 55-64 | Male | No | Yes |
| 93 | 10/02/2015 | Yes | To much traffic on the road for the ring road to cope with all at once | Yes | Residential | | Car | | Weekly | Yes | Very bad traffic congestion especially rush hour & having a supermarket entrance on the same junction | Option K3 | Because there is to much traffic going through the estate as it is. Plus a lot of schools in the area which needs to be considered | No Pref | | Yes | Very busy road and dangerous | Yes | | No Pref | The A38 should have never been linked to the derby ring road there are to many islands, too much traffic for a small city to cope with. It causes to much congestion and the flow of traffic just comes to a stand still in rush hour time especially. | 65+ | Male | No | No |
| 94 | 10/02/2015 | Yes | 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 | Multiple | Residential, Leisure & Commute | Car | | Daily | 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 Mickleover? As it stands the junction prevents this being incorporated easily. | Option K2 | serves the commercial area behind the retail park better. Would seem to have less impact on nearby houses. Could result in overloading eastern roundabout at this junction. Closing off existing local accesses is a good idea and will improve local safety. | 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 green space above the underpass to create a pedestrian/cycle corridor into Markeaton Park. | Yes | will improve access to/from Little Eaton. Make sure sliproads don't join A38 right on that exiting 70mph bend. Traffic will still back up the southbound exit slip from the A61 - Consider a long slip | No Pref | 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 | 25-34 | Male | No | Yes |
| 95 | 10/02/2015 | Yes | to reduce impact of through traffic on residents and local traffic | Yes | 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 | Local access needs to be kept otherwise the estates will become more heavily trafficked. The access K1 would bring too much traffic directly into the estate | 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 | | No Pref | While agreeing with the concerns for wildlife I find it quite ironic that a wildlife corridor should be seen as running along a major trunk road. It feels a Little like compensating the guilt of destroying habitats by creating the roads. I do however fully endorse and support the policy. It does keep some highly qualified and concerned people in employment. | 55-64 | Female | No | Yes |
| 96 | 10/02/2015 | Yes | 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 | Multiple | Business & Leisure | Car | | Weekly | Yes | The footprint would be no more that at present and would seem to make far more sense. | Option K2 | Using option K2 would avoid heavy commercial traffic using residential roads as in K1 but I feel it would be sensible to use both as high number of new houses on this side | Yes | A pedestrian crossing on west side of A52 to serve McDonalds and Markeaton park. Preferred option is a much better outlook across to the park. | 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 | Just get on with it before it costs even more should have been done 30years ago | 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 Greenwich drive north/a38 | Option K1 | 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 | No | Access to McDonalds/Petrol s/ Markeaton park opposite each other. Accident waiting to happen. Summer months extremely busy/congested. Crossings with traffic lights need to be implemented | No | 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 sage crossing is very much needed here. The old footbridge is hardly used. | Yes | | Option L2 | We live on Greenwich drive north and are very upset after seeing the plans today that you will be removing the boundary of trees that run along our road along side the a38. These trees provide all residents with a view of natural vegetation and act as a noise boundary. Removing these and erecting fences will be an eyesore and increase noise levels. We did not buy our house in 2007 with a view of a fence/wall we do not want one now. In any of your plans/exhibition you have not considered or acknowledged the detrimental effect of the actual roadwork's will have on the local residents when it starts. We have just had 18months of roadwork's between 8pm-6am Causing many sleepless nights especially with children. | 35-44 | 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 | | Daily | Yes | Keep traffic moving on A38 | Option K2 | Think it would be better than coming onto Greenwich drive as it does not take the green space and it would make that area of housing very busy | Yes | It is hoped it would help flow of traffic on A52 into city centre | 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 |
| 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 | | Weekly | Yes | General alignment of a38:least visual impact: lower cost | Option K2 | I am not from Mackworth but this alternative would appear to have the least impact on local housing. Traffic turning right is a potential source of hazard and congestion. There is nothing to permit satisfactory access to or egress from McDonalds and the petrol station to the a52(not traffic lights though) | Yes | Better than the alternative which does not appear to allow an easy flow of traffic from north to west or from south to east. | No Pref | it might be worth doing a survey to ascertain how well it is used | No | The new alignment is to the east and south of the existing: this is completely wrong. It ought to be to the west and north side perhaps taking the north west corner of the mobile home park and the southern half of derby garden centre | Option L2 | My proposal is based on increasing safety in this area generally. 1. Whilst not making the A38 straight it reduces the curve considerably. 2. Probable reduction in gradient as my proposal would have to be on embankment. 3. Potentially not much difference in whole life cost - potential accidents, road closures, diversions, delays, disruption, compensation, loss of life, hospitals cost etc. with your tighter curve and steeper gradient. There have been accidents at this location in the past and I consider that there is a greater risk with you option than mine. | 65+ | Male | No | Yes |
| 100 | 10/02/2015 | Yes | | Yes | Multiple | Residential & Commute | Multiple | Car & Walk | Daily | | | | | | | | | Yes | It will take commuting traffic away from our home, and hopefully take away noise and light pollution which we now suffer from | No Pref | | 55-64 | Both | Yes | Yes |
| 101 | 10/02/2015 | Yes | Too much traffic queuing | Yes | Multiple | Residential, Leisure & Commute | Multiple | Car & Walk | Daily | Yes | Less traffic queuing. Less pollution better access | No Pref | Improved Access to Kingsway retail park would be nice especially with new housing estate | Yes | Less queues on A38. Less pollution | No Pref | Don't know how many people us this bridge | Yes | Less queues on A38 and less traffic on ford lane. | Option L2 | Ford lane bridge over railway is a nice to have | 55-64 | Male | No | Yes |
| 102 | 10/02/2015 | Yes | To keep traffic flowing on A38 means no traffic queuing for local people to and from town centre & ashbourne. | Yes | Residential | | Multiple | Car, Cycle & Walk | Daily | Yes | To keep A38 traffic flowing | No Pref | | Yes | As a local person trying to get off Enfield road can take up to 10mins at busy times. | No Pref | | Yes | Keep A38 traffic Flowing | No Pref | | 65+ | Both | No | Yes |

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| 103 | 10/02/2015 | Yes | To call the present traffic congestion at peak times & provide additional capacity to accommodate future traffic growth | Yes | Residential | | Car | | Daily | | | | | | | | | Yes | the grade separation of the newly aligned A38 will ease current delays & provide future proofing. Option L1 Selected to ease exit from Eaton ave ford lane | Option L1 | No comments are for areas 1 & 2 as I am not a regular traveller to these locations | 65+ | Both | No | Yes |
| 104 | 10/02/2015 | Yes | | Yes | Multiple | Business, residential & commute | Car | | Daily | Yes | Underpass is best option limits noise, space is available | No Pref | Don't use this | Yes | Underpass good option | Yes | We use footbridge for access to the park | Yes | raised bank is an aesthetic option, looks better than pillars & bridge & can grow shrubs | No Pref | Look forward to completion of these works. Also happy that speed is limited to 50mph to reduce noise & accidents. | 45-54 | Female | No | Yes |
| 105 | 10/02/2015 | Yes | Traffic Queues | Yes | Multiple | Residential & Leisure | Multiple | Car & Walk | Daily | Yes | Traffic Queues on derby ring road a5111 | No Pref | | Yes | | Yes | Pedestrian access required to Markeaton Park | Yes | We are concerned at the impact on Derwent ave/a6 junction be has cut through down ford lane. Overall increase daily is 15% with L2 but what about impact at peak times? | Option L2 | | 65+ | Both | No | Yes |
| 106 | 10/02/2015 | Yes | Too many traffic tailbacks wasting time & polluting local environment | Yes | Residential | | Car | | Daily | Yes | Least visual impact | No Pref | Not affected by these access points | Yes | Least visual impact | Yes | Access over bridge used by pedestrians & cyclists | Yes | Seems the best environmental option | Option L1 | I think is most important to keep the footbridge access to Markeaton park | 65+ | Male | No | Yes |
| 107 | 10/02/2015 | Yes | Difficult to exit Little Eaton/ A38 derby is a known bottle neck | Yes | Multiple | ALL | Car | | Daily | Yes | | No Pref | | Yes | | No Pref | | Yes | Better traffic flow - Less Queues | Option L2 | | 55-64 | Male | No | Yes |
| 108 | 10/02/2015 | Yes | The Queues on the A38 & approach roads at peak times are irritating, Recent work at Little Eaton & Markeaton are showing only temporary relief. | Yes | Leisure | | Car | | Monthly | Yes | Congestion on the a5111 approaching the current roundabout is sometimes very severe | No Pref | I have never used the existing local access | Yes | I have delay on the southbound A38 approach to the existing roundabout - I am sorry for the loss of the existing housing involved in this option | No Pref | I have only once used this footbridge so cannot say how essential it is | Yes | I have experiences delay on the A38 approach to the existing roundabout & have delayed departure or taken a less convenient route to avoid it. | No Pref | | 55-64 | Male | No | Yes |
| 109 | 10/02/2015 | Yes | Too many cause causing delays to buses | Yes | Residential | | Multiple | ALL | Weekly | Yes | Annexing public open space should be minimal | Option K2 | K1 would give extra traffic close to housing. Make sure pedestrian & cycle access from Brackensdale ave to Sainsbury's back entrance is not hindered by the new road | Yes | After demolishing the big houses for the slip road, you could build affordable ones on the back gardens that remain | Yes | It is safe way to cross the A38. There should also be a safe way to cross the new junction close to the A52 with pedestrian access to the park close to the corner retained | No Pref | I seldom use this junction | No Pref | | 65+ | Male | No | Yes |
| 110 | 10/02/2015 | Yes | | Yes | Multiple | Leisure & Commute | Multiple | Car & Bus | Daily | No | I don't agree with access via Greenwich drive south. As I live on this road and would be very dangerous if done | Option K2 | This access via Kingsway park close would be a lot better for children and residents | Yes | | No Pref | | Yes | | Option L2 | | 25-34 | Female | No | Yes |
| 111 | 10/02/2015 | Yes | We cannot continue with the current traffic flow problems | Yes | Leisure | | Multiple | Car & Walk | Weekly | Yes | Personally not affected because I don't live close enough to local access | No Pref | | Yes | | No Pref | | Yes | who can argue with the 3D visualisation | No Pref | Its been talked about for 40+ decades - time to realise the project. Derby needs it. Thank you | 55-64 | Male | No | Yes |
| 112 | 10/02/2015 | Yes | Improvement is always good | Yes | Leisure | | Multiple | Car, Cycle & Walk | Daily | No Pref | | No Pref | | No Pref | | No Pref | | Yes | | Option L2 | We would like a footpath from Ford lane to B6179 so we can bike of walk to Little Eaton. We would also like a one way traffic option for Vehicles from Ford Lane to B6179 | 55-64 | Prefer Not to Say | No | Yes |
| 113 | 10/02/2015 | Yes | Long overdue. Needed to relieve congestion | Yes | Multiple | Residential & Leisure | Car | | Daily | Yes | No I think its brilliant. I am sorry to the people who will lose their homes but it is for the common good | No Pref | | Yes | Excellent scheme. I am sorry for the people who will lose their homes but it is for the common good | No Pref | | Yes | Necessary to relieve congestion. Some increase in traffic noise should be mitigated by quite surfaces and landscaping etc. | No Pref | 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) | 55-64 | Prefer Not to Say | No | No |
| 114 | 10/02/2015 | | | | Residential | | Car | | Daily | Yes | | | | Yes | | | | Yes | Reduce rat run down ford lane. Make ford lane safe for cyclists & pedestrians | Option L1 | Ford lane increasingly busy. Used by fast moving traffic in a residential area not built for this. It is difficult accessing ford lane particularly in the morning. Due to volume of fast traffic Children frequently walk down road to bus stops on Duffield rd. Their is no pavement at the top of ford lane on one side - an accident waiting to happen. The problem will get much worse over time. Traffic lights are already needed at ford lane Duffield rd junction | 55-64 | Female | No | Yes |
| 115 | 10/02/2015 | Yes | Derby has always been a traffic problem. This is long overdue | Yes | Multiple | Residential & Leisure | Multiple | Car & Cycle | Weekly | Yes | Only Concerns are to make provision for cyclists | No Pref | I live in Littleover and have no need for these junctions. | Yes | Currently a bottleneck | Yes | Safe crossing at the A38 for pedestrian and cyclists is a must | Yes | Awful bottleneck sat present. Also a problem for cyclists as currently configured | No Pref | My concerns are regarding the disruption and length of time. I would prefer massive disruption for a short period of time rather than major disruption for years. | 65+ | Male | No | Yes |
| 116 | 10/02/2015 | Yes | Traffic Congestion | Yes | Multiple | Residential & Commute | Multiple | Car, Cycle & Walk | Daily | Yes | | No Pref | | Yes | | No Pref | | Yes | Like the proposed solution but concerned about noise levels from elevated road. | Option L1 | | 45-54 | Male | No | Yes |
| 117 | 10/02/2015 | Yes | The mix of local traffic & through traffic at these junctions causes unacceptable delays & increases the risk of accidents. | Yes | Multiple | Residential & Leisure | Car | | Weekly | Yes | It will enable traffic to enter the A38 in either direction in a safer way through traffic will be unimpeded. Current housing developments on Kingsway hospital will have an impact | Option K1 | Much traffic travelling south on A38 turns up Kingsway. Also housing developments on Kingsway's will impact on this side of A38 (Current exit not shown on map) Therefor it would be better to avoid the east side of the A38 while still providing local access otherwise A52 will suffer | Yes | Key benefits are persuasive but effect on A52 is underestimated - traffic from petrol station, McDonalds & park(often turning right) and Mackworth estate will cause problems. Current park access is badly sited and dangerous | No Pref | It is not clear what pedestrian access will be provided at the junction. The existing footbridge is not heavily used but the new one is a trek from both ashbourne & Kedleston roads. More definition required | Yes | At least 12yrs late (like the rest of this development) Please proceed asap | Option L1 | The will be acceptable alternatives for traffic using ford lane. Currently mainly as a rat run because of congestion at Little Eaton roundabout. It is not clear why the A38 could not be moved westwards after the Markeaton junction to avoid house demolishes. It is a pity the north bound access to the A38 cannot be provided off Kedleston road. If the proposed 400 home estate goes ahead birchover way & ferrers way will become even more over loaded with through traffic. | 65+ | Male | No | Yes |
| 118 | 10/02/2015 | Yes | Huge backlogs at rush hour times on the approach to derby | Yes | Multiple | Residential & Leisure | Car | | Weekly | Yes | Should go some way towards reducing rush-hour traffic | No Pref | I don't use any of these access roads I haven't seen any problems on the roads by other peoples use of them | Yes | Seems to be a fairly streamlined re-alignments of existing road layout to facilitate better traffic flow | No | Provided decent pedestrian/cycle crossing is provided at the junction I don't see a need to replace the footbridge | Yes | Should reduce queuing traffic on northbound A61 & ensure A38 traffic keeps moving & allow traffic from Little Eaton to enter the junction | Option L2 | | 55-64 | Female | No | Yes |
| 119 | 10/02/2015 | Yes | To provide a through route for lorries and improve local traffic movements | Yes | Multiple | Residential & Leisure | Car | | Weekly | Yes | Better conversion or diversion of commuter ring road traffic with the A38 | Option K1 | I am not sure this is the correct choice without knowing rush hour detailed traffic levels. Traffic lights may be required on the subsidiary traffic islands | No | I agree with the underpass but would encroach further west(even though this may upset Esso & McDonalds) To limit property demolition on east side. The services would be better provided at Little Eaton where there is more room | No Pref | I cannot answer this without knowing the usage 0 I like the present architecture on the bridge | Yes | Although recently improved it needs a through rout for lorries and improves the gradient up to denby for north bound heavy goods | Option L1 | Restrictions at rush hours on the A61 of frank whittle 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 | 65+ | Male | No | Yes |
| 120 | 10/02/2015 | Yes | Existing roundabouts cause serious traffic delays on the A38 approach to derby especially at rush hour times. | Yes | Multiple | Residential & Leisure | Car | | Weekly | Yes | Long delays at rush hour times on northbound A38 which also contributes to some traffic using rat runs at Mickleover to avoid the delays | No Pref | Need to ensure safe bicycle route alongside A38 leading up to royal derby hospital | Yes | It eliminates a roundabout for the A38 traffic & hopefully will reduce standing traffic | No | If the roundabout at Markeaton Junction is adapted but for pedestrians & cyclists to safely use then this should suffice | Yes | If the roundabout at Markeaton Junction is adapted but for pedestrians & cyclists to safely use then this should suffice | Option L2 | To eliminate standing traffic on frank whittle way 7 on the A38 southbound, Safer access to the roundabout needs to be considered for the road to Little Eaton | 65+ | Male | No | Yes |
| 121 | 10/02/2015 | Yes | To ease congestion and road traffic in the area allowing through traffic and local traffic to be kept separate which also cuts journey times for both | Yes | Multiple | Residential & Leisure | Car | | Weekly | Yes | Looks visually acceptable. Hard to fault this design | No Pref | We live in Mickleover close by & join the A38 via Kingsway normally. Southbound there is other options. | Yes | Looks good to us | No Pref | The footbridge is not required by us but others may need it | Yes | It looks good (in our opinion should have been built some time ago) | No Pref | The proposals look excellent & is hopefully going to be a vast improvement at all levels. The benefit of all that will us it. Local & through traffic | 65+ | Male | No | Yes |
| 122 | 10/02/2015 | Yes | Much Needed, Overdue | Yes | Residential | | Multiple | Car & Walk | Weekly | Yes | | No Pref | | Yes | | Yes | Use this route on foot quite often | Yes | | Option L2 | | 65+ | Male | No | Yes |
| 123 | 10/02/2015 | Yes | To improve traffic flow through these junctions which currently cause long tailbacks in all directions and this will only become worse in the future | Yes | Multiple | Residential & Leisure | Car | | Weekly | Yes | | Option K1 | I feel it is important to provide local access otherwise there will be increased traffic on the westbound 152 and on prince Charles avenue which is already quite busy. I think it unlikely there would be use by heavy vehicles under option K1 as they currently have opportunity to use estate roads and rarely do so | Yes | A reduction of Queuing traffic on the A52 is urgently required and this option would achieve that | No Pref | I don't use this footbridge myself and rarely see anyone else using it | No Pref | As I rarely use this junction I am in no position to comment | No Pref | | 65+ | Female | No | Yes |
| 124 | 10/02/2015 | Yes | To improve traffic congestion especially at 5111 Kingsway roundabout = a52 northbound at the Markeaton roundabout out of the city towards ashbourne. Relieve traffic in the future | Yes | Multiple | ALL | Car | | Daily | Yes | Whilst keeping the A38 traffic moving freely congestion on the local routes that is a5111 = a52 will be greatly reduced | Option K2 | Allowing traffic into Mackworth on this access point would mean less movement of traffic where residents live as opposed to an industrial site in Kingsway park close area | Yes | Less congestion on the A52 especially at peak times I'm not clear about pedestrian access either a footbridge or pelican crossings needed. | No | As mentioned in Q12 what facility is there for pedestrians | No Pref | My concerns are the roundabouts in my area. Ill leave comments of the above to local residents | No Pref | | 65+ | Both | No | Yes |
| 125 | 10/02/2015 | No Pref | Yes as the whole scheme does look like it will improve the flow of traffic. No the loss of trees, wildlife & some peoples homes | Yes | Multiple | Business & Leisure | Car | | Weekly | No | Not sure about the double roundabout. Sometimes these could still cause a 'grid-lock' | Option K2 | Kingsway is more convenient for me | Yes | The virtual video this junction move with ease | No | I would prefer a footbridge to be rebuilt as I use the existing one. But I don't think enough people use it to warrant a rebuild. Plus I don't like the idea of losing land & trees from Markeaton park | Yes | Again the ease of flow at the road was very convincing. Hopefully would take traffic away from Little Eaton | Option L1 | Ford lane was dangerous anyway. My main concern would be the noise levels for local residents. I couldn't see in the plans that there was any screening of the traffic. Trees were in the design but that doesn't protect a barrier from noise. If I were a local resident I would want a guarantee that this would be addressed. | 55-64 | Female | No | Yes |
| 126 | 10/02/2015 | Yes | The three islands are bottlenecks for anyone trying to get past/through derby most times of the day | Yes | Multiple | Residential, Leisure & Commute | Multiple | Car, Cycle & Walk | Daily | Yes | Seems pretty good design to me | Option K1 & K2 | There needs to be some access other than Prince Charles avenue. Greenwich drive south would need to be widened for Option K1 | Yes | Seems pretty good design to me | No Pref | Having access to McDonald, Petrol station & Markeaton park all in the same place will cause problems. What's with an entrance to the park off the roundabout - as at present? | Yes | Should solve most problems | Option L1 | You'll still get traffic queuing back on to the A38 at weekends(especially) in the run up to Christmas. This is caused by cars waiting to turn into curry's car park. I don't see why you don't have both access options K1 & K2 for Kingsway. You could just block off access from Kingsway park close - HGVs shouldn't be driving past homes anyway. | 45-54 | Male | No | Yes |
| 127 | 10/02/2015 | Yes | Stop traffic jams. 90% of traffic want to go to the M1 or Birmingham | Yes | Multiple | Residential & Leisure | Multiple | Car, Cycle & Walk | Daily | Yes | | Option K1 | I Live on Greenwich drive south but the slip road suggested might prove dangerous | Yes | Why go under and not over? | Yes | Access to the park from that side of the city | Yes | | Option L2 | Get on with it | 65+ | Male | No | Yes |
| 128 | 10/02/2015 | Yes | For the improvement of traffic flow. But not at the extra traffic and noise and fumes the new will bring | Yes | Multiple | Residential & leisure | Multiple | Car & walk | Daily | No | It brings traffic much to close to the houses on Greenwich drive south | Option K2 | It would take the traffic away from Greenwich Drive south, Which is already a very busy bus route and rat run | Yes | | No Pref | | Yes | | No Pref | | 65+ | Male | No | Yes |
| 129 | 10/02/2015 | Yes | It should be done years ago now decide (Cant read rest of comment) | Yes | Multiple | Business, residential & commute | Walk | | Monthly | Yes | Hopefully once done its done just leave it alone. Only do maintenance | Option K1 | | No Pref | | Yes | Just get it done and over with | Yes | Should of done this before. No dig it up again money wasting don't you think | No Pref | Plus A52 Flyover pentagon island. Get it done asap plus 3 major projects over and done with oh | 35-44 | Male | Yes | No |
| 130 | 10/02/2015 | Yes | Very long delays | Yes | Multiple | Business & Leisure | Multiple | Car, Bus, Cycle & Driving Bus | Daily | Yes | See below | Option K3 | The local access to Kingsway park should be via the supermarket access from Kingsway, This would also then give access to Mackworth via Little Eaton st to Brackensdale avenue. The existing road layout could then be utilised for access to/from A38 | Yes | | Yes | | Yes | If option L2 is adopted the ford lane exit should be on to the roundabout. If it is on to the B6179 there must be a no right turn situation at the junction | Option L2 | Where work commences it must be on a 24/7 basis (with the possible exception at the A52 due to close residential properties) If any of the "local" roundabouts are going to have traffic light control this should be on the access to the roundabout only as half way round the island traffic lights are potentially dangerous and cause traffic congestion. Any cycle routes must be kept off main carriageways | 65+ | Male | No | Yes |
| 131 | 10/02/2015 | Yes | The recent improvements have helped but traffic still queues approaching all 3 roundabouts and getting into or out of Little Eaton. Can add 20minutes to a journey | Yes | Residential | | Multiple | Car & Bus | Daily | Yes | This is a very busy junction and traffic backs up from Mackworth causing lengthy delays | No Pref | Local residents opinions should be sought | Yes | As before, This part of the A38 is very busy and made worse by local traffic crossing it. This will reduce the volume of traffic on the A38 | Yes | I think more people cross the road at the current traffic lights. They will need an access to the park | Yes | Trying to get into Derby from Little Eaton to B6179 involves risk taking in entering and leaving the current island. Even with full time lights here is very Little Tim to access the island before A38 traffic is upon you | Option L1 | | 65+ | Male | No | Yes |
| 132 | 10/02/2015 | Yes | I have only lived in derby for 4 yrs the first time I came here I though the A38 needed an underpass | Yes | Multiple | Residential & Leisure | Car | | Weekly | Yes | In Principle it seems a good idea and it will only make any journeys I make easier | No Pref | It won't affect me much | Yes | It should improve journey times and in principle be safe | No | Does anyone actually use this bridge. My kids like it they call it the curly wurly bridge but we don't use it | Yes | Again it should be safer and improve journey times | No Pref | Yes good luck and I hopes its not yet another project that gets kicked into the long grass | 45-54 | Male | No | Yes |
| 133 | 10/02/2015 | Yes | | Yes | Multiple | Business, Residential & Leisure | Car | | Weekly | | | Option K2 | I often go to the retail park practically never to the house area to the west of the A38 | Yes | It makes sense | No Pref | I never use it except to watch the fireworks on bonfire night | Yes | Much better option that the earlier ones I saw | Option L2 | Please get on with it quickly or as quickly as possible within planning law constraints | 65+ | Female | Yes | Yes |
| 134 | 10/02/2015 | Yes | Appalling rush hour hold ups The need for a highly efficient road system for a route which is not only an important through route but also part of the city's outer ring road | Yes | Leisure | | Car | | Weekly | Yes | | Option K2 | | Yes | Underpass lessens the visual impact Plenty of pedestrian crossing for the park that is very popular and often holds big events | Yes | | Yes | | Option L1 | | 35-44 | Male | No | No |
| 135 | 10/02/2015 | No | | Yes | Multiple | Residential & Commute | Multiple | All | Daily | | | | | | | | | | | | | | | | |

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| 136 | 10/02/2015 | No | Recent improvements at Markeaton and Little Eaton have improved traffic flow as far as is practical. Further streamlining will simply move congestion further up or down the road. The cost and likely duration of disruption for the schemes appears to be likely to be too large to justify. The A38 is not a motorway, it is just another ordinary trunk road. | Yes | Multiple | Residential, Leisure & Commute | Multiple | All | Daily | No Pref | | Option K3 | No preference | No Pref | | Yes | | No | If the scheme has to be built a more direct scheme with a far less tight bend radius would be preferable. Eg old option 1 or 2. As far a possible the scheme should be built on elevated concrete pillars rather than using land consuming embankments. That way land, eg garden centre car park could be underneath and Ford Farm Mobile homes (they are Mobile! ) could be easily moved a bit to a nice new landscaped park with more amenities shielded from the new road. | Option L2 | Better still make new BI-DIRECTIONAL access link way link use edge of new bridge that will have to be built for the main carriageway anyway. That way expense of a separate new railway crossing could be avoided. Access to the bidirectional link-way could be limited to cars entitled to use it at busy times through registration with an Automatic Number plate Recognition system. Out of rush hours free access to the link-way should be permitted. | 55-64 | Male | No | Yes |
| 137 | 10/02/2015 | No | Because the Pinch Point Improvement scheme has made a difference to my journey times and I think the £22 million would be better spent improving the existing road network in Derby and surrounding area. These roads have been in a shocking state of repair. | No | Commute | Commute | Car | | Daily | No | What is the impact on the local residents? Why can't they improve the links between the A50 and the M1? The M1 has just undergone a widening to 4 lanes and the A50 was built very recently. The speed limit is a joke. These should be enforced to 40mph. it is still a residential area however wide you make the road. This should be about improving the area for people who live here! Everything that is being proposed is for those coming through Derby we are just going to be a 'via' not a stopping place. Anyone who lives on the Mackworth estate will have to travel down Prince Charles Ave to gain access the A52 then the A38. Therefore creating more traffic at the roundabout. No benefit for local residents. | Option K3 | I'm not directly effected. check what the environmental impact is on the local area with the residents. What is the impact on the residents? If traffic isn't stopping then its moving, moving traffic is noisy and dirty, and creates vibration. How would queuing be reduced? Why can't you trial an enforced 50mph between Kingsway and Little Eaton roundabout? This would reduce the concertina effect of huge differences in speeds between 40mph and 70mph. | No | The recent improvements are adequate. If the previous (pre Pinch Point) road layout was good enough for the last 30 years(?) why is what has just been done only sufficient for the next 2 years, what is coming to Derby??? Why do we need such a huge scheme of improvement? Again I suggest, why can't the traffic be served by the A50 and the M1? | Yes | There is no way to get to Markeaton park from the University campus if there is no bridge. These improvements are not about safety and non-car users. They are for traffic only | No | Because the A38 is going to be on an elevated section above the roundabout at Little Eaton on the way the noise travels and distance is travels subjecting the local to more traffic noise pollution. this is not confined to within the hours of daylight, articulated lorries travel 24:7 therefore tyres on tarmac will be a constant drone. Locals will no longer be able to access the A38 using Ford Lane. Therefore all traffic from this area will have to access the A38 via the A6. There is nothing in this proposal that is for the local residents. NOTHING. All these proposals are suggesting is to improve traffic conditions for people who do not live in the area ie, those driving THROUGH Derby not to it. If you want to make it better for the locals improve the rail links, put the freight back on the trains. Approximately 27600 transporter lorries leave and return to Toyota what is the environmental impact of that? How many lorries leave Rolls Royce? | No Pref | We use the Ford Lane access to the A38 all the time. Shutting it will create inconvenience. There is nothing in this proposal for the local residents. This will impact on the quality of life of all who live near. It will increase traffic and queuing for locals on none A38 roads and many will have to find different routes around the city. The only winners will be the lorries and business users who travel through the area. It will create more traffic for Derwent Ave, Lambourne Drive and the A6. The approach into Derby from Derwent Ave to the Palm Court is already congested this proposal will make the situation worse. You need to consider the residents and the long term impact on Derby. This is not a blank canvas, it is a community, that already suffers because of the intrusive traffic noise, this proposal will make things much worse for the residents. The environmental impact on area, noise, pollution, vibration, street lighting, speed limits should all be considered. Safety is the biggest one - closing off access to the A38 will increase congestion on other already congested roads. The main objectives are to reduce traffic delays, improve journey time reliability and improve safety. There is nothing in this proposal that improves safety for the local area - there are still unfinished "safety issues" at Markeaton with raised man hole covers still proud of the road. There are other measures that could be less invasive, we don't want what will effectively be a motorway in our back yard. I will be very interested to hear what mitigation, compensation and compulsory purchase packages you are offering for ALL those on this stretch of the A38 because this will completely and utterly change the landscape and significantly affect anyone living close by. | | | | |
| 138 | 10/02/2015 | Yes | Rather obvious! Have you ever used the junctions. | Yes | Multiple | ALL | Car | | Daily | Yes | | Option K3 | | Yes | | Yes | | Yes | | Option L1 | | 45-54 | Male | No | No |
| 139 | 10/02/2015 | Yes | It should have been built like this from the beginning. allows traffic to flow freely on A38 without bottlenecking at derby. | Yes | Leisure | | Car | | Weekly | Yes | cycling provision.....make it easy for people of bicycles on A52, etc, to easily avoid the A38 junctions, etc. | Option K2 | 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 congestion. | Yes | | No Pref | | Yes | | No Pref | | 35-44 | Male | No | No |
| 140 | 10/02/2015 | Yes | Desperately needed - local traffic conflicts with through traffic at each of these junctions and causes major delays - should have been done when the A38 was originally constructed | Yes | Multiple | Business, Residential & Leisure | Car | | Weekly | Yes | it was designed as an underpass | Option K1 | There will soon be additional traffic on Kingsway due to new housing and business developments - an additional access road onto the island (as proposed via K2 will reduce the flow of traffic around the island and may also introduce additional traffic cutting through from the city centre | Yes | it would make more sense (and be a lot safer!) if the new entrance to Markeaton Park could be accessed via the proposed new roundabout rather then via new entrance opposite the petrol station Slight concern regarding possible flooding via the underpass approach (as has affected other such road designs in the city) though would certainly be more aesthetically pleasing | No Pref | I'm not sure how many people actually make use of the existing bridge so no real opinion | Yes | by far the most sensible approach | Option L2 | No access at all would have a significant impact to local people and would increase traffic at the Palm Court roundabout (and the volume of traffic accessing the A38 via the associated slip road) | 45-54 | Male | No | No |
| 141 | 10/02/2015 | No | | Yes | Multiple | Residential, Leisure & Commute | Car | | Weekly | No Pref | I am not a resident it will not directly affect me. But it is surrounded by residential properties, any changes, widening of the road will have a significant impact on the quality of life of those who life close by. | Option K3 | This does not directly affect me as I am not a local resident. | No Pref | This will significantly change the environment, approach into Derby and pedestrian access to Markeaton Park. The plan shows no pedestrian crossing. | Yes | How else are cyclist and pedestrians going to access Markeaton park and Kedleston road uni site if there is no bridge? No alternative routes have been suggested on the proposal. | No | proposal is clear because there are very important issues missing from the proposal document. There has just been a programme of improvement that only finished last year. The Pinch Point Improvement plan has increased traffic flow, therefore it has increased noise, vibration and pollution. The landscape has already been altered significantly and no mitigation has been offered or put in place. if this is indicative of how the HA treats the local residents then what can we expect if this extensive and far reaching plan goes ahead? What WILL be in place as standard? We need effective mitigation clearly identified on the plans so as residents, we can make an informed decision. Other considerations - the significant impact, particularly in terms, of noise that we have already sustained as a result of the Pinch Point improvement plan - how much more noisy will it be? What are the legal limits? Will someone be coming to stand in my garden to take reading at different times in the day? We have recently purchased very expensive double glazing, will it be sufficient to block out the increased | No Pref | If you put any road in, it will have an impact in its surrounding area. Why is the proposal only one way? This will increase the possibility of Derwent Ave and Ford Lane becoming a rat run from the A6 to Little Eaton. What benefit is this to residents of Derwent Ave and Lambourne Drive and Ford Lane? | | | | Yes |
| 142 | 10/02/2015 | Yes | Traffic congestion and the associated impact on air quality need immediate attention as it is detrimental to the quality of life for the people living in the area. | Yes | Multiple | Business, Residential & Leisure | Multiple | Car, Bus & walk | Weekly | Yes | This option appears to minimise changes to the local topography and keeps most of the modifications to road layouts within the envelope of the existing infrastructure. | Option K2 | This option involves less disruption to residential properties whilst allowing traffic from both Mackworth and Morley estates access to the A38, Ring Road and Kingsway retail park. | No | I disagree with the roads being routed such that properties on Queensway have to be demolished, it also brings the road very close to the Royal School for the Deaf's land, which is not acceptable. The obvious answer is to route the road slightly to the North and skim off a small amount of land from the southern edge of Markeaton Park. I believe the current option, for whatever reason, may be a politically motivated idea from the City Council. | No | The present bridge only serves to give access from Markeaton Street to the park and is not extensively used. It is not practical for the elderly or infirm. Provided good pedestrian access is incorporated from the A52, and maintained at Kedleston Road, this bridge is not required. | No Pref | | No Pref | Having lived at Mackworth since 1955 and experienced the upheaval from the works when the A38 was cut through to join the Ring Road and later, the M1, I welcome the proposal to speed up the flow of traffic. The proposals are, in general, reasonable. | 65+ | Male | No | Yes |
| 143 | 11/02/2015 | No | Initially it will seem great for those commuters who regularly use that section of the A38 but ultimately it will lead to more traffic travelling on the west side of Derby and consequently a several fold increase in air pollution within the 5-10 years post construction, which will affect people living nearby, not to mention a massive increase in CO2 emissions. In my experience it flows quite well outside of the rush hours, except on bank holidays and summer weekends, but I fear that within a decade of it being completed we'll just have 3 lanes of slow moving traffic during busy periods instead of 2. Therefore I think it is short sighted and old fashioned idea which will temporarily free things up and the money would be better spent improving the city centre making it more pedestrian and cycle friendly and a nicer place to encourage people out of their cars. | Yes | Multiple | Residential & Leisure | Multiple | Car, Cycle & Walk | Weekly | Yes | I don't really agree with changing this junction. I think that part-time signals would fix the problem during busy times of traffic backing up the hill to Sainsbury's because of the constant flow southbound. But if it is going to happen the preferred option seems to be the tidiest with least visual impact on the area. | Option K3 | No preference. K1 would make more practical sense but will affect more residential properties on what is currently a very quite road with no through traffic so I would feel for the residents who live along there. | No | the option of moving the A38 westwards losing McDonalds and the fuel station which, yes I understand would be more expensive, but is a more practical option and would give more space around the junction for future unforeseen work/alterations. It would save the row of large houses along side the existing route which could be sheltered by a bunch of trees if the road was moved westwards which may improve their frontage. Knocking them down is just sacrilege with today's housing shortage. I also reject the idea that it shouldn't be moved westward because of taking up a swathe of land from Markeaton Park. I do use the park and can't think it'll really make much difference to the park as it is huge. Also I do not think the trees should be allowed to stand in the way. I care about the environment more than most, and love trees - I've planted and chopped a few down in my time, but it is never an environmental concern because they can so easily be regrown adjacent or near to where they once were and I think people generally should always be looking to plant more trees because the established ones won't | Yes | Definitely! Again, trees can easily be re-grown. | Yes | I think the proposed preferred option is by far the best as it will keep the road away from the Little Eaton as much as possible and have less of an impact on the mobile home park if people live there. I guess it has to be a fly-over because it is floody around there and the A38 rises on each side anyway. | No Pref | I have never been along that access road so can't really comment. I'll leave it for the people of Allestree and Little Eaton to decide. | 25-34 | Male | No | Yes |

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| 144 | 11/02/2015 | No | junctions as they will have NO BENIFITS 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 address 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 used. Also A5111 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 | junctions as they will have NO BENIFITS 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 address 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 used. Also A5111 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 | Option K3 | junctions as they will have NO BENIFITS 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 address 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 used. Also A5111 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 | No | junctions as they will have NO BENIFITS 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 address 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 used. Also A5111 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 | No Pref | As previous. | 55-64 | Male | No | No |
| 145 | 12/02/2015 | Yes | They are far to busy with traffic passing though 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 | | 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 | | Car | | Monthly | Yes | Kingsway was evidently designed as a grade separated junction - yet it was never completed as such. Too much traffic builds up around this island - and also the lanes are not clear - and many drivers get in the wrong lane, get trapped by traffic going to the retail park (driving from Markeaton to Kingsway) or take chances causing safety issues. | Option K3 | Local access should be provided at both sides, and provision should be made to prevent traffic queues entering the retail park (esp. in Jan. Sales time) disruption flow of traffic on the A38. | Yes | A major pinch point which should be eliminated. When I used to drive from Belper to Toyota daily at 07:30 I tried a variety of routes, A38 direct, or Markeaton lane (past the crematorium) down the A52 and join there. Sometimes you were waiting ten minutes or more when you had actually made it to the junction to get around the island (total queuing time was sometimes in excess of 20 minutes) | Yes | A replacement foot bridge is required to allow the safe passage of pedestrians across the road. Also barriers must be erected to prevent pedestrians trying to cross the road directly. AN underpass for pedestrians should also be considered. | Yes | Whilst recent improvements have made this junction a lot better - a straight through road would be a massive improvement in all directions. | 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 | Residential & Leisure | Multiple | Car & Bus | Weekly | | | | | | | | | | | | | | | | |
| 149 | 12/02/2015 | Yes | improve traffic flow | Yes | Multiple | Business & Leisure | Car | | Monthly | Yes | Improved traffic flow | Option K3 | | Yes | | Yes | | Yes | | No Pref | | 45-54 | Male | No | No |
| 150 | 12/02/2015 | No | | Yes | Residential | | Multiple | Car & Walk | Daily | No | | Option K3 | | No | | Yes | | No | | Option L1 | | 45-54 | | No | Yes |
| 151 | 12/02/2015 | Yes | | Yes | Residential | | 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 | | Car | | Monthly | Yes | | Option K3 | I do not use the local access at this junction. | Yes | My main use of this junction is to cross the A32 along the A52. I occasionally turn right off the A38 northbound onto the A52 eastbound (although to avoid the Kingsway junction I frequently leave the A38 at the junction before Kingsway and use Uttoxeter Road to travel into Derby. | No Pref | | Yes | | Option L1 | | 55-64 | Male | No | No |
| 153 | 12/02/2015 | Yes | | Yes | Commute | | Car | | Daily | Yes | | Option K3 | | Yes | | No Pref | | 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 | Car | | Daily | Yes | I believe the only future proofed option is to build flyovers at all three junctions with access to all routes. The northbound tailback at Kingsway is a horror show each morning, this will definitely help!! | Option K1 | | Yes | this is a problem roundabout, always has been. All roundabout improvements have failed, its time for the only solution here. | Yes | Yes, its too busy not to have a footbridge, people may risk trying to cross the road. If a tree or two are lost others can be planted to replace. I also think there should be a footbridge option between Markeaton and Kingsway islands, as there are often people, including kids going to the local primary school unable to cross the A38 | Yes | This flyover for the A38 will help all routes, including the access to Little Eaton, which has not been improved with the latest island updates | 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 layouts on recent so called improvements | Yes | Multiple | Residential & Leisure | Multiple | Car, Cycle & Walk | Daily | Yes | | Option K3 | | Yes | | No | | 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 | | Bus | | Monthly | Yes | I feel it is important that the environmental impact is reduced compared to the other alternatives. | Option K3 | I feel that this would reduce standing traffic at the existing roundabout & junction. The dual carriageway was not built with short suburban journeys in mind! | Yes | This roundabout is a constant source of congestion on both routes, the A52 and the A38. The 'Drive-Thru' is another traffic hazard on the A38 and it would improve traffic flow at the roundabout if it was removed. | Yes | I feel a new footbridge is needed due to the high traffic levels. Careful landscaping would help reduce & mitigate the environmental impact. A design competition could be held for the new structure, I suggest the use of sympathetic materials. | Yes | Yes, I feel this roundabout is a constant source of traffic congestion on the approaches to Derby. Part of this is conflict between city-bound traffic and the ring road. This roundabout severely affects buses along the A38 corridor leading to delays and gaps in the service. | 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 | Less traffic noise if an underpass was built would stop the area I live in being a rat run | Option K2 | | No Pref | | No | | No Pref | | Option L2 | | 65+ | Female | No | Yes |
| 158 | 12/02/2015 | Yes | Too many accidents at these junctions | Yes | Commute | | Car | | Daily | Yes | | Option K2 | | Yes | | 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 | | Car | | Weekly | Yes | The proposed Kingsway junction improvements will address the increasing traffic flows arising form the relocation of the city's hospital, an expanding retail park at Kingsway along with the housing developments at Mackworth and Kingsway. These developments have all generated additional traffic flows and in totality conflict with the A38 through traffic giving rise to ever increasing traffic congestion at this location with grid lock conditions. | Option K1 | Options KI and K2 are required and justified on the basis of the Mackworth housing estate developments and similarly to alleviate the pressure at the junction with Prince Charles Avenue and Ashbourne Road. | Yes | This is a particularly congested junction with four extremely busy roads converging at this location giving rise to severe delays particularly for Derby based residents accessing the city centre and the Kingsway retail park. | Yes | A footbridge is probably necessary to provide additional access to Markeaton Park thereby minimising the requirements for a controlled pedestrian crossing on the A52. | Yes | In addition to relieving the congestion at this location the proposed junction scheme will eliminate the on going use of Ford Lane as a rat run for traffic flows from the A6 to the A38 provided the Ford Lane connection to the A38 is closed and similarly to the B 6197. Motorists are currently taking advantage of this route in an endeavour to minimise their journey time delays with severe environmental consequences and inconvenience to residents residing on this route. | 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 (A6) and similarly with Derwent Avenue. Traffic light schemes or similar traffic management systems will be merited 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 | Car | | Daily | No | | Option K2 | Minimal disruption to Mackworth Residents | No | | Yes | | No Pref | | 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 | 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 | The current option is still working well and is less of a threat to the local environment than the proposed option. | Option K2 | I would prefer neither to close buy that selection was not available. | No | I do not agree with the destruction of a local and city wide attraction. | Yes | A footbridge is required, however it would be much more beneficial to local wildlife and tourism is the park did not lose any land or nature; ie leave it as it is. | No | | 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 | | Car | | Weekly | No | | Option K2 | I do not agree yet there is no option her that can voice that. I do not want my roads disrupted to waste money ripping up roads when there are plenty of potholes that this money could be spent on. My car has taken alot of damage from potholes in Derby yet they are never fixed. Ridiculous. FIX THE DAMAGED ROADS FIRST. | No | | No | | No | | No Pref | | 25-34 | Female | No | Yes |
| 164 | 12/02/2015 | No | | No | Commute | | Car | | Daily | | | | | | | | | | | | | | | | |
| 165 | 12/02/2015 | Yes | | Yes | Multiple | Residential, Leisure & Commute | Car | | Daily | Yes | | Option K1 | | Yes | | 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 | Car | | Daily | | | | | | | | | | | | | | | | |
| 167 | 12/02/2015 | No | | No | Multiple | Leisure & Commute | Bus | | Daily | No Pref | | Option K3 | | Yes | | No Pref | | 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 | | No | | 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 | | No Pref | | 25-34 | Female | No | No |
| 170 | 12/02/2015 | No | ... | Yes | Multiple | ALL | Multiple | Car, Bus & walk | Weekly | No | Nn | Option K2 | | No Pref | | No | | No Pref | | No Pref | | 16-24 | Male | No | No |
| 171 | 12/02/2015 | No | | Yes | Commute | | 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 | Not sure of preferred option | Option K2 | | No Pref | Not sure of proposed | No | | Yes | | Option L1 | | 35-44 | Female | Yes | No |

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| 173 | 12/02/2015 | Yes | Traffic flow is poor with significant tailbacks 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. | 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 | Just make it as easy as possible to get from m1 j28 to burton | Option K3 | | Yes | | No Pref | I don't use it so can't comment | Yes | | No Pref | I don't use that junction so cannot comment | 35-44 | Female | No | No |
| 175 | 13/02/2015 | Yes | | Yes | Multiple | Residential & Leisure | Car | | Daily | Yes | | Option K1 | | Yes | | No | | Yes | | Option L2 | | 45-54 | Male | No | No |
| 176 | 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 | Commute | | Multiple | Car & Bus | Daily | Yes | | Option K1 | | Yes | | Yes | | Yes | | No Pref | | 45-54 | Female | No | No |
| 177 | 13/02/2015 | Yes | Traffic is terrible between 7.40 and 9am when entering a38 at Markeaton roundabout. | Yes | Business | | Car | | Daily | Yes | Although will be awful whilst works going on if the work improves traffic in the long run its a good thing. | Option K2 | | Yes | | No | | Yes | | Option L1 | | 25-34 | Female | No | No |
| 178 | 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 | 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 | 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. The slip road from Kedleston road is at present a severe hazard. I am not sure that the 4th lane will completely solve this particularly if the speed limit goes up to 50. | Yes | This footbridge is valuable asset to the park and the walk into the park from the City centre and the West End area. I use it frequently | Yes | | No Pref | | 65+ | Male | No | Yes |
| 179 | 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 | 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 quite road with no real through route and lots of open green space. | No Pref | I think this junction has improved dramatically following the recent works with extra lanes and traffic lights. I've got nothing against the improvements as such, but don't really feel they are needed at this junction - unless the changes at Kingsway and Little Eaton were to affect things here - i.e. more traffic getting through each of the others more quickly and so building up here. | 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 | I think the proposals would be very helpful; however I do not want the Greenwich Drive South access - and a lot of the local people feel this way. Kingsway Park Close access would be ok, but I really think that there is no need to close the existing slip roads. | 25-34 | Female | No | No |
| 180 | 13/02/2015 | Yes | | Yes | Multiple | Business, Leisure & Commute | Car | | Daily | | | | | | | | | | | | | | | | |
| 181 | 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 all 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 Retails 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 | Business | | Car | | Weekly | No | 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 | | No | 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 | | Option L1 | 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. | 35-44 | Male | No | No |
| 182 | 14/02/2015 | Yes | Traffic build up at each junction leads to significant waste of time for drivers , business waste & unnecessary environmental impact | Yes | Leisure | | Multiple | Car & Cycle | Weekly | Yes | 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 K2 | Less impactful on local residential area & cycle routes | 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 | Effective pedestrian & cycle access across the a38 is needed, otherwise people will attempt to make dangerous manoeuvres across the carriageway. | Yes | Looks very good | Option L1 | Progress as soon as possible & complete the scheme as soon as possible | 55-64 | Male | No | Yes |
| 183 | 14/02/2015 | Yes | frequent traffic delays accessing junctions and through traffic often speeding which intimidates local drivers | Yes | Multiple | Residential & Leisure | Car | | Weekly | Yes | | Option K3 | | Yes | | Yes | could pedestrian access to the park could be achieved without creating another bridge? Perhaps by underpass? | Yes | the proposed route seems to be a sensible option taking account of the curve required. Also it appears to be the most ergonomic for local traffic with the alternatives appearing to require massive extra tarmac and significant detrimental impact on 2 local businesses | Option L1 | | 45-54 | Female | No | Yes |
| 184 | 14/02/2015 | Yes | There are considerable delays at all three junctions at peak times. | Yes | Multiple | Leisure & Commute | Car | | Daily | Yes | | Option K1 | I work on Kingsway Park close and don't think the road could take the extra traffic. | Yes | | Yes | Safety of pedestrians. | Yes | | Option L2 | | 45-54 | Male | No | No |
| 185 | 15/02/2015 | 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 | ALL | Multiple | Car & Cycle | Daily | Yes | the adverse weather we sometimes get should be considered as people never stick to speed limits and any crash her causes huge disruption | Option K1 | there needs to be some access for emergency vehicles as the work will cause huge disruption | Yes | it needs to be improved so its a must, some speed restrictions needed though | No | there will need to be a crossing put in but why does it have to be a foot bridge? | Yes | lived near here for 53 yrs and the traffic is getting worse, Ford Lane abused as a "rat run" | Option L2 | living near the bottom of ford lane we would never get out if weather bad at the traffic helps clear it and on occasions going downhill is the only option, if it was shut altogether it also would give rise to travellers parking at the bottom of the lane, something we have experienced in the past that is not good | 55-64 | Female | No | No |
| 186 | 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 | 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. | No Pref | I don't use the footbridge. | No | Over the years, during bad weather, when you live near the bottom of a hill it is usually easier to keep going down rather than attempting to go up. | Option L2 | | 55-64 | Male | No | No |
| 187 | 16/02/2015 | Yes | Improved Traffic Flow | Yes | Multiple | Residential & Leisure | Car | | Weekly | No Pref | | No Pref | | No Pref | | No Pref | | Yes | Less visual Impact to traffic pollution | Option L2 | | 65+ | Male | No | Yes |
| 188 | 16/02/2015 | Yes | Improve traffic flow from ring road on to A38 and the same for the A52 | Yes | Multiple | Residential, Leisure & Commute | Multiple | Car, Cycle & Walk | Daily | Yes | Proposal seems to improve traffic flow | Option K1 | So long as some access is kept I have no preference | Yes | It seems to make the best use of space available | Yes | I use this footbridge but if trees are lost others should be planted | Yes | Traffic at this junction has always caused problems so this option seems to address this | No Pref | Should these changes be made would and lost trees be replaces. I finc trees mask a lot of traffic noise. Is it also necessary to have so many street lights | 45-54 | Male | No | Yes |
| 189 | 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 | congestion | No Pref | Not too sure if it is used | Yes | Congestion, bad layout of island, too many accidents occurring island now a race track since 3 lanes had been made | No Pref | Hopefully this time the bridges/underpasses will go ahead. Promised these for many years. Would like to be able to still cycle or walk from Little Eaton to Allestree if the link road does not go ahead | 55-64 | Female | No | Yes |
| 190 | 16/02/2015 | Yes | flow of traffic | Yes | Residential | | Multiple | Car & Bus | Weekly | Yes | | Option K3 | | Yes | | Yes | | Yes | | Option L1 | | 65+ | Male | No | Yes |
| 191 | 16/02/2015 | Yes | | Yes | Multiple | Residential & Leisure | Car | | Weekly | No Pref | | No Pref | | Yes | | No | | Yes | | Option L1 | | 65+ | Female | No | Yes |
| 192 | 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 | Separate A38 for local traffic | Yes | use of park is diminished if there is no access | Yes | separate A38 from local traffic | No Pref | Start asap | 55-64 | Male | No | Yes |
| 193 | 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 |
| 194 | 16/02/2015 | No | Breadsall village resident & this development will (and has) effected the sale price of my property | No Pref | Residential | | Car | | Daily | Yes | | | | Yes | | | | No | Breadsall village resident affected by development. Has impacted the sale of my property. Will also affect value for my upcoming sale | No Pref | | 45-54 | Male | No | Yes |
| 195 | 16/02/2015 | Yes | | Yes | Residential | | Car | | Daily | | | | | | | | | No Pref | | | 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 altogether - 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. | 65+ | Both | No | Yes |
| 196 | 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 | May ease congestion | Yes | A footbridge is essential to access the park | No Pref | | No Pref | A footbridge located near windmill hill lane & Greenwich drive north for pedestrians to cross over the A38 is needed. Many local people cross at this point to access Mackworth from the city side of derby because the alternative is a long distance to walk especially for the more less mobile | 65+ | Both | No | Yes |

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| 197 | 16/02/2015 | Yes | | Yes | Multiple | Business & Residential | Car | | Daily | Yes | | No Pref | | Yes | | Yes | | Yes | | Option L2 | | 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 | With way my house would have to be demolished so I would be moving anyway | 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 husbands concerns were mainly with regards to the timescale 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 A5111 | Option K1 & K2 | Two access roads sensibly closed should be replaced by both new access roads | Yes | Surprised underpass is preferred to flyover as land levels surely make it easier. Visual impact of retaining walls wouldn't seem to be a problem as houses that might be affected will be demolished. The resulting wall will be quite steep with the proposed | 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 A61 & 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 | Either | Yes | Concern over length of road coming down from Kedleston rd onto A38 south | 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 | Do not live here | Yes | Keeps the A38 traffic separate from work commuters. Ashbourne road into derby also needs widening. Excessively wide pavements on both sides could be reduced in size so the road could be widened | 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 | Selfishly would like easier access to Kingsway park close this could be used by HGVs using Kingsway park | Yes | See 8. A similar scheme in stoke on Trent caused havoc for 2years | Yes | I use this for access to Markeaton park for county events. Fireworks night. Loss will lead to people crossing the road which is dangerous | Yes | S 8 & 12 The havoc caused charges in local council not NIP due to putheanger | 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 | | Multiple | Residential & Leisure | Multiple | Car, Bus & Walk | Daily | No | Junctions Brackensdale & Raleigh street need to have existing slip roads | Option K2 | The existing access to needs to be retained to Brackensdale & Raleigh st | | | No Pref | | No Pref | | No Pref | The Brackensdale avenue/A38 Enfield road/ A38 & Raleigh street/ A38,(Slip roads) exits and entrances MUST BE RETAIINED. 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 exit/entrants) exits from prince Charles ave & radbourne lane, both are difficult/hazards junctions to turn onto the A52. Its difficult now turning right. 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 & Raleigh st exits and entrances. 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 road from the junction of the A50/A38 north of Mickleover/Mackworth/Allestree and north of 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 | 65+ | Male | No | Yes |
| 204 | 16/02/2015 | Yes | Improve traffic flow reduce delays | Yes | Multiple | Business & Residential | Car | | Weekly | Yes | | Option K2 | ease of access from town centre | Yes | | Yes | Bridge is safer than anything else | Yes | The bend seems very sharp should the speed limit be 50? | No Pref | | 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 | Don't us these accesses | No Pref | Not suffering delays at Markeaton | No Pref | Don't use footbridge | No | It is unacceptable for a preferred option to be chosen without analysing noise implications to local residents. Traffic noise reductions features for lane estate | 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 thro ugh the outskirts of derby using the outer ring road. Due to the junction(islands) 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 purposed 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 | 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 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 | The series of under & over passes are well over due. Due to great increase in traffic flow over the years. The impact on derby alone is an economic detriment to local traffic, through traffic and the economic growth of the city. The time lost for the city and the country in the transport of goods and local transport is huge. The environmental impact due to vehicle exhaust fumes, the cost to the country or wasted fuel while being stationary or crawling between junctions must be run into millions of pounds per year. The cost of extra man hours used by transport companies over such a short distance(Little more than 5 miles) must be an added cost to any goods transported. You may need to review M1 A38 junction as well not enough lines going onto the M1 north | 65+ | Male | No | Yes |
| 207 | 16/02/2015 | Yes | Improvement overdue | Yes | Residential | | Car | | Daily | Yes | | No Pref | | Yes | | Yes | | Yes | The line of the A38 could be brought further south crossing the other to reduce further the curve on the flyover | Option L1 | Bring the road south or it does over the river bridge would reduce the severity of the curve on its 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 | 55-64 | Both | Yes | Yes |
| 208 | 16/02/2015 | Yes | The A38 needs improvements | Yes | Multiple | Leisure & Commute | Multiple | Bus & Walk | Daily | Yes | Needs improvements | No Pref | 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 | 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 | 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 | The reason I prefer K2 is that K1 is going to be right next too our house and it is already a very busy road and bus route and cut through | 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 | 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. | Yes | There is very Little use of the existing land. mostly flood plane. | Option L1 | This is a longer overdue project that will benefit many. | 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 | Access for industrial estate. | Yes | | No Pref | | Yes | Smaller footprint. Less impact on residents of mobile homes at bottom of Ford lane. Less traffic on Ford Lane. | Option L1 | | 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 | 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/petrol 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. | Yes | Multiple | Leisure & Commute | Car | | Daily | Yes | | Option K2 | | Yes | | No Pref | | Yes | | No Pref | These junctions should have been made grade separate in the early to mid 70's when the A38 route from M1 J28 to Derby was constructed. 40 years late at the moment, please just get on with it now asap ! | 55-64 | Male | No | No |
| 215 | 16/02/2015 | Yes | 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 | 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 | 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? | Yes | 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. | Option L1 | 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 roadwork's took longer than originally estimated. If this consultation had taken place sooner, work could already be well underway for the construction of the proposed option(s). | 25-34 | Male | No | No |
| 216 | 17/02/2015 | 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 | Leisure | | Multiple | Car & Cycle | Monthly | Yes | as previous | Option K2 | 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 | | No Pref | | Yes | | Option L2 | Traffic on Ford Lane has increased significantly over the last few years exacerbated by the recent road works as motorist sought new routes to avoid the congestion at the Little Eaton. Any option to reduce this traffic is preferred. It would be good to maintain a one way link onto the B6179 provided it is one way. This would still provide a significant reduction in traffic using Ford Lane but still provide access to Little Eaton. | 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 A5111, keeps A38 moving | Option K2 | Brackensdale is already main access onto Mackworth, Greenwich and surrounding streets not suitable for increased traffic, no loss of open space, Kingsway close is industrial so less impact on neighbours | Yes | Less visual impact generally, less impact on Markeaton Park, lees queuing on A52, keeps A38 moving | No | Bridge hardly used, still have pedestrian access to Markeaton via Ashbourne and Kedleston roads | No Pref | | No Pref | | 55-64 | Male | No | No |
| 219 | 17/02/2015 | Yes | | Yes | Multiple | Residential & Leisure | Car | | Weekly | Yes | | Option K3 | No preference | Yes | | No | A pedestrian underpass could be built into the design of the new junction | Yes | | Option L1 | | 65+ | Male | No | Yes |

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| 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 | Simply choose the option which appears to disrupt people's live the least based on best information at the time. >>>> The question response is there simply to make the form work. <<<< | Yes | See previous comments which apply to the whole of the scheme. | No | Having lived in the area for over forty years I've never seen anyone on the footbridge. This begs questions as to need for a bridge. Protected footpaths would appear to be a better solution for pedestrians and reduce cost etc. too. | Yes | See previous responses which apply to the whole scheme. No further comments. | Option L1 | Clearly there is an inconvenience factor with Option !. 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 | Staynation at all 3 junction during rush hour. | Yes | Multiple | Residential & Commute | Multiple | Car & Cycle | Daily | Yes | Yes, creates separate flow A38 a local traffic. Consider maintaining pedestrian cross (current underpass) | Option K2 | To work with the council to provide a 2nd access into Kingsway retail park reducing congestion | Yes | Removes Markeaton park stay nation & creates separate and local traffic. Please keep pedestrian crossing traffic lights on roundabout | No Pref | 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 | Improve traffic flow & prevent holdups also speedier to derby royal hospital from Markeaton island | No Pref | | Yes | Looks the best option | No Pref | | Yes | 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 | Busy island, particularly rush hours. A5111 onto island can be backed up | No Pref | Don't know or use this area | 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 | Never Seen it used | Yes | 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 Breadsall. 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/exit from the Sainsbury side of the retail park onto Kingsway park close. Would reduce congestion on Kingsway/ring road | Option K2 | Having no access to Mackworth would cause potential bottleneck turning on to A52. Other rat runs would develop along station road Mickleover and radbourne lane | 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 | Lots of people walk to park in good weather. Students walking between campuses | Yes | As area re future traffic | No Pref | Generally welcome the long term benefits of the changes but have the following concerns. 1) disruption during the works has to be planned more effectively than recent changes. 2) The changes to Markeaton island carry a risk of being very. Sensitive use of materials any landscaping will be essential to avoid "concrete jungle effect". 3) Impact of the local traffic options for Mackworth need to be considered more fully to avoid rat runs through Micklеover & take the opportunity to improve access to Kingsway retail park. | 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 | 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 | Yes | This is by far the best plan. The underpass will reduce noise and pollution | No | 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 | 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. | 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 | No preference as we don't not use these access to Mackworth | Yes | Separate traffic flows across these junctions | No | There are other alternative access to the park | Yes | Separate the different traffic flows | Option L2 | No further comments | 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 | | | 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 | 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 | This option avoids high density living areas | No Pref | Does not affect me | Yes | We use the current bridge to cross the motorway. The current design is adequate | No Pref | Does Not affect use | No Pref | This proposal represents a waste of public money. There are only certain times 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 benefit 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 | 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. Unable to cycle as cycle path not provided | Daily | No | Mackworth residents will not benefit from the proposed changes | Option K2 | 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 | | No Pref | 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 on 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+ | 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 | The needs of local businesses & use a facility at Kingsway industrial park the access needs to be greater not less | Option K1 & K2 | See answer 8 | No Pref | Loss of amenity of Markeaton park | No Pref | Will it have wheelchair access 2 give wheelchair users | No Pref | Remember the newts found during the last development. What are the environmental effects of this development? | Option L2 | Whilst these developments help car uses 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 | 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 | I would prefer K3 here of if the locals prefer option K2. Less road building, Protection of public space would be my key issue | Yes | Park access needs examining. I fully support the plan proposed with one reservation about where a new access road to the park would be. Moving the park access and garage/McDonalds access will definitely improve safety(I have seen near misses hear) - But any other access to the park will probably require the loss of park land so I think this needs examining further | 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 | | Option K2 | It is essential that an access to the A38 is retained, Option K3 should be ruled out completely, otherwise the only route off the estate would be turning right onto Main A52 - Dangerous and will cause a lot of congestion at busy times | 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 | | 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 mucho overlap of local traffic & through traffic at present | Yes | Leisure | | Car | | Weekly | 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 | This option opens the possibility of access to the Kingsway retail park other than via the very congested roundabout on Kingsway itself. Such access would be a completely separate development. | Yes | The existing Park access needs to be replaced as it is too close to the junction | | 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 | 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 | No Pref | | 65+ | Male | No | Yes |
| 237 | 18/02/2015 | No | | Yes | Leisure | | Car | | Weekly | No | | Option K1 | | Yes | | Yes | | 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 | | No Pref | | No | Ford Lane access to (not from) the A38 preferred | Option L2 | | 35-44 | Male | No | No |
| 239 | 18/02/2015 | Yes | Back log of traffic | Yes | Leisure | | Walk | | Monthly | Yes | Stop traffic problems | Option K2 | | | | No | | Yes | | Option L1 | We are getting busy traffic flow already and it would be better for ford lane to stay quite 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 | 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 | The road widening and traffic lights have made a difference | 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 Aldi. | Yes | Multiple | Leisure & Commute | Car | | Daily | Yes | I like the option offered; however, it is still the congestion that the additional roadwork's will cause that concerns me the most. | Option K2 | I don't understand Option K3, hence choosing Option K2! | No Pref | | 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 Aldi/Manor Car Parks? Can a temporary access be created via Kingsway Hospital? | 45-54 | Female | No | No |
| 243 | 19/02/2015 | No | You have only just finished "improving" the Markeaton Island Junction. Little Eaton was "improved" a year ago. | 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 | | No | traffic lights already there to allow people to walk over the roads. | Yes | | Option L1 | | 35-44 | Female | No | No |

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| 245 | 19/02/2015 | Yes | The Kingsway junction needs improvement as the a38 traffic impedes those coming from Kingsway/Sainsbury's, if there were a flyover/underpass would be easier for local traffic to get round and keep a38 flowing The Little Eaton/Markeaton seem better now traffic lights are insitu, can't see any further benefit from underpass/flyover at these | Yes | Multiple | Leisure & Commute | Car | | Weekly | Yes | makes for better traffic flow | Option K3 | both option k1 and k2 seem appropriate | No | now traffic lights are in place seems that traffic flow is better | No | keep the footbridge and take out the pedestrian lights closest to the roundabout exit | No | with new traffic lights in place doesn't seem to be a real problem with flow of traffic | Option L2 | | 35-44 | Female | No | No |
| 246 | 19/02/2015 | Yes | These three junctions are a bottle neck, and add upto an hour on my journey if I'm heading north in the rush hour. | Yes | Multiple | Business & Residential | Car | | Daily | Yes | This needs doing properly, with a solution that will last 30+ years, not another temporary scheme which causes months of disruption for Little gain. | Option K2 | Makes the most sense in terms of access on en-routes. | Yes | 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. | Yes | Minor consequence for a safe road crossing, there isn't any major part of the park at this point, so probably a good thing to have a modern, DDI compliant bridge installed with proper lighting and modern anti-slip surface. | Yes | Needs doing. Mind the Cray fish and water pipes this time. | Option L2 | I would like to see some consideration given to providing some sounds barriers or low noise road surface a Little further down the road from kings way to minimise the impact of residence of increased traffic flow. This is especially true around the Mickleover / Findern areas where houses are within 15 m of the main carriageway with no shielding. | 35-44 | Male | No | No |
| 247 | 20/02/2015 | No | No, these junctions are fine as they are. The Markeaton Island junction has already had a lot of money spent on improvements. | No | Leisure | | Car | | Weekly | No | | Option K3 | Local access needs to be available to both sides surely. | No | This junction has already been improved. | No | | No | It's all a waste of money. | Option L1 | Use the money for something more important such as hospitals and care for the elderly. | 45-54 | Female | No | No |
| 248 | 20/02/2015 | No | Waste of money, what is the point? People should use cars less. What good is it just to drive through faster? People should be more patient. What was the point of the Markeaton roundabout works? | No | Multiple | Residential, Leisure & Commute | Multiple | Car, Bus & walk | Weekly | No | Waste of money for seemingly Little benefit. Take into account- wildlife, green space | Option K3 | I don't understand the options | No | | No | Do not destroy the environment | No | | Option L1 | | 16-24 | Female | No | No |
| 249 | 20/02/2015 | Yes | Traffic is always heavy at this junction and there is high risk of an | Yes | Multiple | Leisure & Commute | Multiple | Car, Bus & walk | Daily | | | | | | | | | | | | | | | | | |
| 250 | 20/02/2015 | Yes | I work at the Derby Royal hospital and travel in either on the A52 (Ashbourne) or via Mickleover. In recent times, either approach can be badly snarled up by traffic jams, and it can be a similar story at going-home time. I have been late for work a number of times, as it's something of a lottery when the problem will be at its worst. For anyone having to travel east/north-east (and the A38 is a key artery as it runs alongside some of the densest residential areas of the city), using much or all of the route outlined, stress levels must be considerable at times ... and the waste of productive time, collectively, must be huge. | Yes | Multiple | Leisure & Commute | Car | | Daily | Yes | I've experienced similar schemes elsewhere that have improved bottlenecks and traffic flow enormously. | Option K1 | Local infrastructure better at this point | No Pref | | No | So long as there are adequate crossing capabilities on new flyover junctions, I'd always prefer not to affect existing green space | No Pref | Really not too sure what 'this area' is referring to | Option L2 | Ford Lane has never seemed a 'proper' cut-through, so a dedicated new link would be the best option | 55-64 | Female | No | No |
| 251 | 20/02/2015 | Yes | Kingsway island is unsafe for drivers attempting to get out at the bottom of Kingsway at busy times | Yes | Multiple | Residential, Leisure & Commute | Car | | Daily | Yes | | Option K3 | | Yes | | No | There are crossing points at both ends of Queensway | Yes | | Option L2 | | 55-64 | Female | No | No |
| 252 | 20/02/2015 | Yes | | Yes | Leisure | | Car | | Rarely | Yes | | Option K3 | No preference | No | The basic concept is good, however land should be taken from Markeaton park, so the houses do not have to be demolished. | Yes | | Yes | | No Pref | | 55-64 | Male | No | No |
| 253 | 20/02/2015 | Yes | I get stuck in traffic everyday on leaving work to travel home towards Ripley using the A38 north | Yes | Multiple | Leisure & Commute | Car | | Daily | No | 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. | Option K3 | I would prefer that accesses not close. this would not be necessary by just using traffic lights... and so much cheaper too as well as less inconvenience to everyone | No | cost too much... money better spent elsewhere - at Kingsway for example | No | cost, again, a footbridge is not necessary when there is a zebra crossing. | No | it would be a blight to residents in Breadsall to see a flyover.... it is bad enough with the A38 noise. Little Eaton is fine as it is.... the traffic lights have sorted out the previous problem and traffic now flows fine....I know - I use it everyday! | Option L2 | although this is really not necessary... things have got so much better since the recent improvements... although the island looks far too large and the lanes are not clearly marked. | 45-54 | Female | No | No |
| 254 | 21/02/2015 | Yes | Yes - BUT only if provision for cyclists and walkers is maintained or improved! | Yes | Multiple | Residential & Leisure | Cycle | | Monthly | No Pref | | Option K3 | | No Pref | | Yes | | No Pref | | No Pref | | 55-64 | Male | No | No |
| 255 | 21/02/2015 | Yes | A lot of the problems with queuing traffic exist along Frank Whittle way due to the roundabouts along that road. These proposals won't help that issue, they only help people on the A38 itself, not those trying to get on to it. Also having a free flowing A38 will simply result in a big increase in traffic along the A38, traffic that otherwise would have carried on the M1. | No | Multiple | Leisure & Commute | Multiple | Car & Cycle | Weekly | No | | Option K3 | | No Pref | | No Pref | | No | I cannot understand why the Little Eaton change will result in the A38 being moved towards a residential area of Breadsall village just because of the garden centre and some mobile homes. It seems that many more people will now be affected, particularly by an increased level of noise. Also, overpasses are extremely unsightly, why have you not selected an underpass as you have for the Kingsway and Markeaton locations? | Option L2 | The biggest concern is noise affecting the people in Breadsall. The increased speed and volume of traffic, and the closer proximity to Breadsall will increase the noise level to the extent that so-called lower noise road surfaces will be of Little benefit (the noise expert indicated only 2dB of reduction), and I do not believe there is any method of alleviating this noise increase. | 45-54 | Male | No | Yes |
| 256 | 22/02/2015 | Yes | Traffic queue's at all 3 junctions are terrible, particularly at peak times | Yes | Multiple | Residential, Leisure & Commute | Multiple | Car, Bus & Motorcycle | Daily | Yes | Dive under much preferable to flyover | Option K2 | Access is via a non-residential street | Yes | Dive under much preferable to flyover. No significant land taken from Markeaton Park | Yes | Still need safe pedestrian access across the A38 | No Pref | Don't use this junction very much on my normal route. I think the proposed preferred option is a good proposal though | Option L1 | | 45-54 | Male | No | No |
| 257 | 22/02/2015 | Yes | The A38 is a major conduit for north-south traffic and the traffic is frequently congested at Little Eaton, Markeaton Park and Kingsway. Delays at these points add to journey times and environmental pollution to an unacceptable degree. | Yes | Business | | Car | | Daily | Yes | Keeping the A38 main carriageway running smoothly and giving good access to the intersections is a priority, and the proposal appears to meet this need. | Option K3 | No preference. The other issue is the volume of traffic inwards on Ashbourne Road. It could easily back up to overwhelm the Markeaton Park intersection. | Yes | | No | There is ample provision for crossing at Markeaton Park (currently a surface crossing) and at Kedleston Road. Assuming these are replaced with suitable crossings there does not seem to be a need for the intermediate footbridge. | Yes | | Option L2 | Keeping as many alternative route open as possible maintains flexibility in the event of road closures due to accidents or roadwork's. | 45-54 | Male | No | No |
| 258 | 22/02/2015 | Yes | Long traffic delays most of the day. | Yes | Multiple | ALL | Car | | Daily | Yes | Improves traffic flow | Option K3 | I think it is wrong that you have made this question mandatory and included 'No preference' with 'no new local access'. This just gives a greater response to Option K3 from the people not impacted directly by the changes to this junction without considering the responses given by the residents who will be impacted. I'm appalled that the survey results will be skewed in this way. | Yes | Improves traffic flow | Yes | It is one of the few places pedestrians can safely cross the A38 and is regularly used by students for the university who are more likely to be on foot. | Yes | Improves traffic flow | Option L2 | There are a large number of residential housing in the area accessed by Derwent Avenue and Ford Lane. Closing the Ford Lane access will mean the only access to the A38 will be via the A6. This is already a busy road where turning onto this junction via Derwent Avenue and Ford Lane can be difficult. Traffic at the junctions to get onto the A6 will increase. A new link to the B6179 will provide residents with a choice for access to the A38 and relieve the traffic that would accumulate at only one junction to access | 25-34 | Female | No | No |
| 259 | 22/02/2015 | Yes | Although local traffic flows across the Markeaton junction are much improved now that the interim works are completed, I appreciate that these junctions still impede the traffic flow through the Derby area. However, I think the cost-benefit balance must be pretty marginal. | Yes | Multiple | Residential & Leisure | Car | | Weekly | Yes | If the cost can be justified, an underpass must be preferable for local residents. | Option K1 | Some local access is desirable. The local entry to the roundabout under option K2 would at best be awkward and could be dangerous. | Yes | Again, an underpass must be preferable if the cost can be justified. However, there is insufficient information about the intention regarding access to McDonalds, the service station and Markeaton Park from the A52 Ashbourne Road. Particularly as this consultation precedes land acquisition, clarity is needed as to how these movements off and onto the A52 will be accommodated, as the extent of traffic will require some regulation, not just a simple turn-off. | Yes | Provided that the footbridge is well-used at present, I think the loss of a few trees on the fringe of the Park is justified. | Yes | I was initially concerned about the impact of the elevated road. However, it already approaches the junction on an embankment so I do not feel overly concerned if the elevation is continued across the junction. | No Pref | If it considered necessary to install traffic lights to regulate the traffic flows onto and around the roundabouts associated with these proposals, PLEASE ensure that they are intelligent lights (responding to actual traffic flows) and/or they are set to operate at peak times only. | 55-64 | Male | No | No |
| 260 | 22/02/2015 | Yes | Traffic around the areas is often unpredictable, one week it can be fine, the next it can be horrendous. This causes difficulty in time management. | Yes | Multiple | Leisure & Commute | Car | | Weekly | | | | | | | | | | | | | | | | | |
| 261 | 23/02/2015 | Yes | Personally inconvenienced by Markeaton and Kingsway congestion makes total sense to remove 3 blocks | Yes | Multiple | Residential, Leisure & Commute | Car | | Daily | Yes | | Option K3 | not personally affected | Yes | as before - look at noise increase | Yes | | Yes | What will be the increase in volume as a result of the improvement - have you assessed noise impact if traffic throughput is increased | Option L1 | | 55-64 | Male | No | No |
| 262 | 23/02/2015 | Yes | With reservations due to the impact on local traffic and the fact that we have just endured major roadwork over the last 18 months. Recent improvements have made things better but I have grave concerns over A52 access to Derby from Nottingham causing more delays that these proposed alterations will solve. | Yes | Multiple | ALL | Multiple | Car & bus | Daily | Yes | | Option K3 | | Yes | | Yes | | Yes | | Option L2 | Ford Lane is often used by local traffic to save time, therefore a link to B6179 would be useful and possibly reduce congestion. | 45-54 | Male | No | No |
| 263 | 23/02/2015 | Yes | | Yes | Multiple | ALL | Multiple | Car & Cycle | Daily | Yes | | Option K3 | | Yes | | No | | Yes | | Option L2 | | 35-44 | Male | No | No |
| 264 | 23/02/2015 | Yes | Congestion at peak travel times | Yes | Multiple | Residential, Leisure & Commute | Multiple | Car & walk | Daily | Yes | | Option K2 | | Yes | | No | | Yes | | Option L2 | There is a definite need for another access point as with the closure of ford lane this will then be heavy traffic on the A6 route via Derwent Avenue or Spenbeck Drive. This also should be a priority of another exit route for emergency vehicles as there are a large number of houses around this area. Ford lane is constantly used therefore an alternative is essential. | 35-44 | Female | No | Yes |
| 265 | 23/02/2015 | No | Think of how many starving people you could feed with £220m instead of satisfying a few impatient road users. It may be beneficial in the long run but that money could be better spent else where I'm sure. | Yes | Multiple | Residential & Leisure | Multiple | Car & Bus | Daily | | | | | | | | | | | | | | | | | |

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| 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 | Commute | | Car | | Daily | Yes | Yes direct access to car parks if possible as this would reduce traffic onto any round abouts | 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 | | 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 | 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 | Leisure & Commute | Multiple | Car & Cycle | Daily | Yes | | Option K3 | | Yes | | Yes | As a longtime pram user the foot bridge was always very useful. | Yes | | Option L2 | | 35-44 | Female | No | No |
| 269 | 24/02/2015 | Yes | | Yes | Multiple | ALL | Multiple | Car, Cycle & Walk | Daily | No | In actual fact you are only offering one design solution per site in the 2015 proposal. Why have no alternative solutions been put up for public consultation? | Option K2 | Why not maintain access at both K1 & K2? | No | 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. | Yes | This is utilised by the local residence as a quick and easy access to the park. It allows dog walkers access to the park with out having disrupt traffic flow using crossings. It also clearly links up the public foot paths into Derby. | | | | | | | |
| 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 | I largely agree but think that 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 its worth it. | Yes | I think it would be good to maintain one considering the presence of the university either sid 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. | Yes | Seems to streamline the junction and improve the flow of traffic. | Option L1 | This is clearly a short cut which is used for access from the A6 southbound - I've used it myself - through a residential area, This type of traffic should be discouraged and I can't support the extra cost of the L2 scheme. | 35-44 | Male | No | No |
| 271 | 25/02/2015 | Yes | | Yes | Leisure | | Car | | Monthly | No Pref | | Option K3 | | | | | | | | | | | | | | |
| 272 | 25/02/2015 | Yes | | Yes | Multiple | ALL | Multiple | Bus, Cycle & Walk | Daily | Yes | | Option K3 | | Yes | | No | | Yes | | 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. | No | | 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 | | Yes | | 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 benefit will outweigh the inconvenience | Yes | An obvious solution which we have all wondered why it has taken this long to action. | No | Not in that specific location. There are crossings controlled by lights anyway at either end of that stretch of road | Yes | As above . An obvious solution which is much needed. The queues on the A38 can be horrendous | Option L1 | All the people I speak to have wondered over the years why this proposal was not done initially | 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 | Provided the impact on the local wildlife sanctuary can be minimised. | Option K3 | No preference | 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. | Yes | It keeps some pedestrians away from the busy road junctions. | Yes | | No Pref | How long they will take to implement, and the resulting disruption is also a consideration. Some indication as to that would have helped inform opinions. | 45-54 | Male | No | No |
| 277 | 26/02/2015 | Yes | For far too long there has been congestion at all 3 junctions | 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 Lyttleton 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 | 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. | No | It is very rarely used, In all the years I have used the road I can only vaguely recall seeing it being used once. Anyone wanting to cross could be catered for with a pelican crossing half way between the bridge and the island over the proposed slip roads. This would also remove the need for a crossing at the entrance and exit to the island. | Yes | Yes up to a point, I'm not sure I see the need to swing quite so wide over the fields, why cant it be straighter and follow more of the existing route? The island also doesn't need to be extended as much as the connections onto and off can be closer to the flyover. | 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 | The heavy traffic flow along the A38 is seriously impacted by the busy interchanges at the 3 functions. 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 & 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 | This option seems to give free flow through the junction at all times. | Yes | Access to Markeaton Park should not be impeded to local residents. Neither should they have to disrupt the flow of traffic by trying to cross busy main routes. | Yes | Implement better than last junction improvement | No Pref | Implement as soon as possible this vital infrastructure improvement that was necessary decades ago. | 45-54 | Male | No | No |
| 279 | 26/02/2015 | No | Recent improvements have been done and the tragic is much better. There is no need to spend all this money for minor improvements. | Yes | Multiple | Business, Leisure & Commute | Car | | Daily | No | | Option K3 | There are all terrible ideas that will make the traffic much worse. It will be a nightmare!!! | No | | 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 | Yes, to an extent. However, there remains the difficulty of accessing the city centre via Ashbourne Road, which has numerous feeder roads, zebra crossings, pedestrian lights, etc. | No Pref | | No Pref | | 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 | 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 Kedleston Road on to the A38 is dangerous and avoid this as much as possible as well. | Yes | 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 | I think there should definitely be a way for pedestrians (and cyclists?) to cross at this point, but it need not be a footbridge. | Yes | | 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 | Residential | | Multiple | Car & Cycle | Weekly | Yes | WE WOULD LIKE TO BE ABLE TO GET FROM FORD LANE ACROSS THE A38 IN ORDER TO SHOP AT MORRISONS | Option K3 | | Yes | | No | 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 | Yes | WE BELIEVE POLLUTION WILL DECREASEBUT PERHAPS NOISE WILL SLIGHTLY INCREASE SO NOISE BAFFLERS MIGHT BE USED ARE THERE ANY DATA ON THE NEW NOISE LEVELS? | 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 | However, queues into the Kingsway retail park back down to the Kingsway junction at the weekends. Whilst this work is being undertaken to improve traffic flow in the area, why not add a slip road into the retail park to alleviate traffic in other areas???? | Option K3 | Reduce the number of shortcuts for commuting traffic through residential areas. | 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 | This footbridge provides a safe and regularly utilised access route to and from Markeaton park. Certainly on bonfire night!! | Yes | Congestion caused by traffic by-passing Derby. Improvements to cycle routes in the area would be beneficial. | Option L1 | The route along the B6179 is utilised frequently by cyclists, therefore I would leave this as is and certainly would not consider a one way link. | 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 | Yes | Minimal Impact | No Pref | | Yes | Minimal impact | Yes | Access to Park Required | No | Moving closer to Breadsall village would have a big impact on property price / pollution / noise / RTC | Option L2 | | 65+ | Male | No | Yes |
| 288 | 27/02/2015 | Yes | Roads are always blocked and needs traffic to be split | Yes | Multiple | Business, Residential & Leisure | Car | | Weekly | No Pref | | No Pref | | Yes | Proposed plans were made in the 1960s and has needed doing since then | Yes | Don't want to lose trees or land within the park but do need pedestrian access | No | Think it would have less disturbance for residents is coffee shop and caravan park land used | No Pref | Needs much more consultation and meetings with highways and road construction firms | 55-64 | Female | No | Yes |

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| 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 | | | | Yes | | | | No | The proposal with raised A38 significantly closer to Breadsall will have a detrimental impact with noise and visually | | 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 pack to avoid demolishing trees & natural environmental impacts | No | It is not clear why the original idea to demolish Starbucks & Mobile home park has been scrapped. The problem put forward b) Breadsall Parish council seems preferable & minimises disruption to Breadsall | No Pref | 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 race 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 | Very Little consideration seems to have been made to impact on Breadsall village | 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 Halor area residents who use Breadsall/Brookside as a rat runt 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 | | | | No | Would add additional traffic noise/pollution to a green belt area | 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 | | No Pref | | No | No wider impact assessment. Noise impact on Breadsall from elevated road sections. Loss of Green belt. Waste of resources when a tighter shorter route could be taken. | No Pref | 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 ron - 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 | | | | No | 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 Eator 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 2yrs to complete. Will affect house prices. | 45-54 | Female | No | No |
| 295 | 27/02/2015 | | | Yes | Residential | | Car | | Weekly | Yes | | | | Yes | | | | No | 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 ir 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 | People need access to park | No | Concerns about noise & pollution | No Pref | | 55-64 | 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 | | | No | Increased light, noise & impact on flooding, wildly/environment. Greenbelt land being taken | Option L2 | The changes to the road will have most negative impact to the majority of Breadsall residents but least advantage | 35-44 | Female | No | Yes |
| 298 | 27/02/2015 | | | Yes | Leisure | | Car | | Weekly | | | | | | | | | Yes | Respect for the environment and local residents | No Pref | | 65+ | Female | No | No |
| 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 | As this is likely to go ahead it will easy traffic flow but I don't agree with the proposed plans as shown (Option 3a) | 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 | Please my answer to question 2 | Option L2 | | 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 | | | | No | 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 | | No Pref | | No Pref | | No | 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 | | | | | | | | | Yes | | | | 65+ | Male | No | Yes |
| 304 | 27/02/2015 | Yes | Current arrangement is causing safety issues | Yes | Multiple | Business & Leisure | Car | | Weekly | | | | | | | | | No | Seems unnecessarily detrimental to the village of Breadsall. A raised road coming closer to the village will affect adversely the rural feel | No Pref | There needs of the mobile home owners needs to be properly considered but has relocating to an improved site adjacent to the existing(the other sid of ford lane) been considered? | 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 | 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 | No Pref | 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 | | 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 | Why should Starbucks and derby garden centre not be effected? Safeguarding the village and the amenities of Breadsall have to be paramount | | Q17 - Needs more thought. Need to main consultation and the provision of properly 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 A5111, 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 | I live close to the proposed option and have concerns over the impact of a closer major road network | Option L2 | I can see the need for traffic coming from the A38 North to be carried along quickly and easily to the south, nut now the improvement work has been carried out at area 3, there is a vast improvement on queuing vehicles from the A61 and A38 south>other roads | 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 | 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 carpark, as people waiting to turn right then hold up traffic on the access road and then right down to the A38. | 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 | 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 | The footbridge is an essential link between two green corridors used by pedestrians and people visiting the park. Especially heavy use for Markeaton Park events eg Fireworks. The loss of trees can be minimised to be Little more than is already lost by the current access ramp. It is the road that is causing the loss of trees and land within Markeaton Park not the bridge which is just fine as it is! | No Pref | 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 | 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 | | No | | No | | No Pref | 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 nigh 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 | | 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 | | No Pref | | 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 28 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 | | No Pref | | No | 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 |

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| 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 stealth 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 caused a major rat run with vehicles also noise pollution from works and delays and failure to complete on time made it even worst for local residents. 5) noise and light pollution with the road being closer to the village by 60+ meters. 7) 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 Pref | | Yes | | 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. | 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 | Again, to provide continuity of traffic flow through the junction, with Little impact on the area or local traffic. | Option L1 | 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. | 65+ | Male | Yes | No |
| 316 | 27/02/2015 | Yes | To help solve the serious traffic problems at each of these junctions | Yes | Multiple | Leisure & Commute | Car | | Daily | Yes | The advantages outweigh the disadvantages. | Option K3 | I do not think the alternative routes would cause too much problems whereas the option 1 and 2 would create more noise etc for the residents. | Yes | Ditto | No Pref | | Yes | Ditto | No Pref | | 55-64 | Female | No | No |
| 317 | 27/02/2015 | Yes | 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 | 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 | This junction is awful at most busy times of the day, the traffic lights have improved it slightly but there is still a considerable delay every day. | No Pref | | No Pref | | No Pref | | 25-34 | Male | No | No |
| 318 | 27/02/2015 | Yes | It will improve the traffic and access | Yes | Multiple | ALL | Multiple | Car & Walk | Daily | Yes | traffic and access to Kingsway retail park will be improved | Option K2 | | Yes | It will improve A52 flow and access to town via Ashbourne Road. I am concerned about how it will affect Markeaton Park and the green fields on the other side of A38 | Yes | | Yes | | Option L2 | | 35-44 | Female | No | No |
| 319 | 28/02/2015 | No | I 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 knowledgably 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. | No | Multiple | ALL | Multiple | Car & Cycle | Daily | No Pref | 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 K3 | No preference. Cannot give an answer to this | No Pref | 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. | No Pref | Unhappy about loss of land and trees in park. Never used footbridge so unable to judge whether replacement required. However I do believe a number of people visit the park by foot so easy safe access to the park needs to be provided. | 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 effected. | 45-54 | Female | No | No |
| 320 | 28/02/2015 | Yes | | 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 | 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 & Leisure | Car | | Weekly | Yes | You don't need a degree in the "John Cleese" obvious to see why. | Option K3 | There isn't the promised "neither" option and you have to answer one option! Local residents should not be inconvenienced where possible. | No | | No | 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 | Yes | Do the work overnight. | Option L2 | | | Prefer Not to Say | | 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 | Keeps traffic away from housing. | Yes | | Yes | Pedestrian and cycle access to the park must be well catered for. | Yes | There is concern at the take of green space but this is preferable to alternatives. Landscaping to screen the road is essential | No Pref | My main concern is the provision made for cyclists on Queensway and Kingsway as this is essential to the cycle network particularly to the University on Kedleston Road. The current provision provides a route of poor standard with narrow pavements and conflict with pedestrians. As the distances are significant, cyclists wish to travel at speed which can be obstructed by pedestrians. If only a shared path is possible, it needs to be wide enough for cyclists and pedestrians to pass comfortably. Without this sort of facility, the roads will only become more choked with traffic with resulting delays and environmental damage. I am a City Councillor for Blagreaves Ward and I am very aware of the plans for significant new build adjacent to the Ward. The road infrastructure needs to be improved to cater for these developments. The A38 improvements are vital to this. But making it easier to go round Derby does not help with the poor roads to go into the city- that is a problem for the Council and Government. | 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 | Improvements in 2014 have made some of the exits from this roundabout quite tricky to negotiate safely particularly for those not familiar with the layout. | 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 | Yes | The impact on residential dwellings and businesses is less than the other options | Option L1 | | 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 | Seems highly unfair to demolish all the properties on Queensway when if it was moved over slightly to take the edge off the park would mean people wouldn't have to lose their homes or compulsory purchase as the council already own the park. It wouldn't be missed as I've rarely seen that edge of the park being used. Would rather have McDonalds and the Esso garage knocked down and move the road over there than have peoples homes demolished. | 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. | Yes | 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 Littles 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. | Option L2 | Why not just have Ford Lane access remain open but only to go on to the slip road off the A38 to go down to the island, this would be a far cheaper option than building another bridge. The housing estate around Ford Lane and Derwent Avenue is far too big to only have to access points that both go on to an already quite congested A6 at Duffield Road. 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 | Not directly effected | Yes | Access appears to be better from the ashbourne road. | Yes | To safely access both sides of the A38, as it is often used, particularly by students | No | This proposal brings the A38, on a flyover far too close to Breadsall village | No Pref | This preferred option will greatly impact on Breadsall village, The high flyover will be visually intrusive & there will be increased noise levels. We believe that the use of low noise tarmac & tree screening will be of Little effect on the noise. Options to realign the A38 north of the current junction have been rejected, but we feel it is possible to achieve improvements by aligning the new road closer to the current route - i.e. reducing the angle of the curve. Breadsall is already blighted by a high volume of traffic, bringing noise & pollution, This further evasion into the village is unacceptable. 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 | 65+ | Both | No | Yes |

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| 326 | 02/03/2015 | Yes | | | Multiple | Residential & Leisure | Car | | Weekly | No Pref | Typically apathetic re this Kingsway Junction - It rarely affects me. However, the traffic on Kingsway A5111 down to A38 is often at a standstill & this will improve that | No Pref | | Yes | As some houses will be bought & pulled down, I suggest that you do this as quickly as possible, as the 'threat' has been hanging over the owners for long enough | No | Waste of money. Pedestrians can cross at A52 or I've never seen anymore on the existing bridge | Yes | Queuing down A61 at peak times is horrendous. The underpass to B6179 will be really good. Traffic from & to Derby city is backed up even at other times of day - Everyday! | Option L2 | The Knock-on problem for traffic on southbound A38 coming off slip 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 pekiron 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 Erewash borough & Derbyshire C C to work together for traffic lights | 65+ | Female | No | Yes |
| 327 | 02/03/2015 | Yes | Reduce travel times, Queueing, Pollution, Frustration and for 30+ years they have given derby a poor reputation | Yes | Residential | | Car | | Daily | No | Retain existing design of large single road island(on top) the two mini island system causes traffic delays and accidents and will need traffic lights. Refer many examples across England | Option K1 & K2 | Install both K1 and K2. North bound the A38 between the Kingsway and ashbourne road islands to be 3 lane - otherwise you will create rush hour jams and increase risk. | No | The ashbourne road west of the new junction is not shown to have an increased width up to and beyond the park entrance to allow a safe turn in/out | Yes | The bridge continues an existing footbath (public) from the city centre to the park | No | From the island north to the main carriageway use the existing north bound carriageway as the access sliproad(cheaper option) | Option L2 | Re open the old railway bridge on road lane to join the two parts again. Would give direct access to Little Eaton. This is to be two way with restrictions on heavy traffic - width/weight. We've waited over 40yrs for a decent road - I hope you are planning for the future and not just the present. Explanations and more detail to suggestions available on request | 65+ | Male | No | Yes |
| 328 | 02/03/2015 | No | The Little Eaton island seems to work better at the moment but for how long is the question. I would like it to remain as it is if possible | Yes | Multiple | Residential & Leisure | Multiple | Car, Bus & Walk | Daily | | | | | | | | | Yes | The impact upon our village will be less than in the other options 1 & 2 | Option L1 | I regret the change that will cause a loss of the rural setting & views of both Breadsall church & river Derwent meadows. The embankment seems the lesser evil to say a s spaghetti junctions structure. If there is a way of managing the traffic flow without all this work it would obviously be preferred. Local village life was disrupted a great deal by the latest work. This resulted in a loss of social contact because people never knew what the delays would be like & avoided the roundabout where possible. when the work on the three traffic islands is complete what happens at 28 M1? | 65+ | Female | No | Yes |
| 329 | 02/03/2015 | Yes | Need to keep increased amount of traffic flowing and reduce hold ups | Yes | Multiple | Residential & Leisure | Car | | Daily | Yes | Easing gridlock at small roundabout leading to Sainsbury's | Option K1 | | Yes | | Yes | | Yes | Traffic from Little Eaton on B6179 needs easier access to the roundabout | Option L2 | | 65+ | Both | No | Yes |
| 330 | 02/03/2015 | No | Thousands of pounds of taxpayers money has already been spent here | Yes | Multiple | Residential, Leisure & Commute | Car | | Daily | | | | | | | | | No Pref | | Option L1 | | 55-64 | Female | No | Yes |
| 331 | 02/03/2015 | Yes | The traffic flow is currently very poor | Yes | Multiple | Business, Residential & Leisure | Multiple | Car & Bus | Daily | Yes | Flyover? But I do realise the cost involved | No Pref | | Yes | | No Pref | | Yes | | No Pref | My basic issue in roadwork's is the amount of rubble, Little, debris, materials etc that are not taken away streaks. This is a real problem on UK main roads. Nobody Picks up the litter from the verges, sides or central reservations anyway. It is a distract. It illustrates (particularly to foreign visitors) just what a filthy county the UK is. The A38 has always been bad in this regard, at present it is much more so. Please liaise with the highways agency to sort this out | 55-64 | Male | No | No |
| 332 | 02/03/2015 | Yes | The current intersections do not allow for the free flow of traffic. There is too much traffic for the current set up. | Yes | Multiple | Residential & Commute | Car | | Monthly | Yes | It takes the least amount of land, keeps within existing footprint as possible, Is an underpass so general aesthetics can be maintained | Option K2 | Already a route used by heavy vehicles. Brings A38 traffic on to currently used access route more directly. Less impact on residential areas | Yes | Least impact on Markeaton park. Underpass will remove sound surface traffic from park entrance | Yes | Maintain existing direct connection between Markeaton brook and the park | Yes | Least impact on existing infrastructure. | Option L1 | | 45-54 | Male | No | No |
| 333 | 02/03/2015 | Yes | Because of the regular 'bottle-necks' of queuing traffic and hold-ups at all 3 islands | Yes | Multiple | ALL | Car | | Daily | Yes | In my opinion, this plan will eliminate all the traffic queues that we currently suffer at this junction | Option K2 | To keep local traffic and lorries from the residential area beside Greenwich drive south and keep heavy goods vehicles using Kingsway park close. | Yes | Because it will eliminate the regular traffic queues and hold ups | No | Because almost no-one ever uses it. Most pedestrians go up to Kedleston road and use the road bridge | Yes | Because it will eliminate the regular queues and hold ups | Option L2 | The improvements are long overdue and in all honesty should have been made originally when the road was first built. Its been a bottle-neck for traffic for years. | 55-64 | Both | No | Yes |
| 334 | 02/03/2015 | Yes | Traffic congestion at these junctions impacts on the economy of the area | Yes | Leisure | | Bus | | Weekly | Yes | This will relieve through traffic but dialogue with the city council highways is needed to improve access/egress from the Kingsway retail park, to avoid Sunday morning backing up | Option K2 | Local access is needed but option K1 would increase traffic on the narrow Mackworth estate roads that would be undesirable | Yes | This is a good design and will relieve congestion | Yes | the bridge links a pleasant walk away from traffic pollution to almost into the city centre. We should be encouraging people to walk and to cu off the end of this walk will be a shame | Yes | It is a good design with Little impact after construction on local properties | Option L1 | A very well thought out scheme that we needed years ago. I hope that no further delays occur before construction starts | 65+ | Male | Yes | No |
| 335 | 02/03/2015 | Yes | There is a need for the traffic to flow through the junctions | Yes | Residential | | Car | | Daily | Yes | | Option K1 & K2 | They both need to be developed because of the heavy goods vehicles using the trading estate 24hrs a day | Yes | Through flow of traffic and safety | Yes | I use it at least twice a week | Yes | Through flow of traffic and safety | Option L1 | As a resident of Kingsway I have been here before the road was built anc would hate to see the trees and the embankment encroach any further towards my house. I also have a problem with the noise of the traffic and the maintenance of the road which is unbearable so when it runs through the night so I think you should hold further meetings for the people it directly affects as some of the questions I asked could not be answered. | 65+ | Male | No | Yes |
| 336 | 02/03/2015 | | | | Leisure | | Multiple | Cycle & Walk | | | | | | | | | | | | | | | | | | | |
| 337 | 02/03/2015 | Yes | Congestion | Yes | Residential | | Car | | Daily | Yes | | | | Yes | | | | No | Access to our estate is difficult from Ford Lane and Derwent ave to A6 | Option L2 | We need lights at Ford Lane A6 it is dangerous | 65+ | Female | No | No |
| 338 | 02/03/2015 | Yes | Markeaton and Little Eaton junctions are flowing freely following recent improvements. Kingsway is however a bottle neck particularly for traffic travelling east. | Yes | Multiple | Residential & Leisure | Car | | Daily | Yes | | No Pref | Do not live close to junction | Yes | | Yes | Significant pedestrian traffic to park | Yes | | Option L1 | If Ford Lane is closed, design should aim to minimise through traffic by using speed bums or similar. May require traffic lights at Ford lane/A6 and Derwent avenue A6 junctions. Can wait 5mins to from A6 at next hour in morning and evening | 65+ | Both | No | No |
| 339 | 02/03/2015 | Yes | This scheme if accepted wold mean we would be able to move house as our house would be demolished. Reasons as given in the introduction in the Exhibition document | Yes | Residential | | Multiple | Car, Bus & Walk | Daily | | | Option K1 & K2 | Is there any possibility of having both K1 & K2 apart from the added cost. With a single option there will be increased traffic flow on Brackensdale avenue. | Yes | | No | The expense of a new bridge & the extra loss of land due to new foundations is not justified by the number of people who use the existing bridge | | | No Pref | As stated in Area 2 it will give us an opportunity to move house. The projec A8 a whole will be a great benefit to derby by reducing traffic delays around city and will make journeys safer. | 65+ | Male | No | Yes |
| 340 | 02/03/2015 | Yes | To help the planners to come to a satisfactory decision for the major improvement for many years to come, with traffic volumes increasing everyday. It is necessary | Yes | Multiple | Business, Residential & Leisure | Multiple | Car & Bus | Weekly | | | | A New housing development on Radbourne lane for 675 houses now being built will increase traffic on to the A52, traffic lights be put at the A52/Radbourne lane junction | Yes | | Yes | If the present footbridge is in demand it should be replaced as this is the only way for pedestrians on the streets between Kedleston rd/ashbourne rd A52 to access Markeaton park without a long detour either way | | | Option L1 | Area 2 - Markeaton Junc - A new access for Markeaton park, petrol station & McDonalds on to the A52. All three using the same junction is taking away some of the advantages of the A38 Underpass. With Brackensdale avenue & Enfield road junction closed this will put extra traffic on to the prince & rowles avenue and the A52, this is a very busy junction now, there have been a number of accidents already some fatal as 675 new houses are being built on radbourne lane this increase the traffic on to the A52 considerably suggest traffic lights at this junction | 65+ | Male | No | Yes |
| 341 | 02/03/2015 | Yes | Markeaton roundabout usually choked and hazardous to negotiate. Esp since the recent improvements | Yes | Multiple | Business, Residential & Leisure | Car | | Daily | Yes | Should provide free flow along A38 & improves access from the Kingsway A5111 | Option K1 | If the access to A38 is closed at Markeaton there is no other easily accessible option | Yes | Access from Mackworth to the A52 will be difficult due to increased housing (1000 units) in radbourne & Mickleover. Only 1 access & egress from park to A52 is impractical especially at event times & weekends | Yes | Increased foot fall at A52 and Kedleston rd could increase chance of pedestrian accidents | Yes | Will impact A38 flow and access to A61 | No Pref | 1. The proposal for the access to the petrol station/McDonalds and also the park need to be reviewed. 2. It is already hazardous coming off the roundabout with traffic suddenly slowing to enter the above. The exit from prince Charles ace may require lights to allow residents to access A52 especially at peak times. 3. Connect Greenwich drive north to Greenwich drive south to improve access from north to south of the estate. | 65+ | Male | No | Yes |
| 342 | 02/03/2015 | Yes | They are difficult to cross on foot or by bike | No | Multiple | ALL | Cycle | | Daily | No Pref | No reference to how cycling and walking over junctions will be improved | Option K2 | Access to Mackworth & New Zealand is important. However option 1 cuts across a cycle path of national & local significance | No | No Ref to cycling & walking improvements - Only motor vehicles taken into account | Yes | Existing footbridge is not along pedestrian desire lines. A footbridge from Ashbourne road to the new park entrance would be much more useful for pedestrians and cyclists as it is on the most popular route. It should be cycle friendly | No | The proposal to close ford lane and other elements present barriers to cycling and walking | Option L2 | Pedestrian & cycle needs should be as high a priority as those of motor vehicles. Not and after thought. Plan for a sustainable transport future. Think of the needs of local people. This development should help connect local communities in sustainable way. | 25-34 | Male | No | No |
| 343 | 02/03/2015 | Yes | The capacity & sustainability of road systems within the areas being considered are totally inadequate to cater for the current volume of traffic let alone for futst increases due to proposed developments in the area | Yes | Multiple | Residential & Leisure | Multiple | Car, Cycle & Walk | Daily | No | 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 | Option K1 & K2 | K1 -Provides access for Mackworth Residents. K2 - Provides access for businesses & Mackworth residents west of the A38. | No | Consider A38 Should be moved westwards away from Queensway thus protecting the very good quality of housing existing on Queensway. | Yes | Public access to the Markeaton park grounds is essential for residents leaving the ashbourne road, Kedleston road & Broadway area of derby. A footbridge is a far more safer method of crossing the A38 | Yes | Consider preferred option which has now evolved is a good solution | Option L2 | 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 replanting. The bus lane on the (No Suggestions) new road causes a major pinch point for traffic travelling eastwards into the city. the bus land should be scrapped. The bus lane causes chronic traffic congestion 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 city inner ring road | 65+ | Male | No | Yes |
| 344 | 02/03/2015 | Yes | | Yes | | | Car | | Daily | Yes | Improved flow on A38 and improved flow of local traffic | No Pref | Won't need to use either of these access points | Yes | Improved flow on A38 and improved flow of local traffic | No Pref | | Yes | No traffic queues on A38. Improved traffic flow round new island for local traffic. No Rat run down ford lane with option L1 | Option L1 | Option L2 would allow ford lane to still be used as a rat run and would increase costs by a large amount. Option L1 would stop ford lane being used for access to A38 thus reducing traffic. However option L1 would leave this estate with only 2 entrance/exits roads. Ford Lane & Derwent aver It is often very difficult to turn right onto A6 from either of these two roads and at peak times is almost impossible. Could you consider traffic lights at the A6/Ford lane junction maybe just activated by vehicles on ford lane, to allow right turns onto A6.We think that the stopping of traffic at Ford lane would also allow gaps in traffic to exit from Derwent Ave. I worked in Fritchley for many years and always used A38 to Ripley to get there as turning right onto A6 towards Belper was dangerous & near impossible at peak morning traffic time. | 55-64 | Both | No | Yes |
| 345 | 02/03/2015 | Yes | Main bottle necks on long journeys from north through midlands & knock on effects on local traffic | Yes | Multiple | Residential & Leisure | Multiple | Car & Cycle | Daily | Yes | A38 dig in to reduce visual impact & increased to 3 lanes to increase capacity | Option K2 | Less impact on smaller, residential streets & eases access for HGVs from industrial estate | Yes | A38 dug in to reduce visual impact - whilst not wanting to see part of park & trees go - it is a price worth paying subject to extra planting | Yes | East/West Links very important for commuting & leisure - whilst bridge not used massively it helps with avoiding traffic all together | Yes | Only impact on village at Breadsall but that impact not great | Option L2 | Very happy this is progressing - will improve journey times and make life better immensely. Other suggestions - Little Eaton - Consider inclusion of dedicated lanes for traffic heading from derby A61 onto A38 south and north with north utilising existing carriageway northbound. Improve cycle links from derby to Little Eaton to encourage cycling for commuting & leisure. Markeaton - Look to improve cycle links between ashbourne road area & park & that runs down side of A38 Adj. T.A. Kingsway - Create better cycle links between Mackworth & Mickleover to retail park & industrial estate with separate lanes & also up to Markeaton park & across to Ashbourne road. | 35-44 | Male | No | Yes |
| 346 | 02/03/2015 | Yes | Increase in traffic usage has led to greater congestion during peak periods | Yes | Multiple | Residential & Commute | Multiple | Car & Cycle | Daily | Yes | The material used to construct the embankment came in part from the industrial/chemical tip which now houses Sainsbury's store. There may be environmental issues during construction | Option K2 | Option K2 avoids traffic flow along a residential road. K2 also would allow a second access to Kingsway retail park. | Yes | Markeaton junction is the main congestion point of the three junctions. Improving traffic flow at this point is therefore important | Yes | A large number of pedestrians use this access to special events by walking they avoid increasing road congestion | No Pref | I rarely use this part of the A38 and therefore have no detailed knowledge of its traffic flow | No Pref | 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 impac on the houses along cheviot street. | 55-64 | Male | No | Yes |
| 347 | 02/03/2015 | No | Recent works have been done. We are a charity providing housing for the elderly off ashbourne road next to Sutton close and are keen to protect our residents | Yes | Residential | | | | Daily | | | | | No | We do not wish to see any disruption to our residents | No Pref | | | | | | | | | | |
| 348 | 02/03/2015 | No | Recent works have been done. We are a charity providing housing for the elderly off ashbourne road next to Sutton close and are keen to protect our residents | Yes | Residential | | Car | | Daily | No Pref | | | | No | We do not wish to see any disruption to our residents | No Pref | | | | | | | | | | |
| 349 | 02/03/2015 | Yes | Make travel quicker & easier coming through on A38. Access to A38 from all island junctions safer & easier | Yes | Multiple | Residential, Leisure & Commute | Car | | Weekly | Yes | Fewer queues, quicker traffic. How ease of access to local services | No Pref | Better for Mackworth residents to decide. I rarely use these local roads | Yes | Better traffic flow . Eases congestion. Better access to local services. | No Pref | I don't use this footbridge . Whatever decision is made there needs to be adequate lighting & line of sight for safety to bridge users. | Yes | Better traffic flow . Less congestion at busy times | Option L1 | This is brilliant. Should have been done years ago. Can you start it nex week please. Love it yes there will be problems during constructions but the overlaced benefits for local & national travellers on the A38, Plus people worry local races will be huge. Very welcome proposals. | 45-54 | Female | No | No |

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| 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 | 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 Mackworth would not have go through the middle if estate. | 65+ | Male | No | Yes |
| 351 | 02/03/2015 | Yes | Current levels of congestion at the Junctions needs to addressed | | Residential | | Car | | Daily | Yes | I acknowledge that there is a need to facilitate through traffic flow ie Motorists travelling on the A38 north & southbound which will in turn ease local congestion at this junction | Option K3 | I Reside on the corner of Lyttelton 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 | | | | | | | In selecting K3 I realise that this will preclude vehicles utilising Kingsway industrial park so the businesses currently located on this site will no longe 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 'digi' 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 & Leisure | Car | | Weekly | Yes | It would speed up the journey whilst not destroying the local environment. Hopefully, it would reduce pollution as well. | 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 | Business, Residential & commute | Car | | Daily | Yes | | Option K3 | | Yes | | Yes | | | | | | | | | |
| 355 | 02/03/2015 | Yes | Too much traffic | Yes | 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 | well of the enormous cost involved which could be put to better use. I feel the current alteration adequate | Option K2 | | No | | No Pref | I do not feel that trees should 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 | Yes | Multiple | ALL | Multiple | Car, Cycle & Walk | Daily | No Pref | | Option K3 | | Yes | It reduces congestion on the main A38 through the junction and also makes local access easier and less dangerous (the current layout can be confusing for those not familiar with it). | 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 | 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. | No | Multiple | Residential, Leisure & Commute | Car | | Daily | No | the scheme effectively shut the estate off. it will also force traffic along a residential road which is very narrow. it will come closer to my property | Option K2 | traffic is being forced along a narrow residential road | No | 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. | No | | No Pref | | No Pref | | 35-44 | Female | Yes | No |
| 359 | 03/03/2015 | Yes | | Yes | Residential | | Car | | Weekly | Yes | | No Pref | | Yes | | No Pref | | 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 | 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 | 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 | To resolve congestion issues at Little Eaton and safety of access from Little Eaton to derby | 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 | 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 | An increase in traffic through Little Eaton would be detrimental in terms of noise and other environmental factors. But my primary concern is rat the school and shops are on the main road through the village and are already affected by congestion at peak times more traffic will increase the conflict between drivers and other road users and local traffic and commuters. I suspect that the current junction acts in part to alienate some drivers from using litter Eaton road a through point to their destinations. I worry that the planned improvements will be detrimental to those who live, work and go to school /shop in Little Eaton. Could the time and money be better spent on alternations to motor journeys? Isn't traffic reduction a better goal than increased traffic if you build it they will come. | 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 | | 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 queueing 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 timings on the traffic controls make it a dangerous manoeuver especially if your vehicle doesn't move off from the junction quickly | 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, Leisure & 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 | | 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 are; 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 | | | Yes | | Yes | | Yes | | 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 | | No Pref | | Yes | Improved traffic flow. Keep loss of land to minimum | Option L1 | | 65+ | Male | No | Yes |
| 370 | 03/03/2015 | Yes | Safer plus easy access | Yes | Multiple | Residential & Leisure | Car | | Weekly | Yes | | | | Yes | | | | Yes | Looks simpler should improve traffic flow | 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 | To eliminate traffic jams | | | Yes | Easy access from Little Eaton to derby or south. 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 | see 18 - Dedicated lane to retail park required at the same time | No Pref | | 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 require 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 | Typically I only use the A38 and do not use the other roads at the existing roundabout so I have no preference | No Pref | | 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 demolishment 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 | | No Pref | | 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 | flow of A38 thro. traffic will be improved. | No Pref | | Yes | 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 | I think the proposed design would reduce congestion and reduce journey times through this sections, especially during rush-hour. | Option K3 | No preference. | 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. | Yes | I think the proposed design would reduce congestion and reduce journey times through this section, especially during rush-hour. | 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 | I don't have any choice of the three above, but am required to give a preference in order to go to the next page. | 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 se above- the Royal Derby Hospital needs to be connected better! | No | See above- connect the Royal Derby Hospital better | No | | Yes | | 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 | Keeps it pretty much the same with A38 flowing underneath. | No | Although why would loss be necessary, can't it just be replaced? Can't it go underneath? | Yes | Seems logical. | 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 | If it is necessary that would be the preferred option. What about noise abatement? | 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 "on course" for Breadsall village | 65+ | Both | No | Yes |

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| 383 | 05/03/2015 | Yes | Improve traffic flow and avoid queuing to a limited extent | | Multiple | ALL | Car | | Daily | No Pref | We have only focussed on area 3 Little Eaton junction and its proximity to Breadsall village | No Pref | We seldom use this junction | No Pref | see question 8 | No | We seldom use this junction | No | We are very concerned regarding the impact this will have on Breadsall village. Reate the link road from morrisions island to Mansfield road A608 avoid the Breadsall rat run | No Pref | 1) Use brownfield land instead of using greenbelt land closer to Breadsall 2) Reduce the impact by making the bend in the A38 tighter and reduce the speed limit accordingly. 3) We are concerned about increase in noise level elevated road, continuous traffic movement at higher level, elevated street lighting, no barrier between the flyover and Breadsall village. 4) Increased risk of flooding if proposed option is adopted. 5) The risks to the environment for the project far outweigh the limited improvement on traffic flow | 55-64 | Male | No | Yes |
| 384 | 05/03/2015 | Yes | | Yes | Residential | | Car | | Weekly | Yes | | No Pref | | Yes | | Yes | | Yes | | No Pref | | 65+ | Male | No | No |
| 385 | 05/03/2015 | Yes | | Yes | Multiple | Business, Leisure & Commute | Multiple | Car & Walk | Daily | Yes | | No Pref | | No Pref | | Yes | Runners/Dog walkers still need access | No | see below | Option L1 | 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 | 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 | | | | | | | | | No | The roundabout works well now. Improvements would be a waste of money. Proposed route would lower our property value. | Option L2 | 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** | 65+ | Female | No | Yes |
| 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 | Daily | No Pref | | | | No Pref | | | | Yes | 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 experiences 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 exiting 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 | | Yes | Traffic flow into & out of derby at the junction needs to be improved to save it backing up | No Pref | | Yes | | Option L2 | Generally in favour. Your maps are incorrect - The link is to benefit northbound traffic flow(not southbound). The new link road should not join the B6179 as this will add to traffic problems already on this road. The link could join the new roundabout via the Derwent ford lane road shown on the map. If the new link isn't developed please note that the palm court roundabout will need to be improved - it cannot take extra traffic that currently uses the ford lane bridge to go north on the A38. Petron roundabout flows are already struggling | 35-44 | Male | No | Yes |
| 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 | | Yes | Access to Markeaton park & to the town from the park | Yes | Seems to be the most sensible option - using less land from the previous options | Option L2 | | 65+ | Female | No | Yes |
| 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 | | No Pref | Does not affect me | Yes | | 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 | | No | | No | | | There are far too many people in this country nowadays many of whom should be illegal. We are overrun with too many car's & all traffic due to immigrants from all over the work. Stop immigration | 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 | 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 | To not making it too imposing on the park or the eye. For the design to be fitting with the park. To ask locals about the design with this preference | Yes | To not make a huge concrete eye soar to design something to compliment Little Eaton. The noise level and access leaving ability intoiout of Little Eaton. Cycle paths should be kept open as well | Option L2 | 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 dulcet 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. | 16-24 | Female | No | Yes |
| 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 queueing all along the A38 | Yes | Residential | | Car | | Daily | No Pref | | No Pref | | No Pref | | No | Is the original bridge still usable? | Yes | This will make travelling from Little Eaton to derby and vice versa much easier and hopefully less time consuming | Option L1 | Having 'suffered' when the 'improvements' at present in place at the Little Eaton island, I would be interested to know timescale; and how much disruption will be caused this time. Having sat in traffic queues for many weeks due to over-running works. | 65+ | Female | No | Yes |
| 394 | 05/03/2015 | No | Too soon for change | Yes | Multiple | Residential & Leisure | Multiple | 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 | It all looks very sound and has a good safety appeal about it | Option L2 | | 65+ | Male | Yes | Yes |
| 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 | | Neither leave ford lane open with stop sign to A38 | 65+ | Male | Yes | Yes |
| 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 | 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. | Yes | 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! | Option L2 | Although I am in favour of the road improvements for Little Eaton and it is well over due. I am greatly concerned about the increase in noise level and how this will affect the village. The noise level on the far end of the village is far greater from the A38 at present and I would not like this to be the same for the rest of the village as I feel with would have a huge impact on peoples lives. Low impact noise tarmac and other options should be considered and screening to make the impact of the new road as Little as possible. Good landscaping could add to the village and junctions and not detract from them. Noise has to be looked at very closely and dealt with. | 45-54 | Female | No | Yes |
| 397 | 05/03/2015 | Yes | Traffic build up | Yes | Multiple | Residential & Leisure | Car | | Weekly | | | | | | | | | Yes | Prefer traffic lights to be at B6179 junction rather than part way round roundabout | Option L2 | | 65+ | Female | No | Yes |
| 398 | 05/03/2015 | Yes | Traffic at peak times causes long delays | Yes | Residential | | Car | | Daily | Yes | Better access for traffic joining A38 from A5111 | No Pref | | Yes | This option should have been done in accordance with original plans | No Pref | | Yes | Should have been done years ago | Option L2 | | 65+ | Male | Yes | Yes |
| 399 | 05/03/2015 | | | 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 | | Option L1 | With regards to Q17 as a resident of the estate where ford lane cuts through and I would say 80% of people use it as a cut through from the A6 to the A38. After just going through nearly 1 year of traffic jams for the improvements to Markeaton and Little Eaton I'm not looking forward to the prospect of all the traffic congestion when all 3 roundabouts are being done. | 35-44 | Male | No | Yes |
| 400 | 05/03/2015 | Yes | | | Residential | | Multiple | Car, Bus & Walk | Daily | No Pref | | | | No Pref | | | | Yes | The current junction is dangerous | No Pref | | 55-64 | Male | No | Yes |
| 401 | 05/03/2015 | | | Yes | Multiple | Residential, Leisure & 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 | You can cross at Markeaton & Kedleston road | Yes | | Option L1 | | 35-44 | Female | No | Yes |
| 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 | 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 | A38 & A5111 are not properly segregated. See note 1 on ground rules and note 2 and 3 on preferred scheme and implementation | Yes | By boring a tunnel for the A38 between Kingsway and Queensway segregation is achieved. No existing access need to be closed. There is no land grab and construction is made off-road leading to no delays | 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 | | The whole 3 junction proposal is a nightmare of design and of construction and potential delays. The cost is excessive because of non-use of existing facilities(bridges, roadways, hill profile) and the building of new roads & bridges, especially over railways. When completed this scheme would still have the intermingling of A38 trunk traffic and A5111 derby traffic, the main fault of the 1970S LETRAC scheme. Read my additional notes attached and implement these ideas to engineer a good final solution to this 40yr problem to save costs, to produce a quiet non-intrusive scheme and improve the quality of life of derby citizens on objective notably misusing from you list on page 1. | 65+ | Male | No | Yes |
| 403 | 05/03/2015 | Yes | To reduce delays for vehicles. No evidence yet but need to consider row to improve junctions for cyclists and pedestrians. Will disused railway at Little Eaton be made onto greenway? | Yes | Multiple | Residential & Leisure | Multiple | All | Weekly | No Pref | | | | No Pref | | | | Yes | Preferred option will require least amount of additional land. Provide two-way links for closed ford lane for pedestrians and cyclists. | Option L2 | I live at coxbench road improvements will increase volume of traffic. While work is being done to A38 will noise reduction work be done at Coxbench? | 65+ | Male | No | Yes |
| 404 | 05/03/2015 | Yes | Easier to exit Little Eaton A38 traffic will flow better | Yes | Residential | | Multiple | 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 | Easier exit and access to Little Eaton. A38 traffic flow better | Option L1 | | 65+ | Male | No | Yes |
| 405 | 05/03/2015 | Yes | | Yes | Leisure | | Multiple | Car & Bus | Daily | Yes | | No Pref | | Yes | | Yes | | Yes | | Option L2 | | 65+ | Male | No | Yes |
| 406 | 05/03/2015 | Yes | To significantly improve traffic flow on A38 | Yes | Multiple | 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 | | 65+ | Male | No | Yes |
| 407 | 05/03/2015 | Yes | Surely obvious with traffic flow | Yes | Multiple | Residential & Leisure | Multiple | Car & Bus | Daily | No | 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/ noki 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 | But your option seems to be the one preferred | Option L1 | You seem to going for although route, but surely some interruption is required, to break into a drives through process? | 65+ | Male | No | Yes |
| 408 | 05/03/2015 | Yes | Will assist flow of traffic at islands | Yes | Residential | | Multiple | Car & Walk | Weekly | No Pref | We only pass through these junctions | No Pref | | No Pref | | No Pref | | Yes | It will give residents in Little Eaton chance to get onto A38 | Option L2 | Re closing of ford - Living on residential site this lane is used for us to reach Little Eaton and A61. I would like some access onto A38 from here. Lots of walkers, myself included use this route and would not like to lose it. | 65+ | Both | Yes | No |
| 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 | To ease the flow of traffic | Option L2 | | 65+ | Male | No | Yes |
| 410 | 05/03/2015 | Yes | Volume of traffic | Yes | Multiple | Residential & Leisure | Multiple | Car & Walk | Daily | | | | | | | | | No | Closer of ford lane exit will increase the volume of traffic on Derwent avenue which heavy enough | | There is a problem with the noise volume for people living at the bottom o Derwent avenue where we live complaints have been made about this but nothing has been done about it | 65+ | Both | No | No |
| 411 | 05/03/2015 | Yes | | Yes | Multiple | Residential & Leisure | Car | | Daily | Yes | Horrendous queuing from Uttoxeter road to Kingsway junction | No Pref | | Yes | | Yes | There should be pedestrian access to the park | Yes | To reduce waiting times at roundabout | Option L1 | Some concerns re traffic lights to village - hope this will be monitored and addressed is difficult getting out of village | 45-54 | Prefer Not to Say | No | Yes |
| 412 | 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 | | Option K2 | Access via Greenwich Drive South would create too much traffic along a residential road, | Yes | | No | Better to improve the pedestrian access between Prince Charles Ave and Markeaton Park | Yes | | No Pref | I am puzzled that this scheme is proposed so soon after the extensive work on the Little Eaton and Markeaton islands. | 65+ | Male | No | No |

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| 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 mum's 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 blond 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 throughout-put 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 that 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 straighest 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 | 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. | Option K1 | | | | | | | | | | | | | |
| 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 | | 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 | 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 | 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 | Anything that reduces the delays getting out of the A5111 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. | Option K3 | | 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 to south of the Ford Lane junction at busy times, not right for a UK trunk road. | No Pref | | 65+ | Male | No | No |

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| 425 | 08/03/2015 | Yes | Regular congestion on the A38 and ring road in Derby. | Yes | Multiple | Business, Residential & Leisure | Car | | Daily | Yes | A major consideration of the junction design should be traffic joining the A38 from Kingsway. At present the junction is completely overwhelmed at peak times and subsequently the use of the ring road in this part of Derby is pointless as cutting through the city centre of passing around the east of the city via Rayneseway and Acorn drive is far quicker. This cause knock on traffic problems in these areas. | Option K3 | Local access will only promote rat running in the local areas. | Yes | It appears logical, however the design basis should be to allow constant flow of traffic not eh A38 and major roads in Derby. The objective should not be to allow A38 to travel through Derby at 70 mph. This speed and volume of traffic will results in unjustifiable noise pollution on residential areas in the city. This model is used throughout Europe, to slow traffic as it passes through urban centres. | Yes | To permit pedestrian traffic without significant diversions. | No | considered appears to be to allow A38 traffic to navigate the junction at 70 mph without due regard to local residents and the impact of the site in terms of visual and noise impact. The objective of the junction redesign should be to allow constant flow of traffic on the A38 and A61. Traffic on the A38 should be slowed to 50 mph from the Kingsway junctions to beyond the Little Eaton junction to reduce the noise pollution caused by traffic. At present noise pollution from the Little Eaton junction will be significantly increased due to increased traffic speeds and the raised height of the road. At present it is unclear why the objective of the design is to allow traffic to pass through derby at the national speed limit. Increasing the volume of the A38 will also have traffic impact on Breadsall village as there is currently no adequate link between the A61 and A608. At present there is significantly rat running through the village and there are regular traffic incidents around the traffic calming at all entry points to the village. Increasing the capacity of the A38 is only likely to increasing the amount of traffic passing through the village. | Option L1 | The A38 junction improvements will have significant traffic impact on the city of Derby and as a result there should be a comprehensive investigation of the impact of the proposed changes to the city and surrounding villages. Depending on the outcome of these changes part of the project should be to make changes to roads/junctions as necessary to correct any significant negative changes in traffic flow around the city caused by the a38 junction improvements. Finally, the objective of this project should be to improve traffic flow in the city and on the a38 but not at the cost of noise and visual pollution to the derby area and residents. A key objective of the project should be to increase traffic capacity on the a38 but at a reduced speed through the city. | 25-34 | Male | No | Yes |
| 426 | 08/03/2015 | Yes | The junctions take a lot of traffic around Derby and are a main commuter route. Current road layout causes a lot of traffic queuing to join he A38 and causes backlogs of traffic on smaller roads around these junctions. | Yes | Multiple | Residential, Leisure & Commute | Car | | Daily | No Pref | Only occasionally travel through this area, understand that there is a significant need for improvement due to this being linked to the Derby ring road. | Option K3 | I do not travel through this area so am unfamiliar with the road lay out and accesses. | No Pref | I do not travel through this section on a regular basis. | No Pref | | No | I feel that the curve has been extended over greenbelt to allow traffic to flow at 70mph and this will give increased noise to the village and will destroy the current rural outlook between the a38 and Breadsall village. Also I feel that it is an inappropriate speed and the speed limit should be 50mph at this point, as this will also help with the noise levels, which are likely to be significantly increased if the traffic is allowed to travel at 70mph. I feel that the proposal will also have an environmental impact, as there are herons which are regularly in his area. Also there during the previous improvements there were delays due to white tail crayfish being found, and the proposed scheme would cause further disruption to these. I feel that reducing the speed limit and following the same road layout as is currently in place (as proposed by Breadsall parish council) would be the preferred option. | Option L1 | There is no suitable link between the A607 and the A38 as you improve traffic flow through the new junctions this in inevitably going to cause increased traffic flow through Breadsall village. Currently a lot of traffic passes through Breadsall and during rush hours this traffic and can cause tail backs through the village with people linking to the A38 via the A61. Even though there is traffic calming in place there is still speeding and he increased risk of accidents from people trying to rush through the traffic calming unsafely. Feel his should be looked at as well as the traffic which comes via the A61. I feel that with the previous consultation being 11 years ago this has led to the current proposal being outdated and at odds with current residents opinions. I believe tat the emphasis needs to be taken away from allowing traffic to continue at 70mph ad if the speed limit is 50mph this is still a vast improvement as traffic will continue to flow rather than stopping due to traffic lights. This would remove the need for the large sweeping curve and would allow the road to follow the current curve whilst not bring the road closes to the village and increasing noise levels for residents. This should not cause and extra inconvenience to Little Eaton residents as the road layout will be running in the same place. | 25-34 | Female | No | Yes |
| 427 | 08/03/2015 | Yes | | Yes | Multiple | Residential & Leisure | Car | | Daily | No Pref | Any improvement to this area would be beneficial | Option K3 | I have no personal preference as I don't live in the close vicinity | No Pref | | No Pref | | No | Because it is going through green belt land and as there is Little of this around it would be good to preserve what we currently have. Based on the previous options the route of the road was kept further away from the village and would reuse currently developed land. | No Pref | | 35-44 | Female | No | Yes |
| 428 | 08/03/2015 | Yes | Heavy Traffic and congestion at all 3 islands, especially at peak hours and also at the weekends. | Yes | Multiple | Residential, Leisure & Commute | Car | | Daily | Yes | I believe that a under pass is the best option for this island as it allows the A38 to keep moving in both directions. | Option K1 | Out of the options available for Mackworth residents I believe this to be the better option than using Prince Charles Avenue which has greater built up areas. | Yes | This is the best option as it has the least effect on the residents in the area. | Yes | The area to be made available for the footbridge will not impact on the overall space open to those people who use the park. | Yes | Least effect to Little Eaton residents and businesses. Consideration must be given to increased road-noise and the effect on the village residents and businesses during the long construction period. | Option L1 | Ford lane is mainly used as a short cut from the A6 and therefore the closure will not have a dramatic effect on those people that live in the area. | 55-64 | Male | No | Yes |
| 429 | 08/03/2015 | Yes | Congestion | Yes | Leisure | | Car | | Weekly | | | | | | | | | | | | | | | | | |
| 430 | 08/03/2015 | Yes | Totally agree with the need to improve the road network throughout the city and local areas. I travel regularly along the recommended improvement areas, which become heavily congested, due to the large number of vehicles that use these routes daily. My major concerns are that enough thought hasn't been placed on preserving the green belt areas near Breadsall village, when there are options to take the route further away on sites which have previously been developed, without the need to ruin the countryside further. Obviously with living in the Village, I would be concerned with increased noise and light pollution | Yes | Multiple | Residential & Commute | Car | | Daily | Yes | Seems acceptable, however people who live locally to these changes should have the greater say in whether or not this options works best. | Option K3 | It seems logical to close the existing access points, to reduce people using these routes as short cuts, however I have to strong point of view with this. | Yes | For a great deal of time, there has been a major need to improve the flow of traffic in this area, extremely long delays are usually expected in this area at peak times. | Yes | I think for safety reasons, and the regular use of the park by a large number of local people, then it would be beneficial to reinstate a foot bridge. | No | As mentioned previously, it concerns me greatly that the preferred route comes even closer to Breadsall village, taking up even more greenbelt, when other options are available to re-use already ruined areas of countryside, such as the end of the Little Eaton Garden Centre and Starbucks. Obviously other areas of major concerns, including increased noise, light and emission pollution. | No Pref | I feel very strongly in preserving what Little greenbelt we still have around the outskirts of the city. Breadsall is a particularly lovely village and with the preferred flyover option, I believe that the increased noise levels, increased height of the flyover, along with new lighting (light pollution), it would ruin the village. I know that previous options allowed the flyover to kept at a distance from the village of Breadsall and would only effect already used sites, such as Starbucks and the end of Little Eaton garden centre, would it not be the sensible option to investigate these options further and try to preserve what Little countryside we still have. | 35-44 | Male | No | Yes |
| 431 | 08/03/2015 | Yes | When using my car on business they cause significant issues in relation to time keeping and knowing how long to allow for passing through I often take long detours to avoid the junctions if use them at on peak hours. As a person who cycles including to and from work they can be hazardous and time consuming to cross even with the recent developments | Yes | Multiple | Business, Leisure & Commute | Multiple | Car & Cycle | Weekly | Yes | I am unsure if controlled crossing points will be made for vulnerable road users at all junctions. I also do not know if continuous cycle lanes on both sides will be provided between Kingsway and Markeaton junctions as is current. I frequently use the east side cycle lanes to Brackensdale Avenue from the A52 and this needs to be preserved. Equally I then use the cycle lane through the parkland on the west side. A road crossing point / bridge needs providing to allow people to cross the road between the junctions. | Option K2 | Option K1 should not be provided as this interferes with the existing cycle lane that runs through the parkland, it will also destroy a valued piece of parkland that is frequently used by people. Vehicle traffic can easily go north and use the Markeaton junction. Option K2 needs strong consideration as the proposed alternative for traffic to use Windmill lane to access the Markeaton junction is very narrow with parked cars and additional traffic would make this route dangerous. | Yes | Adequate provision for people who cycle and walk both for crossing all proposed junctions and for allowing movement alongside | Yes | A safe route is required with out having to detour south to the Markeaton junction we are supposed to be encouraging people to walk and cycle | Yes | Delays at current junction, difficulty in going across the junction as a person who cycles | Option L1 | should allow access for vulnerable road users to Ford Lane | 45-54 | Male | No | No |
| 432 | 08/03/2015 | Yes | | Yes | Multiple | Residential, Leisure & Commute | Car | | Daily | Yes | It is always really difficult to access the roundabout from the Sainsbury's direction due to the almost constant stream of traffic heading south on the A38. | Option K2 | Easier to access Kingsway industrial park. | No | If Little Eaton and Kingsway Islands are allowing a steady flow of traffic I think it should be possible to manage Markeaton junction by traffic lights alone. | No Pref | | No | Traffic noise will potentially increase for residents in the area as far as Allestree as the road will be higher and the noise will travel further on the wind. The visual impact of a flyover will be very poor for local residents and result in likely devaluation of properties. | Option L2 | | 45-54 | Female | No | No |
| 433 | 08/03/2015 | No | Recent improvements to the junction at Little Eaton have solved the congestion problem completely at all times of day. I am unable to comment on Markeaton and Kingsway in detail but traffic flow has improved greatly since recent work has been completed | No | Multiple | Residential, Leisure & Commute | Multiple | Car & Walk | Daily | No Pref | I do not use this junction regularly enough to comment in detail | Option K3 | This question requires a separate "No Preference" option. I do not endorse Option K3 I do not use this junction regularly enough to comment in detail | No Pref | I do not use this junction regularly enough to comment in detail | No Pref | I do not use this junction regularly enough to comment in detail | No | "If it isn't broke - don't fix it". After enduring months of disruption while the problem of congestion at the Little Eaton junction was addressed, traffic is now flowing well at all times. It seems totally perverse to start again suffering further costly disruption and delays for another grander scheme until it is shown to be necessary. When money is tight, scarce resources could and should be much more usefully deployed elsewhere. | Option L2 | If the scheme must go ahead, I strongly object to Option 3 as it impinges on the greenbelt and puts a puts an unnecessarily sharp bend into the carriageway which will result in additional noise close to the village. To me, a design along the lines of Options 1 or 2 is much preferable. It should be noted that, due to the rising land, road noise and light pollution from the A38 affects not only the houses close to the carriageway, but also those on the rising land on the other side of the village. Whichever route is finally selected, I would ask that maximum speeds are limited to 50 mph and all possible noise reducing measures are implemented as part of the initial works, and are not something that have to be campaigned for years afterwards - as at Doveridge on the A50. | 65+ | Male | No | Yes |
| 434 | 08/03/2015 | Yes | The congestion and the level of traffic using both junctions is high and implodes onto other local roads (rat runs) causing annoyance, high costs and emissions. | Yes | Multiple | Business, Residential & Leisure | Multiple | Car & Bus | Daily | Yes | The proposals seem to be the most logical AND the quickest to complete. Both the junctions have recently have extensive work with long delays so the quickest to complete and the minimum disruption is preferable. | Option K3 | The fewer accesses must be the better and safest option albeit causing some change for local residents | Yes | | No | Usage seems low compared with the light-controlled crossing at the A52/A38 junction | Yes | | Option L1 | The access only provides for a few (plus a rat-run from the A6). The fewer accesses, particularly near a major junction is preferable enabling vehicles approaching the Little Eaton junction to 'get into' the correct lane | 65+ | Male | No | No |
| 435 | 09/03/2015 | No | It will be costing the LA (and Govt) lots of resources & money. Not too sure whether the benefits will outweigh the huge costs that will be incurred not to mention the hassle to the road users in the mean time | Yes | Multiple | Residential & Commute | Multiple | Car & Walk | Daily | | | | | No | Possibly take a bigger portion of the park instead of taking the houses on Queensway to make the improvements | Yes | | | | | We have lived there for about 1 1/2 - 2 years. We moved from Newcastle upon Tyne and really liked the house and the area. Very strategic(near the highway) yet very peaceful. There are only about 15 houses on the street and the rear is just the Royal school of the deaf. So we have plenty of privacy. We doubt that we can ever find a house similar to the one which we are living in, and in an area as excellent as this. It is also near the park which itself is a peaceful place to pove every now and then. Our son is schooling in the [redacted] and this would be convenient for us to send him or even for him to walk on his own in later years. It is also near the hospital where our [redacted] and where I work as well, currently and for the next 1 1/2 yrs (mininum). When we found out the possibility of our house being demolished we were very much affected as to uncertainties that lies in the years to come | 35-44 | Both | No | Yes |

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| 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 that 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 1492920Mg(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 500 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 give 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 | 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. | | Speed max of 40mph would permit safe movements and potentially allow some accesses to remain, avoiding lengthening of local journeys | No | 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 | No Pref | 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 tranquillity 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. | Option L1 | Severity of disruption caused by Implementing these proposals is unlikely to outweigh short-term advantages on completion. Benefits are spurious; in this heavily urban contact traffic speed may increase through one junction only to snarl up at the next. The environmental impacts of raising speeds from 40mph to 50mph are not shown. The A38s function as a semi-outer ring road means traffic speeds of merging lanes suggest a 40mph max speed is advisable and more sage, producing less harsh acceleration and decelerations, reducing noise and air pollution. Environmental assessment should precede proposals, not be tagged on later. | 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 | | 65+ | Male | No | No |
| 440 | 09/03/2015 | No | The new round abouts 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 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 | Option L2 | 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. I the car park is reduced land is available across the road, a tunnel under it would make it accessible. | 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 | | No Pref | Do not use any of the access points | No | Moving access points to Markeaton park, garage and McDonalds all to A52 results in a cross roads effect immediately after coming off island. Will result in congestion as traffic tries to turn right into access. Could tail back onto island exit | No Pref | Do not use this bridge | Yes | | Option L2 | 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 | 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 | This would also be used to provide improved access to/from the Kingsway retail park | | Access to/from the park should be on island! Make exit off south bound short vs northbound. Treat residence same as McDonald & Esso | Yes | Why does foot bridge need to be moved? Just extend it. It is used by people accessing west end park. | No | 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. | 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 | This junction together with the other two need to be done at the same time. | No Pref | The overall need for the scheme is more important than local difficulties | Yes | As Above | No | Markeaton Park should be left in its entirety | Yes | This scheme is urgently required and should be started sooner rather than later. | 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 | Losing the access will create unnecessary mileage | Yes | TRAFFIC PROBLEMS WILL remain if ashbourne rd derby is not improved. The jam from this road will affect the slip roads | Yes | Helpful for access to uni sate @ Markeaton st from car park | Yes | L1 - Access from ford lane really important, otherwise major James for northbound cars from estate and rat running on Duffield bank & Duffield rd Little Eaton | 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 | Impinges on the residential area of Breadsall | Option L2 | Worries about 1. Noise Pollution - Already noisy from abbey hill, constant hum from 11.30pm to 6.30am - very loud when wind from south west as A38 runs almost parallel to Brookfield's drive. 2. Light pollution greater because of height of proposed bridges. 3. Flood plain - flooding occurs to the south of the road & can be sever with water coming across the road near alfreton road/frank whittle/ croft lane roundabout. Was told there would be a 50mph speed limit on flyover. How could this possibly be | 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 | you will blight Breadsall village. The road does not need to sweep so far southward, taking & stand of mature trees and raising the road much higher will cause noise & light pollution | Option L2 | >Green belt encroachment, including destruction of woodland & taking down existing screening trees. > decreasing area of flood plain - we had floods in the village in 2012 > Light height route dust & pollution - the prevailing wind blows this towards the village. >Further difficulty in Breadsall residents getting out onto the A61. > NO PROMISE of noise fencing forthcoming so I suspect it wont happen. > Camber & radium much worse for Option 3 - a greater risk of accidents. >Blight for house sales in Breadsall for the next ++ years - uncertainty of compensation, which as I understand it will only be available 1 year after completion | 55-64 | Female | No | Yes |
| 447 | 09/03/2015 | Yes | | Yes | Multiple | Residential & Leisure | Car | | Daily | No | | No Pref | I don't use this junction | | | | | No | 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 | Option L2 | The height of the road will be very detrimental to Breadsall - the street lights will cause light pollution & noise pollution. The banks will not provide trees to any benefit. The land is green belt. The value of houses in Breadsall will drop. It will be essential to put some barriers to reduce the noise pollution. As you option takes some of my land I will expect fencing put up before any work starts to define the land you are taking and to keep predators off my land. | 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 | There will be a tremendous increase in traffic noise, air and light pollution. | Option L2 | We feel that it is unnecessary to move the junction 80 metres approx. towards Breadsall, spoiling the landscape and environment of Breadsall village. We do not agree with using a greenfield site instead of a brown field site as was proposed in option 2. With the height of the bridge being approx. 8/9 metres plus the additional height of the lights, the noise and light pollution plus the additional traffic speed will be excessive. Breadsall is such a quiet & pleasant village and we feel that choosing option 3 will spoil our quality of life. | 65+ | Both | Yes | Yes |
| 449 | 09/03/2015 | Yes | To keep derby moving and allow north - south through traffic an much easier journey through derby avoiding three roundabout bottlenecks. | Yes | Multiple | Leisure & Commute | Car | | Weekly | Yes | Looks to be logical plan | Option K1 | 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 | To allow local people a safe route into the park. Through we would not want to see the loss of trees, new trees could be planted. | Yes | To keep us all on the move | No Pref | 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. Alot 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 | Yes | as per question 2 | No Pref | Not directly effected | Yes | as per question 2 | No Pref | Not directly involved | Yes | | Option L2 | Our home [redacted] 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<br>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 scrapping 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 | I don't knave enough local knowledge of this junction to comment | | As above | No | Were it 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 viability 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 |

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| 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 workday 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 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 | | No | 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 eye sore 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 flu 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 | Out of the 3 options published one & two look more effective. Option 3 looks intrusive. Obviously the whole of Breadsall will suffer. Noise, Light and air pollution will go up. House prices will go down. Quality of life for residents will be negatively effected. All 3 options help congestion. Options 1 & 2 effect Breadsall village the least. Starbucks and the other business should be able to be accommodated easily so that disruption can be minimised. If there is some reasons or reason why option 1 & 2 cant be used then all the residents of Breadsall should be heavily compensated. These are our homes. They should not be effected without just cause. | 35-44 | Male | 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 | Improvements have recently been completed. These are very satisfactory | 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 | Access via both K1 & K2 can be made at minimum cost and disruption | Yes | | Yes | | Yes | The south bound slip road to the A61 is not clear is there 1 or 2 lanes onto island. | Option L2 | 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+ | 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 | 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. | 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 | This is one of the two most heavily used junctions for both local & A38 traffic resulting in long delays and accidents. I have concerns over a right turn into Markeaton park from the A52 - see 18 | 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 | 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 B6179 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 became 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 eat. 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 Mackworth 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 Mackworth 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 | 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 | Recent introduction of signal controls has benefitted the current traffic levels and filters local commute needs of suburban peaks on demand | Yes | To not provide this bridge would impose lengthy foot/cycle/disabled journeys | Yes | Until foliage screening can become established a sound screen would benefit property to the east side | Option L2 | 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 | 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 Mackworth 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 | from Markeaton Street area, pedestrian access to park would be noticeably longer and less pleasant than if redirected via either Kedleston Road or Markeaton roundabout | No | 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 | | 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 | | 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 plain 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 |

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| 465 | 09/03/2015 | No | These were improved recently | No | Multiple | Business, Leisure & Commute | Car | | Daily | Yes | | Option K3 | | No | Recently improved | Yes | | No | Recently improved , I travel through this area every day and there is no need for any change; I no longer wait at this junction at all even in rush hour. The proposed plans will cause a loss of various significant and important areas of green belt land, which are home to various species of wildlife and flora. My families field which is planned to be taken by this development was made into a woodland a few years by our now deceased uncle, this road will therefore not only destroy hundreds of trees and plants which have developed but take away something very dear to both myself and my aunty. This development will also dramatically decrease land which is currently a significant floodplain which is a massive issue for our village at the moment. I understand the need for development but feel that the communities in the surrounding areas have not been taken into consideration and other options really need to be explored. | Option L1 | | 16-24 | Female | No | No |
| 466 | 09/03/2015 | Yes | When I am commuting twice a week (Monday and Friday return back to my main house in Leeds), I find it stressful to be in such a heavy traffic in A38. Really dangerous road around the junctions with many drivers speeding up mostly when changing lanes in the roundabouts. | Yes | Business | | Car | | Weekly | Yes | The underpasses must be safe and with no risk of flood during torrential rain and very wet weather (usual for Derby). | Option K2 | | No | Un underpass could be a serious problem, because of water levels underground and flood defences. | No | You can do works without eliminating trees really. | No Pref | | No Pref | | 55-64 | Female | No | No |
| 467 | 09/03/2015 | No | The A38 Little Eaton island has undergone extensive re-work in recent months. I do not see any benefit to make further alterations. | No | Residential | | Car | | Weekly | No Pref | I have no knowledge of what is planned for this location and therefore cannot comment. | Option K3 | I cannot comment as I do not have any facts about this junction. | No Pref | I have no knowledge of the construction to take place at this location. | Yes | As a footbridge will need to be replaced, I accept this proposal. | No | My understanding is that Breadsall Village residents thought that either Option 1 or 2 would take place. I feel that preferred Option 3, has been sprung upon us without enough consultation. I support my local MP, Pauline Latham, who agrees with the need for a fly-over, but not your preferred route which would see more green belt land eaten up and sit closer to the residential area of Breadsall Village. Continued in box 13. | Option L2 | Breadsall Village is historically important (my property is over 300 years old) and holds conservation area status. Eroding the surrounding countryside would ruin the character of the village. In addition, this Little gem would become the victim of noise and air pollution and ultimately, a less desirable place to live. Conservation areas take into account the protection and quality of a neighbourhood as a whole. This includes roads Has the local conservation officers been consulted? My local MP (Pauline Latham) has consulted with residents in Little Eaton, Allestree and the mobile home park which sits close to Ford Lane. Not everyone objects to Option 1 or 2 and therefore should be re-considered. Starbucks has always known it had a short lease, but we now see it extending and the arrival of a Sub-way. Have they been given assurances that they can stay Please re-consider in favour of Option 1 or 2 and dismiss Option 3. Having attended a meeting at my local village hall on the 6th March 2015, I know I can speak on behalf of the majority of residents, when I say, we do not want Option 3. | 55-64 | Female | No | Yes |
| 468 | 09/03/2015 | Yes | Congestion on A38 is a barrier between NW Derby and the City as well as reducing its utility as through route. | Yes | Multiple | Business, Residential & Leisure | Multiple | All | Daily | Yes | Caveat that 'two roundabout single bridge' junction makes the very busy route along the ring road, which uses both the A38 and the A5111, very tortuous. Would prefer a 'single roundabout twin bridge layout. Better still; delete the rather unnecessary route from south to east and use a simple flyover division for North to/from East traffic! | Option K2 | Maintains connection to Brackensdale Ave with minimal disruption to residential and amenity areas. | Yes | Should eliminate a bottleneck. Was it necessary to make the junction so far south, requiring the demolition of so many houses? | Yes | Should be made for cycles and pedestrians as part of a traffic free route from City to Park. | Yes | The preferred option is a great improvement over that proposed in earlier consultations because it stays closer to the line of the existing road and does not impact on the remaining stub of old Ford Lane where this used to cross the railway at Breadsall Crossing. This site is very valuable to residents of the Ford Lane estate as a place to walk dogs and gives access to the riverbank and its nature. | Option L1 | I am strongly in favour of option L1 and opposed to the new one-way loca access from Ford Lane to the B6179 because that would allow through traffic. Ever since the road works to widen the junctions caused massive tailbacks on the A38 going north, Ford Lane has become established as the preferred link between two trunk roads. (I believe SatNavs now direct traffic this way) Unfortunately many motorists treat it as virtually part of the trunk road network and are reluctant to slow down to 30 mph, even temporarily. Our house overlooks most of Ford Lane so that one can see where vehicles are going. The difference in speed between cars using it as a through route and those accessing the estate is very obvious. Also I fear that the new road and its embankment will spoil the green space at the bottom of Ford Lane. Another concern is that a clear level route should be retained for the proposed Derwent Valley Cycleway, passing under the A38 and continuing North beside the Railway. | 65+ | Male | No | Yes |
| 469 | 09/03/2015 | Yes | Lengthy traffic holdups at peak times on the A38, which feeds back onto the Allestree estate. It can take around half an hour just to get out of the estate. | Yes | Multiple | Residential & Leisure | Multiple | Car & Bus | Daily | Yes | Changes will not only allow through traffic to flow more freely, it should also ensure the same free flowing traffic for local residents. At the moment it is a major bottleneck. | Option K2 | Of the firs two options, K2 would cause less disruption to local traffic at peak times. | Yes | This is a very heavily used junctions at any time in mid week and at peak times is the cause of major holdups. The changes already made have helped but the complete fix is the one proposed here. I have concerns over the single access to Markeaton Park and Petrol Station/McDonalds. The A52 is a very busy road at the best of times and traffic wanting to make a right turn across the main flow will inevitably cause holdups and tailbacks. These accesses are too close to a major island for safety. | Yes | Most definitely, the reasons for this bridge to be built in the first place apply even more so with the changes proposed at the Markeaton junction. Safe access to Markeaton Park by wheel chair users is essential. | Yes | Separation of local and A38 traffic is essential to remove the current bottleneck and delays. | Option L2 | The estate affected by these changes only has three access points, two on Duffield Road and one via Ford Lane. If the Ford Lane access is removed any serious incident on Duffield Road blocking off these two access points would prevent residents leaving the estate and worse still prevent emergency vehicles from reaching the premises on the estate. The Ford Lane access point is essential (in both directions). | 65+ | Male | No | Yes |
| 470 | 09/03/2015 | No | I think the pinch point system completed last year has made the traffic vastly improved and the A38 free flowing. | Yes | Residential | | Multiple | Car & Walk | Daily | No Pref | | Option K1 | | Yes | | Yes | | | | | | | | | | |
| 471 | 09/03/2015 | Yes | The traffic builds up at the traffic islands | Yes | Multiple | Business & Residential | Car | | Daily | No | The preferred option destroys a large area of greenbelt land and will destroy the associated wildlife. The preferred option will also directly impact on the residence of Breadsall Village will increased noise, light and air pollution. | Option K3 | | | | | | | | | | | | | | |
| 472 | 09/03/2015 | No | | No | Commute | | Car | | Weekly | No | | Option K1 | | No | | Yes | | No | | Option L1 | | | | | | |
| 473 | 09/03/2015 | Yes | I have worked in and around various city's in the Midlands / South Yorkshire, and Derby is the only city I know where during 'rush hours' it is quicker to go through the city than use the ring road. | Yes | Commute | | Car | | Daily | Yes | through and cross traffic at these junctions is twenty years overdue. However BEFORE this work starts: PLEASE provide a solution for the following situation - Throughout the changes made to Markeaton island during 2014 - I don't believe any thought was given to the flow of traffic out of the Manor Park Way / A516 junction, which caused queuing delays in excess of 60 minutes on Manor Park Way on a daily basis for thousands of commuters. I believe, A BOX JUNCTION AND PEAK TIME (4:00 - 6:30pm) TRAFFIC LIGHTS AT MOUTH OF MANOR PARK WAY ONTO THE A516 'ALDI' ISLAND is one solution. Please be aware of distorted traffic flow volumes around/through the city, as I believe many people including myself have historically used convoluted routes in/around Derby for many years because of congestion at these junctions. At present I prefer to drive 1.5 miles further to work through suburban housing estates rather than use the Markeaton and Kingsway islands. Therefore any current measured volumes at these islands will be less than actual traffic volumes wishing to use them. | Option K2 | Personally, anything that will reduce the volume of traffic flowing down Kingsway between 4.30 and 6.30pm would be appreciated. At present if this flow blocks for any reason then there is a knock on effect to Uttoxeter New Road, and this then adds around 60 minutes to my commute home. | Yes | through and cross traffic at these junctions is twenty years overdue. However BEFORE this work starts: PLEASE provide a solution for the following situation - Throughout the changes made to Markeaton island during 2014 - I don't believe any thought was given to the flow of traffic out of the Manor Park Way / A516 junction, which caused queuing delays in excess of 60 minutes on Manor Park Way on a daily basis for thousands of commuters. I believe, A BOX JUNCTION AND PEAK TIME (4:00 - 6:30pm) TRAFFIC LIGHTS AT MOUTH OF MANOR PARK WAY ONTO THE A516 'ALDI' ISLAND is one solution. Please be aware of distorted traffic flow volumes around/through the city, as many people including myself have historically used convoluted routes in/around Derby for many years because of congestion at these junctions. At present I prefer to drive 1.5 miles further to work through suburban housing estates rather than use the Markeaton and Kingsway islands. Therefore any current measured volumes at these islands will be less than actual traffic volumes wishing to use them. | No Pref | | Yes | Generally - Any improvement for through and cross traffic at these junctions is twenty years overdue. | No Pref | Throughout the changes made to Markeaton island during 2014, northbound A38 traffic looked to find alternative routes around the roadwork delays. The implication of this was traffic exiting the A38 at the A516 and thus higher traffic volumes using the A516 Uttoxeter New Road. I don't believe any thought was given to the flow of traffic out of the Manor Park Way / A516 junction, which caused queuing delays in excess of 60 minutes on Manor Park Way on a daily basis. Therefore BEFORE this work starts: PLEASE provide a solution for this situation that affects thousands of people - I believe, A BOX JUNCTION AND PEAK TIME (4:00 - 6:30pm) TRAFFIC LIGHTS AT MOUTH OF MANOR PARK WAY ONTO THE A516 'ALDI' ISLAND is one solution. | 45-54 | Male | No | No |

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| 474 | 09/03/2015 | No | At present the recent schemes on Markeaton and Little Eaton roundabouts have significantly improved matters and this should be studied first prior to committing further funds to these junctions. | Yes | Multiple | Business, Residential & commute | Car | | Daily | Yes | | Option K3 | | No | Allow recent improvements to be evaluated first, however the proposed design appears least intrusive. | No | Direct pedestrians to the crossing at the roundabout | No | 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 | Option L1 | Eaton junction: General 1.The land taken for this option is Green Belt land and if this can be granted by the planning authorities what is to stop (as the precedent has been set) the ongoing development for other uses such as housing. This will inevitably lead to Breadsall joining up with Chaddesden and Oakwood via development in the fields south of the new interchange towards Croft lane. The flood plains that will then be lost will then increase the current problem in Breadsall with Dam Brook overflowing and affecting properties around the village shop area and up Brookside road. 2.The option shown will remove an area of woodland that currently shields the village of Breadsall from the noise of the existing road which will be further exacerbated by fact that the A38 will now be elevated some 7/8m higher than existing. Any replanting will only be on the sides of the embankments and take years to be effective. From the consultation documents the mitigation measures are not clear i.e. proprietary surfacing, noise attenuating/acoustic fencing, extensive planting and screening etc. - how will affected residents be informed of these proposals? 3.The National Planning Policy Statement 7's Key principles states that "continued protection of the open countryside for the benefit of all, with the highest level of protection for our most valued landscapes and environmental resources" + "All development in rural areas should be well designed and inclusive, in keeping and scale with its location, and sensitive to the character of the countryside and local distinctiveness" + "Priority should be given to the re-use of previously-developed ('brownfield') sites in preference to the development of greenfield sites". I do not feel the use of Green Belt land when alternatives exist is inline with the stated governmen policies quoted above should form the basis/core of the chosen option. I therefore feel the previous options 1 and 2 or a combination of these needs to be further considered possibly maintaining the mobile homes but removing Starbucks who must have been aware of the new road proposals as part of their lease negotiations. In addition a more southerly route would minimise the effect on the garden centre car park. However a more northerly route with an elevated section over the garden centre is another | 45-54 | Male | No | Yes |
| 475 | 10/03/2015 | Yes | Less traffic to cope with when accessing the junction from Little Eaton | Yes | Multiple | Residential & Leisure | Multiple | Car & Bus | Monthly | No Pref | As we are fairly new to this area, we seldom have used this junction | No Pref | Haven't used this junction | No Pref | Never used this junction | No Pref | | Yes | People travelling from Little Eaton into derby will not have to cope with the heavy fast - moving through traffic on the A38 | Option L2 | | 65+ | Female | No | Yes |
| 476 | 10/03/2015 | Yes | Improve through traffic on the A38 and ease traffic congestion generally | Yes | Multiple | Residential & Leisure | Car | | Weekly | Yes | Will hopefully reduce Queuing traffic at a very busy roundabout | No Pref | | Yes | Assist with through traffic flow | No Pref | | Yes | | Option L2 | I am concerned that this proposal will lead to a big increase in noise anc 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 | 65+ | Female | No | Yes |
| 477 | 10/03/2015 | No | supposed improvements will not improve or help local traffic - only make the A38 racetrack through residential areas | No | Multiple | Residential & Leisure | Car | | Weekly | | | | | | | | | No | The proposed extremely tight bend or a fast road is dangerous & is likely to lead to accidents. Noise, Light & other pollution will seriously affect Breadsall village. Sound baffles & quiet road surface are essential | Option L2 | Speed creates noise. Tyre noise is the most intrusive & special efforts must be made to minimise this with a speed limit on all stretches of the A38 affecting residential areas. Better alternative schemes have been prepared by Breadsall village occupants and these should be considered more seriously than appeared at the consultation event | 65+ | Male | No | Yes |
| 478 | 10/03/2015 | Yes | | Yes | Multiple | Residential & Leisure | Multiple | Car & Bus | Daily | | | | | | | | | Yes | Mobile homes park is saved with this proposal concerned about noise and access and from mobile home park | Option L1 | | 65+ | Male | No | Yes |
| 479 | 10/03/2015 | Yes | To speed up the traffic & cut down air pollution | Yes | Multiple | Residential & Leisure | Multiple | Car & Walk | Daily | Yes | It looks logical & would keep traffic flowing even at peak times | | The addition of lots of trees to screen & quieten traffic noise | Yes | Smooth & speedy flow of traffic up & down the A38 but also A52 would no longer cause blockages at peak times & traffic in & out of town would be better with less hold ups | Yes | The addition of lots of trees to screen the road & quieten traffic noise especially on TA side. For existing residences | Yes | It would facilitate quicker traffic flow from every direction | | Any proposals need to take pedestrian access into the park into account because a lot of people cross the junction with dogs, daily. Lots of trees are important to cut down any additional noise & to screen and soften the hard landscape especially along kingsways(top of windmill hill lane) | 65+ | Both | No | Yes |
| 480 | 10/03/2015 | Yes | Traffic congestion on north side of city resultant pollution | Yes | Multiple | Business, Residential & Leisure | Car | | Daily | No Pref | | No Pref | | No Pref | | No Pref | | No | Adverse effect on visual impact especially from Breadsall significant increased traffic noise, Taking up additional green belt land | Option L2 | The height of the flyover should be lowered by creating more of ar. underpass for local traffic. The curve of the flyover should be reduced and whichever live is finally agreed traffic on the flyover must be reduced by a 50mph speed limit. The bishops drive to Morrison's link should completed to reduce effect on local areas | 65+ | Male | No | Yes |
| 481 | 10/03/2015 | Yes | It will mean traffic travelling through can do so with ease. Less traffic on ife island less noise to me | Yes | Multiple | Residential, Leisure & Commute | Multiple | Car & Walk | Daily | | | | | | | | | Yes | | Option L2 | I have just had 12 months of disruption due to the pinch point improvements your company have just finished with the compound situated outside my home. Please all I ask is to find another compound if these improvement go ahead. After completion of the new proposals id wish all the ground/banks to be properly landscaped with trees & plants and maintained you cant stand in the way of progression no overnight work without proper notice please. I put up with horrendous noise front he compound. I did put a compensation claim in. My claim for compensation was rejected which I put in after the first improvements were completed | 55-64 | Female | No | Yes |
| 482 | 10/03/2015 | Yes | If through traffic and local traffic are kept separate as fast as possible all should benefit | Yes | Multiple | Residential & Leisure | Car | | Weekly | Yes | When this junction was originally constructed the engineers walking on it said the A38 should have either underpass or flyover | No Pref | Do not know impact on local residential use as my experience is either using A38 or Derby ring road A5111 | No Pref | As above Mackworth residents & services to it most familiar with it & aware what will work best | No Pref | Easy use very important but preservation of trees and park land also important | No Pref | Once again hope local inhabitants knowledge's of the area & the problems at present experienced are given full weight | No Pref | Wonder if these changes will solve problems with traffic flow or again lead to new problems. The recent changes took a very long time so memories of hold-ups are all too clear. Things like this always seem to take longer than forecast so those of us in the older age range doubt if we'll survive | 65+ | Female | No | Yes |
| 483 | 10/03/2015 | Yes | Fast traffic conditions | Yes | Multiple | Residential & Leisure | Car | | Daily | Yes | | No Pref | | | | | | | | No Pref | | 65+ | Male | No | No |
| 484 | 10/03/2015 | Yes | For a better traffic flow | Yes | Multiple | Residential & Leisure | Car | | Monthly | Yes | Traffic Flow | No Pref | Not often used | Yes | Traffic Flow | No Pref | Not often used | Yes | Traffic Flow | Option L2 | Ideally any quiet road surface to A38 be extended to relieve noise affectin residents in moor lane | 55-64 | Male | No | Yes |
| 485 | 10/03/2015 | Yes | but improvements have already been made at Markeaton and Little Eaton - the new roundabouts have eased traffic flow | Yes | Residential | | Car | | Weekly | No Pref | | No Pref | | No Pref | | No Pref | | No | Impact on the river Derwent flood plain and increased noise levels that option 3 would bring | Option L1 | Building at high levels into the fields will damage the rural environment and seriously affect livestock and wolf life of all levels. None of the options are idea but option 1 would be less intrusive and the bend in the road much less than option 3 | 65+ | Female | No | Yes |
| 486 | 10/03/2015 | Yes | To escape the flow of traffic which has been horrendous for the last 30 years | Yes | Multiple | Business, Residential & Leisure | Multiple | All | Weekly | Yes | The hold up and disruption of traffic while works are in progress | No Pref | | Yes | hopefully there will be a faster flow of traffic | Yes | People on foot should have access at a point near to where the present bridge is as access to the park | Yes | To allow free flowing traffic. To try and develop the flood plains so that it stays in a dryer state | No Pref | I think the proposals are good but it is concerning as to how all the earth will be transported to Little Eaton to build the bank disrupting the traffic. Also the excavation of the underpass at Markeaton and the moving of the earth out of the area. Could this be done during the later evening when traffic is a Little less busy | 55-64 | Female | Yes | Yes |
| 487 | 10/03/2015 | Yes | | Yes | Multiple | Residential & Leisure | Multiple | Car & Bus | Weekly | Yes | | No Pref | | Yes | | No Pref | | Yes | | Option L2 | As a resident of Little Eaton and having travelled to work via Little Eator island in the fact it is dangerous and frustrating even with the latest improvements | 65+ | Male | No | No |
| 488 | 10/03/2015 | No | Recent roundabout improvements have improved traffic flow significantly. Kingsway remains a concern at times A38 north direction | Yes | Multiple | Residential & Commute | Car | | Daily | Yes | Minimal Impact to surroundings improving traffic flow | No Pref | All options will suffice | Yes | Minimal impact to surroundings | No Pref | | Yes | If this development has to happen then this is the best option although would prefer no change as proposal is a flyover, Significant impact on surroundings & views | Option L1 | Ref Q17 - No new link: This would continue to encourage use of ford lane as a rat run from A6. Drivers using this route tend to speed down the road which poses a safety risk to residents & young children as well as noise impact. With no new link residential traffic may increase up the road(ford lane) but observation traffic always seems slower when travelling up ford lane less of a speeding temptation up the road I guess. | 35-44 | Male | No | Yes |
| 489 | 10/03/2015 | Yes | To relive congestion | Yes | Multiple | Business, Residential & Commute | Car | | Daily | | | | | | | | | No | To close to the village & will create more traffic through the village which is already a rat run/ cut through | | The proposed flyover near the village is wholey imbalanced to the origina proposal. There are 900 residents who will be subjected to air pollution and will have harmful effects on health & environment. It is now widely recognised that elevated air pollutants can cause heart respiratory and inflammatory conditions and re vulnerable are the elder and young. The village has a school 120 pupils which they will be subjected to noise & air pollutants daily this can effect children's concentration & living capacity. There should be a duty of care for all the residents in the village this should be paramount in decision making & to our human rights. Air pollution cause damage to plants, animals & the eco system and since the village has all o this. This will have an impact on conservation of the village. The village is subjected to a huge amount of traffic & this flyover will further impact on already overused & consumed environment | | Prefer Not to Say | No | No |
| 490 | 10/03/2015 | Yes | To avoid Queuing traffic & consequential air pollution | Yes | Multiple | Business, Residential & Leisure | Multiple | Car & Walk | Weekly | Yes | Consider impact on traffic flow on local access routes | Option K3 | NO | Yes | | No Pref | | No | Too close to Breadsall village, Significantly impacting/increasing noise, light & Air pollution | Option L1 | 1. A through route is beneficial, it is the route that is debatable. 2. The impact of an improved access to the A38 is likely to have a very great adverse impact on through traffic for Breadsall. Breadsall village is already over run with cut through traffic from the nearby Oakwood estate. 3. A preferred route cannot yet be assessed when no empirical evidence has ye been collected or evaluated on noise, light & pollution levels or volume of traffic 4. The curve of the preferred route looks to be much more acute than existing one which is known to cause some disruption from over turned vehicles | 55-64 | Male | Yes | Yes |
| 491 | 10/03/2015 | Yes | I think the junction will be easier for me | Yes | Commute | | Multiple | Car & Walk | Daily | No Pref | I don't use this junction very often | No Pref | As above | No Pref | I don't use this junction very often | No Pref | I never use this footbridge | No | It will make more noise in Breadsall and spoil my walk to Little Eaton with the dogs | No Pref | 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 | 65+ | Female | No | Yes |
| 492 | 10/03/2015 | No | Acceptable traffic levels & normal congestion levels | No | Multiple | ALL | Car | | Daily | Yes | It will improve traffic flow | No Pref | lack of knowledge of the area | No | Too much impact on local area. Congestion acceptable | No | No need to replace | No | Has just been altered, traffic flow & congestion fine. Flyover will be completely inappropriate for Derwent valley | No Pref | Although certain alteration can improve congestion & traffic at these 3 junction recent improvements have helped. This project if implemented will change the nature of the A38 through derby. It will become the preferred route south to Birmingham & other areas over the M1 south from J28. This will lead to a overly busy A38 roaring through derby | 35-44 | Female | No | Yes |
| 493 | 10/03/2015 | Yes | Free flow of traffic on A38 will and local traffic flow | Yes | Leisure | | Multiple | Car & Walk | Daily | No Pref | | No Pref | I do not use this junction frequently | No Pref | I do not use this junction frequently | No Pref | I never use this footbridge | No | This option removes green belt land which is lost forever. Not the best engineering design. | No Pref | Option 3 has following problems. 1) Removes green belt land forever. 2) More noise for Breadsall. 3) More expensive than option 2 - as reported by civil engineers at consultation. 4) Not as safe as option 2 according to civil engineers at consultation. Although classed as 70mph it would be advised as 50mph. 5) Has no advantage over option 2 other than compulsory purchase of 2 businesses. Option 2 has far less problems & cost. Also path from Breadsall to Little Eaton must be maintained and safe to use. | 65+ | Male | No | Yes |
| 494 | 10/03/2015 | No | Following recent improvements disruption of any further works is deemed unnecessary | No | Multiple | Residential & Leisure | Car | | Weekly | No | | | | | | | | No | Option 3 moves traffic & noise pollution to close to the residents of rectory lane & Breadsall village in general | No Pref | So it not possible to make the flyover on the minor roads (as Markeaton junction) as it would appear to create far less disruption | 65+ | Male | No | Yes |
| 495 | 10/03/2015 | Yes | Just concern about traffic etc on Brackensdale because at moment we have seen container lorries, car-transporter lorries etc using road now so what is going to happen in future | Yes | Residential | | Multiple | Car, Bus & Walk | Weekly | No Pref | We just want our area to be safe | Option K3 | Traffic/fast car/School most worried at moment as we cannot get car out of drive and crossing the avenue is a nightmare at peak times | Yes | Although the volume of traffic would be much higher on ashbourne road due to close of Mackworth | No Pref | We do not use footbridge but we think the students would miss it | Yes | anything to get traffic moving | Option L2 | May we please have a consultation pack to fully understand the options | 65+ | Both | No | No |

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| 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 | 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 2 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 that 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. | Yes | Multiple | Residential & Leisure | Car | | Weekly | Yes | To reduce congestion on the A38 and on the A5111 approach to the A38 | Option K1 | 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). | Yes | 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 | 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 dos snot address this problem. | Yes | Leisure | | Car | | Weekly | No | 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 | More traffic flow towards Mackworth college | No | 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 | | 35-44 | Male | No | No |
| 499 | 10/03/2015 | Yes | | No | Multiple | Residential & Leisure | Car | | Daily | No Pref | | Option K2 | | No Pref | | Yes | | No | 1.Noise ,2traffic 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 leasehold 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. | Option L1 | | 65+ | Female | No | Yes |
| 500 | 10/03/2015 | Yes | | Yes | Multiple | Business & Commute | 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 K3 | | Yes | | 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. | No | 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 spoil 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 spoilt 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 that 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 | Yes | 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 | | Yes | | No | Just need better pedestrian access | 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. | No | | No Pref | | 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. | 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 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 tranquillity 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 Kedleston 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 moorland 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 in 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 | | No Pref | | Yes | | Yes | | Option L1 | Any new link road will just become another rat run and not keep main road traffic on the main road. Even now with traffic flowing through the Little Eaton Junction cars still cut through Ford Lane. They drive fast. | 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. | Yes | 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 |

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| 509 | 11/03/2015 | Yes | It would hopefully ease traffic congestion around the roundabout and filter traffic off more effectively improving travelling from my home to school, work etc.. | Yes | Residential | | Car | | Daily | No Pref | | Option K3 | | Yes | | Yes | Yes- dangerous crossing area for people with children particularly. | No | impact to the local Breadsall environment including:- noise and air pollution; the A38 is already audible in our gardens and means that windows are not open on summer evenings / nights - this would significantly worsen should this go ahead. Increased traffic congestion, which is already excessive for a village of it's size, we have two children aged 5 and 1 and we do not feel the roads are safe. People use Breadsall already as a rat run and drive at dangerous speeds through our village. In addition we often have to queue for a very long time to exit our own village due to all the people cutting through. This proposal will serve to further exacerbate this issue. How is this appropriate? Local landscape -this work would change the whole outlook of our village, this will effect how we feel about living here, property prices and ultimately our quality of life, this is unacceptable. Option 3 also seems the most unsafe option; cars travelling on the proposed flyover will have to navigate at least three sweeping bends at high speed, why is this the preferred option given the risks associated with this and the | Option L2 | Option 3 creates significant impact on Breadsall village which is already over used by cars driving too fast and creating congestion in what was a quiet and pretty village. There is already no action to improve this situatio which badly affects the experience of living in Breadsall. If this should go ahead it will hugely impact the quality of living in Breadsall and create a very noisy, highly polluted and unsafe environment to live in. It will not be an appealing place to live in hence a direct impact on property values from an aesthetic and qualitative perspective. There were 2 other options previously agreed as viable, why are these not being pursued, why does Breadsall have to bear the brunt of these changes rather than Starbucks, Derby Garden Centre and the small mobile home park, there is no clear rationale as to why this is the best option. | 35-44 | Female | No | No |
| 510 | 11/03/2015 | Yes | | Yes | Multiple | Business, Leisure & Commute | Multiple | Car & Walk | Weekly | Yes | | Option K2 | | Yes | | No | can still cross near island or university bridge | Yes | | Option L2 | | 16-24 | Male | No | No |
| 511 | 11/03/2015 | Yes | The junctions are a bottleneck travelling in either direction on the main road, and the traffic flow dominates the area. Cycling in this area is dominated by the road, and crossing the A38 at Markeaton roundabout involves pedestrian or cycle crossings stopping the main traffic flow. The through traffic should be separated from local traffic, making it quieter, and safer to cycle or walk in the local area. | Yes | Multiple | Residential, Leisure & Commute | Multiple | Car, Cycle & Walk | Weekly | Yes | | Option K3 | I live on Cheviot St, and although retaining a K1 or K2 link would be more convenient, on balance I prefer not to replace this access. This will reduce cut-through traffic through the road that I live on, which is currently excessive. Most cut-through traffic is generated by the A38, and the current easy access to the Sainsbury's and retail park. This traffic should ideally use major trunk routes, not residential roads, and I am willing to sacrifice some convenient access in return for quieter local roads that are safer for cycle journeys. | Yes | | Yes | Access for non-motorised transport is important. Retaining walking and cycling access to Markeaton park is important. A visit to the park by foot or bicycle should not require several waits at pedestrian crossings. This waiting reinforces the view that the car has priority. Please allow a peaceful journey into the park by foot or cycle, and one that doesn't put non car journeys into conflict with the car, by retaining the bridge. | Yes | | No Pref | The sooner this starts, the better. Thank you for progressing the plans. | 35-44 | Male | No | No |
| 512 | 11/03/2015 | Yes | The traffic at Kingsway island from all directions is bad at peak times, However the Little Eaton roundabout improvement's have made a great difference for the better. | Yes | Multiple | ALL | Multiple | Car & Walk | Daily | Yes | | Option K3 | | Yes | | Yes | This is a busy footbridge for access to the park especially when special events are taking place. | Yes | | Option L2 | I believe that access from Ford lane is essential. If there was no new link then all traffic would have to travel by using either Ford lane or Derwent avenue. It is already difficult to exit via Ford Lane on to the A6 but if the majority of traffic was now progressing along the A6 turning left onto the A6 would be very difficult and turning right nearly impossible. Derwent Avenue is a narrow road and traffic parks on the both sides of the road. Increased traffic would make using that road difficult. | 55-64 | Female | No | Yes |
| 513 | 11/03/2015 | Yes | These three junctions do currently cause considerable congestion for both local and through traffic. The proposals appear to provide a good compromise between maintaining A38 through flow, and allowing local traffic to join, leave and cross the A38. | Yes | Multiple | ALL | Car | | Daily | Yes | | Option K1 | This appears to give better direct access to the Mackworth estate. | Yes | compromise between the needs to keep the A38 flowing and allowing local traffic to join, leave and cross. However I have two areas of concern: 1) The new access point into the park will involve a right turn for most of the traffic heading there (either originating from Ashbourne Road or coming off the A38). The A52 often has high volumes of traffic heading into town and this could result in congestion backing up to the roundabout as people wait for a gap to make the right turn. Is there no way of retaining access from the new roundabout? 2) The scheme stops just short of the southbound access road from Kedleston Road down onto the A38. This is already a dangerous slip road, often requiring drivers to merge from a standing start with traffic that is travelling at 40-60mph (most A38 users ignore the 40mph limit that starts just before the junction) round a LH bend that limits their ability to see the slip road and reduces the driver on the slip road seeing approaching traffic. If the main traffic can now use the underpass does this mean the national speed limit will replace the current 40mph? This would | Yes | This footbridge is used extensively for local access to the park by residents, and forms a key pedestrian access route during large public gatherings in the park. To remove it would result in significant additional risk for people trying to cross the A38 by foot | Yes | | No Pref | | 45-54 | Male | No | No |
| 514 | 11/03/2015 | Yes | I understand the need for improvement and my main focus is on the A38/A61 Little Eaton Junction and it's impact to the village of Breadsall. I accept that a flyover is required, I do not however accept or support option 3. It create significant impact to the environment (landscape, increase an already excessive village traffic throughput footprint, noise and air pollution). Option 3 also seems the most unsafe option for cars on the proposed flyover having to navigate at least three sweeping bends at high speed. My understanding is that both the Derby Garden Centre and Starbucks were aware that they had limited time before they were disrupted (garden centre car park) or demolished (Starbucks) and this was accepted. It seems an illogical decision especially as I also understand that some of tenants of caravan park would be willing to relocate should options 1 or 2 be progressed. | Yes | Multiple | Residential, Leisure & Commute | Multiple | Car, Cycle & Walk | Daily | No Pref | | Option K3 | | No Pref | | Yes | | No | I accept that a flyover is required, I do not however accept or support option 3. It create significant impact to the environment (landscape, increase an already excessive village traffic throughput footprint, noise and air pollution). Option 3 also seems the most unsafe option for cars on the proposed flyover having to navigate at least three sweeping bends at high speed. My understanding is that both the Derby Garden Centre and Starbucks were aware that they had limited time before they were disrupted (garden centre car park) or demolished (Starbucks) and this was accepted. It seems an illogical decision especially as I also understand that some of tenants of caravan park would be willing to relocate should options 1 or 2 be progressed. | Option L2 | | 35-44 | Male | No | Yes |
| 515 | 11/03/2015 | Yes | To address the congestion at this junctions and the impact between long distance and local traffic. | Yes | Multiple | Business, Leisure & Commute | Car | | Daily | Yes | I agree | Option K2 | I think that access into Mackworth needs to be maintained to prevent unwanted impacts in the local road network in the Mackworth area | Yes | | No | Not aware that existing footbridge is well used - alternative route via Kedleston Road is available, plus crossing at the Markeaton junction | Yes | | Option L2 | | 35-44 | Male | No | No |
| 516 | 12/03/2015 | Yes | | Yes | Residential | | Car | | Weekly | Yes | | | | Yes | | | | No | I am not in agreement of taking the green belt land that option 3 is using. Preferred option is land on opposite side g/centre & Starbucks | No Pref | 1) Option 3 brings the road too near Breadsall village 2) green belt land is being used instead of waste land on the Little Eaton side. 3) Mobile homes in the way are mobile and can be relocated. 4) Use have enough noise with the rat run through Breadsall village. The traffic will get worse. 5) Noise levels will go up - we can already hear the traffic from the A38. That will be much worse. 6) The proposed speed limit of 70mph is excessive compared to the 50mph @ Kingsway & Markeaton junctions. 7) Other roads need to be considered as the roundabout at the bottom of croft lane - cant get out of at rush hour. | 55-64 | Male | No | Yes |
| 517 | 12/03/2015 | Yes | Traffic Flow needs to be improved | Yes | Residential | | Car | | Daily | No Pref | No Knowledge of the local surroundings | No Pref | Question 7/8 | No Pref | Q 7/8 | No Pref | Q 7/8 | No | Very concerned about the noise aspect and possible flooding in Breadsall | No Pref | | 65+ | Male | No | No |
| 518 | 12/03/2015 | No | Noise Pollution, damaging the green belt, Air pollution, Damage wild life habitat, Light pollution - Damage to village environment | Yes | Residential | | Car | | Weekly | Yes | Speed up traffic, reduce congestion | No Pref | Unsure of road system in the area not able to comment | Yes | Aid congestion | No | If another way of access could be used to save trees and greenery | No Pref | The first proposal was far better saving the green belt and much further from the 1000 residents of Breadsall village whom are entitled to a peaceful environment | Option L1 | The ford lane cut through is traffic a rat run causing unnecessary on the road affecting residents. (Noise) With the new road proposal, the traffic will move far quicker and allow people to access from the roundabout in Allestree (farm court). This is less of problem for the residents of Breadsall village, whom have to endure thousands of speeding cars everyday to save people 5 minutes off there journey time. The new road hopefully will encourage drivers to use the A61 and not race through the village at 40-50mph | 45-54 | Male | No | Yes |
| 519 | 12/03/2015 | Yes | To a degree due to increase volume and excessive speed of drivers. | Yes | Residential | | Car | | Daily | | Though agree need for improvement do not agree to Greenwich drive south being converted to a major road. Speed/pollution / noise / danger | Option K2 | I have lived here many year & there have been fatalities & accidents in past. This will increase with increased traffic flow. Children & elderly @ risk. We do not want or need the constant noise of increased traffic. | | This should have been a fly over 30years ago | | | | This should have been a flyover 30years ago | | Greenwich drive south has been a residential suburb for some 50years. It is un reasonable to convert this into major access router for all traffic HGV etc. Over the years traffic has increased - cars drive to fast / buses / parking hazard. The route should be behind parallel to A38 out of the way. Children & Elderly do not need fast increased traffic volume / noise / pollution. no to Greenwich drive south proposal | 65+ | Male | Yes | No |
| 520 | 12/03/2015 | Yes | There is always queuing at the Kingsway island for Sainsbury's etc. Markeaton island and Little Eaton island are now a lot better after improvement | Yes | Multiple | Business & Residential | Other | Van | Daily | No | I don't think it will make any difference to local traffic. I believe the congestion for locals will be worse | Option K2 | Once the houses are built on the college land Greenwich drive south will be busier without increasing traffic with Option K1 | No | I think a fly over would have been more beneficial and just effective as the island dips down anyway | No | Is the footbridge in the way for flyover? Would a subway be better. Is there a lot of foot traffic using the bridge? | Yes | I think it is a good idea now I've seen the animated design but it will not ease congestion down to the pentagon island. | No Pref | How much has just been wasted on the recent alteration. I foresee a lane being closed if an underpass is built whenever we have heavy rain like the problems with flooding at the pentagon island when that was built. Howeve as usual I think these alteration are all signed & sealed now and the decisions have been made | 45-54 | Male | No | Yes |

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| 521 | 12/03/2015 | Yes | to keep traffic flowing through derby | Yes | Multiple | Residential & Leisure | Car | | Weekly | | | | | | | | | No | 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 by 40% | Option L2 | 1) Increase of traffic through Breadsall - unsuitable route - rat run. 2) Large visual impact from Breadsall side. 3) Light pollution for miles. 4) Slowing down of traffic on the bend over the Little Eaton roundabout which will hold up the flow. 5) Taking greenbelt land. 6) The huge cost when improvements have already been made, also costing much money & time. 7) The suggestion from Breadsall parish council of plan 4 would be my preferred route. This was the original route some years ago. 8) The plan to keep the mobile home site would mean they would be right under the very high, noisy & polluting A38 surely they would rather be bought out and move to a better location | 65+ | Female | No | Yes |
| 522 | 12/03/2015 | Yes | | Yes | Multiple | Residential & Leisure | Car | | Daily | No Pref | | No Pref | | No Pref | Access to Markeaton park available | No Pref | Prefer land and trees on park to be unaffected | No | The preferred option encroaches into green belt land and comes much closer to Breadsall village. This will cause extra noise, air and light pollution which will greatly affect the quality of life for the villagers. Constant noise from the existing traffic is already a big problem | Option L2 | 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 road 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. | 65+ | Female | No | Yes |
| 523 | 12/03/2015 | Yes | Traffic is very heavy at these junctions now. In years ahead traffic will become even heavier with even longer lorries that at present using these junctions | Yes | Leisure | | Car | | Weekly | | | | | | | | | No | There will be too much impact on Breadsall village ie more traffic noise & light pollution because of the high elevation of the road | No Pref | The proposed plan shows the curve on the road to be quite a curve. Traffic coming down the A38 from alfreton would be travelling in excess of 70mph and may be unable to make the bend. The elevated habit of the flyover could be built across the area of the Starbucks coffee house and part of the garden centre car park thus taking traffic and noise farther away from Breadsall village. It is possible that drivers will avoid this junctions & come through Breadsall village making Breadsall a rat run. If the proposed road and island was built it would help to alleviate a lot of traffic coming through the village. | 65+ | Female | No | Yes |
| 524 | 12/03/2015 | No | Moderate congestion occurs only when commuter traffic is at a peak. Recent improvements have helped | | Leisure | | Multiple | Car & Walk | Monthly | Yes | Acceptable provided that proposed pedestrian and cycle routes are implemented | Option K2 | Option K1 & K2 are unacceptable to Mackworth residents. Therefore K2 would be the best option - BUT cycling and pedestrian access must be included | Yes | This option preserves Markeaton Park and trees in the area | No | Page 7 of consultation document states that a pedestrian and cycle route will be provided at the Markeaton junction. Page 6 states that there will be improved pedestrian route and crossing facilities at the Kedleston road junction. Provided these are implemented there will be no need for a new footbridge and loss of trees | No Pref | We avoid this junction at peak times | Option L2 | Heavy lorries should be banned from the A38 between junction 28 of the M1 and the junction of the A50 with the A38 | 65+ | | No | Yes |
| 525 | 12/03/2015 | Yes | But only because the weight of traffic is only going to increase and the money appears to be available | Yes | Residential | | Multiple | Car & Bus | Daily | Yes | Weight of traffic. Queuing traffic is always a problem | No Pref | I am not directly affect and therefore do not understand the implications of these closures so cannot comment | No | The island has only just been improved - effectively in my view. I would not agree to any further development that may impact on our inner city green spaces. | No | See Q12 | Yes | Anything that reduces the impact of traffic through the village of Little Eaton is welcome however I do have major reservations - see below | Option L2 | I do have concerns about the Little Eaton junction - What measures would be put in place to avoid disruption through the village at night whilst construction is on going. How does the design proposal address the event of accidents occurring on the A38? At present re-directed traffic comes through the village - making it impossible to cross or use the main road. At present there is a courtesy flow lane off the island when travelling from Little Eaton to derby - It does not wait and is poorly designed. Perhaps that could be rectified in the design of the island under the fly over. How does the elevation of traffic affect the noise of traffic in the village? Would it increase? What engineering can be used to avert this? How does the highways agency intend to minimise the disruption increased cost of petrol increased time to travel that will come with this development. Remember we have just been through all of this - what a criminal waste of money. | 55-64 | Female | No | Yes |
| 526 | 12/03/2015 | No | Traffic Flow has increased since the recent improvements | Yes | Residential | | Multiple | Car & Walk | Daily | Yes | Underpass would be preferable to a flyover | Option K1 | Depends on amount of traffic accessing Mackworth | No | It is essential to provide good pedestrian access due to the park. Furthermore is it necessary considering the millions of £ spent recently to add in a lane - why?? | Yes | Pedestrian access for all is essential considering the residential nature of the area and the proximity to Markeaton park | | | | As I suffer from bi - polar disorder I am extremely concerned about the effect on my health of prolonged night time road works. Is there any provision for re-housing local residents on a temporary basis | 55-64 | Female | No | No |
| 527 | 12/03/2015 | Yes | Consistent traffic congestion | Yes | Multiple | Residential & Leisure | Multiple | Car, Cycle & Walk | Daily | Yes | Elimination of Traffic congestion particular access to shopping centres & hospitals & newly built housing developments | Option K1 & K2 | Having both options would ease the flow of commercial & domestic traffic to both Mackworth & Morley estates. Also give options to emergency services which are in close proximity. | Yes | Ease Major traffic congestion | No | Little used very few residential properties & also at time can be use by mindless idiots to throw missiles at passing traffic. Good pedestrian & cycle access through the junction important | Yes | Improved traffic flow & less hold ups | Option L2 | Re Kingsway junction, I think it is important to have both K1 & K2 options in place due to volume of commercial & domestic traffic. The majority of commercial traffic would use option K2 due to businesses on the morley estate side & The K1 option would take the majority of Domestic traffic which will increase due to further housing developments in the Mackworth estate & surrounding area. Also School traffic. Also please note there is a bus stop under the existing flyover on Brackensdale avenue which would hinder traffic from Greenwich drive south that there right if only option K1 was used again I'm sure the emergency services would welcome both K1 & K2 options | 65+ | Male | No | No |
| 528 | 12/03/2015 | Yes | Less traffic at the islands | Yes | Leisure | | Car | | Rarely | No Pref | Don't use site junction | No Pref | | No Pref | | | | Yes | Must be good access from the village | Option L2 | | 65+ | Female | No | Yes |
| 529 | 12/03/2015 | Yes | The A38 is a main artery and therefore traffic needs to flow without interruption | Yes | Leisure | | Car | | Daily | Yes | Traffic does need to flow without interruption | No Pref | I have stated no preference because it will not affect myself. The views of those residents who will be affected should be considered | Yes | I agree with the preferred option provided no homes are lost | No | I do not agree to any loss of land and trees within Markeaton park | No | The preferred option no3 takes a large area of green belt land which brings the road much closer to Breadsall village with increased noise, lighting and pollution problems | Option L2 | Breadsall parish council has forwarded an alternative proposed plan 3A which greatly reduces the problems for south Little Eaton and Breadsall village residents. This plan should have your greatest attention. | 65+ | Male | No | Yes |
| 530 | 12/03/2015 | Yes | | | Multiple | Residential & Commute | Multiple | Car & Bus | Daily | | | | | | | | | No | | | air quality: dust & traffic emissions increased during & cycle build. Landscape : Destroying green belt/flood plains & national barrier between road & village. Heritage: To date no evidence of anything tangible in the remove this as an obstacle in building alternative route. Noise: Increased prolonged noise during & after the build, no evidence that a noise build would replace the noise due to the scale and elevation of the road. This will also be a major eyesore/blot on the landscape due to the size/quantity light pollution. The additional road lighting for this longer elevated area will spill light over the flat landscape a reduced speed limit would be good idea for an alternate plan as you are cleaning with a far longer complex junction. Flood: there must be a possibility for the exit tarmac to produce extra flooding & run off onto the existing flood plain which are already constantly water logged | 65+ | Both | No | Yes |
| 531 | 12/03/2015 | No | Traffic Flows ok after new improvements | Yes | Residential | | Car | | Daily | No Pref | Traffic flow ok | No Pref | | No | Traffic flow ok | No | Leave the park alone | No Pref | Absolutely not why use greenbelt when brownfield is available | No Pref | Why damage an unspoilt village in Derbyshire there are so very rare. The school children need protecting from harmful fumes and the green belt should be protected at all costs | 65+ | Female | No | Yes |
| 532 | 12/03/2015 | Yes | The need for better transport links is vital to the local and national economy but local environment issues must be properly acknowledged and solved sympathetically | Yes | Residential | | Car | | Daily | No Pref | | | | No Pref | | No Pref | | No | Option 3 appears to be driven by cost and convenience alone disregarding 1. the irredeemable loss of green field land 2. Possible damage to river Derwent flood plain 3. impact on Breadsall | No Pref | Option 3 creates traffic speed problems and tries to solve them by extending the curves onto green field land. Whereas the rejected option 1 routing with shallow curves. Would not require the extra road building, the impact on the existing brown field developments would be minimal. Any saving in road building cost could help to compensate any brown field disruption. Having just moved into the area my searches made me aware that Breadsall has had surface water problems in recent years. I understand that recent planning approvals could further exacerbate any problems. I would like to be reassured that every possible consideration is given to improving water levels problems not increasing them by road and housing construction | 65+ | Male | No | Yes |
| 533 | 12/03/2015 | Yes | Serious delays for local & through traffic at peak hours | Yes | Multiple | Residential & Leisure | Car | | Daily | Yes | Should improve traffic flow on A38 by removing local traffic | Option K1 & K2 | Open both access points so that local traffic can avoid A38 as much as possible doubt whether local traffic will flow once 700 houses at Kingsway site are occupied | Yes | Access & Egress for McDonalds, Petrol & park will make for congestion on ashbourne road. With traffic turning right across oncoming traffic | No Pref | Never seen anyone using existing footbridge | Yes | | Option L2 | FORD LANE: make the link two-way so that lambourne ave estate shoppers(Morrison's) & commuters can avoid A38 thus reducing traffic on through road. Lambourne drive estate too big for only 2 access points. Access & egress at Derwent ave already difficult due to road lay out at A6 junction. Leave access to park approx. as is exit only on to ashbourne rd with compulsory left turn. | 65+ | Female | No | Yes |
| 534 | 12/03/2015 | Yes | Traffic congestion around our local area | Yes | Multiple | Residential & Leisure | Multiple | Car & Walk | Daily | Yes | It would make it easier to access the A38 from Kingsway at present the junction is congested & difficult to use | Option K2 | I would not wish to see the green space & cycle path from Greenwich drive south up into Mackworth park blocked & truncated | Yes | Would make it easier to travel through this junction to reach A52 | Yes | There should definitely be a bridge across the A38 at this point ideally some sort of green bridge to link the path with the green space on the other side. This was an historic parkland severed by the road. By having the approach to the bridges running parallel to the road it would intrude into the park less | No Pref | | Option L2 | To reiterate my comments to Q14 - This scheme should take the opportunity to reconnect the severed link between Markeaton park & the remains of the parkland on the east side of the A38. It is an important route for local people to access the park & is it formed some sort of green bridge may allow for wildlife to cross. By constructing any approach embankment move parallel to the road rather than at right angle it would intrude less into the park. The majority of the existing trees in this are fairly young say 20/30 years old so it would not have such a significant impact as removing mature trees. It would also have less of an effect on the existing adjacent football pitch | 55-64 | Male | No | Yes |
| 535 | 12/03/2015 | Yes | Long hold-ups, accidents | Yes | Leisure | | Car | | Daily | Yes | Long Queues develop at various times | No Pref | | Yes | To eliminate very long hold-ups on A38 between Markeaton and Little Eaton | No Pref | | Yes | Very poor approach to A38 roundabout. Traffic lights badly sited. Should be on B6179 | Option L2 | Currently the approach to the A38 along the B6179 is poor. I cannot understand why traffic lights are not located at the approach to the junction rather than part way round the island. The other three approaches are all controlled by lights. This aspect of the junction was not sufficiently addressed by the computer image, which was otherwise extremely good. | 65+ | Male | No | Yes |
| 536 | 12/03/2015 | Yes | Long hold-ups. Accidents particularly at the Little Eaton island | Yes | Leisure | | Car | | Daily | Yes | Would much improve the flow of traffic and should be safer | No Pref | Would give "priority" to through traffic and also keep the junction moving. | Yes | | No | All supposing that the traffic lights remain this would be un-necessary | Yes | Less complicated and less disruption/loss of land etc | Option L2 | The traffic lights system at Little Eaton often leaves 2 or 3 cars trapped on the roundabout with only about 30 seconds before they change again. There has been some improvement but it still doesn't feel safe. The new system would keep traffic moving freely with far less danger | 65+ | Female | No | Yes |
| 537 | 12/03/2015 | Yes | | Yes | Multiple | ALL | Car | | Daily | Yes | | | | Yes | | | | No | Increased volumes of traffic, noise, vibration, pollution, visual impact and effect on access to A38 via ford lane | No Pref | For Area 3: Little Eaton junction - provide an alternative design such as an underpass fitted with latest technology to manage/cope with an potential water/flooding issues. Any improvements will result in increased volumes of traffic, noise etc. In relation to the appeal LE junction, travelling north, pollution will be reduced below existing levels as the A38 is effectively a motorway alternative connecting Birmingham to junction 28 and operated 24/7 | 55-64 | Male | No | Yes |
| 538 | 12/03/2015 | Yes | | Yes | Multiple | Residential, Leisure & Commute | Car | | Daily | No Pref | | No Pref | | No Pref | | No Pref | | No | | Option L2 | When I am in my back garden/have windows open. I can hear the traffic on the A38 as it approaches Little Eaton roundabout. I am very concerned that it will become far noisier due to increased volume of traffic & the fact that the HGVs cars etc will be there living at great speed. I am also concerned about air pollution - increased traffic will inevitably lead to greater air pollution. My preferred option would be an underpass | 55-64 | Female | No | Yes |
| 539 | 12/03/2015 | No | Adding more roads will be a self fulfilling prophecy. The roads will keep filling. Need to focus on traffic e.g. car sharing. Will also encourage speeding | No | Multiple | Business, Residential and Commute | Car | | Weekly | No | See Q2 | No Pref | See Q2 | No Pref | See Q2 | No | Any loss of land or trees is not to be celebrated | No | A proposal to move the flyover near Starbucks/mobile homes would effect a much smaller number of people | No Pref | If the proposed preferred option goes ahead it will have a detrimental effect on the Quality of life of the residents in Breadsall > increased noise pollution, increased light pollution, increased air pollution. There will also be a loss of green belt land. Another great concern is the actual noise created whilst construction would take place to Breadsall. Whilst (improvements) changes were made to Little Eaton island in 2014 the noise at time was so bad it woke you and kept you awake. The proposed development would be much noisier and go on for much longer | 45-54 | Female | No | Yes |
| 540 | 12/03/2015 | Yes | | Yes | Multiple | Residential & Leisure | Car | | Daily | Yes | | No Pref | | No Pref | | No Pref | | No | | Option L1 | I enclose a list of objections to the above preferred option 3 this has been compiled in consultation with others and with which I am in complete agreement. I consider it mandatory that the option that keeps to the alignment of the current A38 be re considered for the reasons stated in the enclosed document. http://share/Share/llisapi.dll?func=ll&objaction=overview&objid=29039520 | 65+ | Male | No | Yes |

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| 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 | It will encourage more traffic to use the A38 from J28 of M1 | 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 | As per Q7 - is need to fix all 3 derby junctions on A38 ASAP | Option L1 | 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 | While having to relocate & compensate the mobile homes residents might be considered controversial at this stage it is better in the long term as they could be given a nicer environment rather than having to put up with the nearby flyover and years of disruption while construction is going on. This disruption will also affect businesses for Starbucks and one can envisage that they might even consider closing down. Costs involved in this could be offset against resolution due to a simplified and shortened road construction | 55-64 | Female | No | Yes |
| 544 | 12/03/2015 | Yes | | Yes | Multiple | Business, Residential & Leisure | Car | | Daily | No Pref | | No Pref | | No Pref | | No | | No | The design has too much impact on the green belt, wildlife and people in Breadsall village | No Pref | This preferred layout brings noise and pollution closer to Breadsall village and Darley abbey and Darley park(world heritage sites) so your claims that this layout has less impact is incorrect. The new roundabout will be closer to both of these. There is perfectly good brown field land available as per the original option 1 & 2 schemes. Why are you destroying green belt affecting people in Breadsall unnecessarily. The highways agency need to also consider the cost of compensation to the people of Breadsall village as a result of devaluing their homes | 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 | Existing accesses are mainly used as rat runs so should ease traffic flows through Mackworth | Yes | To release an existing bottleneck which has not really been improved with all the money recently spent & disruption that has taken place | No Pref | Not sure that a foot bridge is required some work on usage should be done before the expense of a new bridge is considered | Yes | See area 2 | Option L1 | 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 | 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 | Non-residential - no father impact to green spaces additional routes in/out Kingsway retail park could be added into plans. Currently one road in/out causing major traffic congestion | 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 Pref | I do not know that area well enough to comment | | K1 is a definite no as far as myself and many local people I have spoken to are concerned. The impact on residents and the area would be needless when K2 is by far the better option, taxing the development into the industrial estate. This area was also trees and fields lost forever to development 30-40 years ago. Consideration definitely needs to be given t access in/out of the retail park. It has grown greatly since it was first introduced. with many popular stores it is very busy. A badly designed car park and single access road makes leaving the park at busy times horrendous. I would suggest that it is assessed, Particularly Friday afternoons and weekends. Allow at least an hour to leave | 45-54 | Female | 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 | | Multiple | Business & Leisure | Multiple | Car, Cycle & Walk | Weekly | Yes | It should reduce congestion on Kingsway traffic | Option K1 | K1- Does not cross the pedestrian/cycle path between Brackensdale avenue - Sainsbury's/Kingsway retail park. Also there would be only 4 exits/entries to the east side island | Yes | Pedestrians, Cyclists - mobility scooter users - crossings over the A38 - A52 | Yes | The present bridge is well used by both pedestrians & cyclists. It was supposed to be for pedestrians only it connects up nicely with Markeaton street - a traffic free route between Allestree & derby | | Pedestrian & cycle crossings(mobility scooters) across the slip road to the west side of the junction | Option L2 | Leave ford lane accessible to cyclists & pedestrians via the path up to the island which I hope will be retained. There is a lack of detail throughout the document regarding facilities, crossings for pedestrians, cyclists & mobility scooters. Kingsway A38/5111 junction has at present a good route for these users on the northeast side of the A5111. Please keep Markeaton A38/A52 junction. The proposed replacement footbridge is too far away from the A52 & adds about 1/2 mile the journey to cross A38. The present crossing over the A52 on east & west sides of the junction are just as dangerous to pedestrians & cyclists as they were prior to the recent roadwork's. These need to be toucan type ideally multi user bridges would be erected to cross the A38 at bother the north & south sides of this junction. This latter sentence applies also to the Little Eaton A38/61 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 | If a proposal goes forward as I am sure it will what ever we say prefer the loop to go on other side of the roundabout towards Little Eaton - less residential. Anxiety about noise and road sound there will be a need for a lower speed limit and appropriate effective screening | 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 routes on the roundabout with crossings why would a second bridge be required | | | | As mentioned given the increased traffic flow on the A52 I would like to see an improved pedestrian crossing at Harringway 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 harringway 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 20years | 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 | Little Eaton : there are a reasonable number of semi-mature/mature trees on the north facing slope of the A38 between the river Derwent bridge & the railway bridge. They partially screen the A38 from properties on wharfedale close and will fulfil a similar role with respect to the proposed flyover ( with the exception of the widening to the south of the present alignment) can they be retained? Can a metal noise barrier be erected along the north parapet of the river Derwent bridge and/or replace the present HRA surfacing over the bridge with the more modern less noise | 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 | We are very surprised at the new option 3 bringing the carriage way closer to Breadsall it will destroy this very ancient village, that has much history. Derby is lacking in such places the noise is already bad and we are a rat run for traffic and even the traffic calmers have not made much a difference the land proposed to be used is supporting a lot of wild life which would be disrupted, looking at Little Eaton caravan park is a small number of people some of who want to move anyway and Starbucks is on a lease they would be better sited at Morrison meteor centre. We are not happy at this 3rd option that is proposed and wonder why it has been put forward so | 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 | | 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 Pref | The impacts of these schemes are better addressed by local people | | | 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 | 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 roundabout have made access from the village even more difficult with vehicles approaching the roundabout at speed, a direct link from the A38 is a major cause of this. Traffic has a high impact on Breadsall. Now this does nothing to address this. What really is required is a co-ordinated scheme 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 | | Male | No | Yes |
| 556 | 12/03/2015 | Yes | | Yes | Multiple | Business, Residential & Leisure | Car | | Daily | No Pref | | | | No Pref | | | | 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 | | This road angle will cause drivers to brake then accelerate out of the corner. This will cause an increase in pollution and noise and will also be dangerous and result in accidents. Option 1 & 2 road layout look better but I think there can be another more sensible plan which does not cause damage to Green belt and an increase in pollution. I think the highways dept. need to rethink this! | 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 Pref | We rarely use this junction | No Pref | see above | Yes | It should give easier access to A38 from Little Eaton if traffic lights are retained it will enable traffic from L.E to go ahead into derby | 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 | Traffic exiting A38 south of Little Eaton needs to be made to slow down before merging with traffic from the B6179 and the island | 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 | People directly affected by the scheme should have their concerns addressed | | | No Pref | as above | No Pref | Have never used this access so cannot comment | 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 | Concerns: 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 air pollution and road safety issues. The right restrictions are not enforced 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 | 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 | The proposed alterations would lead the A38 from the M1 being the preferred route to Birmingham. Increased use by lorries & commuters. In no time the dual carriageway will not cope where does it end. This is not good for derby. What city wants a motorway running through it. That's what is basically on the table | 35-44 | Male | No | Yes |
| 562 | 12/03/2015 | Yes | Volume of traffic | Yes | Multiple | Residential, Leisure & Commute | Multiple | Car & Run | Daily | Yes | | No Pref | | Yes | | No Pref | | Yes | | | | 45-54 | Female | No | Yes |
| 563 | 12/03/2015 | Yes | | Yes | Leisure | | Car | | Daily | Yes | | | | Yes | | | | Yes | | Option L1 | | 65+ | Male | No | Yes |
| 564 | 12/03/2015 | Yes | Very difficult to leave Little Eaton at the Starbucks island. Speed of traffic down abbey Jill even with lights. | Yes | Multiple | Residential & Leisure | Multiple | Car & Bus | Daily | Yes | Better flow of traffic | No Pref | | Yes | Better flow of traffic | No Pref | | Yes | Why didn't the Little Eaton/Starbucks junction get lights? Why is their no underpass for Little Eaton? | Option L2 | | 55-64 | Female | No | No |
| 565 | 12/03/2015 | Yes | Only part of the A38(locally) with roundabouts causing congestion | Yes | Multiple | Residential & Leisure | Car | | Daily | Yes | | No Pref | | Yes | | No Pref | | Yes | | Option L2 | | 35-44 | Female | No | No |
| 566 | 12/03/2015 | No | 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 | No | Multiple | Residential & Leisure | Car | | Weekly | | | | | | | | | No | 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 | No Pref | | 65+ | Female | No | Yes |
| 567 | 12/03/2015 | No | | No | Multiple | Residential & Leisure | Car | | Daily | No | | No Pref | | No | | Yes | The footbridge is used regularly | 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 know prior to this work that a flyover was to be done | | 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 |

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| 568 | 12/03/2015 | | | | Leisure | | Car | | Weekly | | | | | | | | | No | a normal layout for a roundabout such as in now just spun around be adhered to | Option L2 | See attachment save an share as follows - http://share/Share/Ilisapi.dll?func=ll&objaction=overview&objid=29069423 | | | | |
| 569 | 12/03/2015 | Yes | Although I do not agree with your option for Little Eaton roundabout | Yes | Multiple | Residential & Leisure | Multiple | Car, Bus & Walk | Weekly | No Pref | Not too affected | | | No Pref | Not too Affected | | | No | This option will encroach onto greenbelt land, increase noise in Breadsall village, Increase traffic through the village, Increase flood risk, destroy wildlife habitats. | No Pref | 1)consider option put forward by Breadsall parish council. 2) Reconsider previous 2 rejected options. 3) Build road from Bishops drive to Morrison's roundabout. Ahead of A38 works. This will relieve rat run traffic through Breadsall. 4) Concerns about noise & light pollution. 5) Environmental impact will be eamest. 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. | 55-64 | Male | No | Yes |
| 570 | 12/03/2015 | Yes | The latest changes to the Little Eaton roundabout have improved traffic flow | Yes | Multiple | Residential & Commute | Car | | Daily | No Pref | Any scheme that improves traffic flow at the busy times can only be an improvement here | No Pref | Not familiar with the areas roads to given an informed view | No Pref | | | Try to maintain the attractive look of the park by minimising the loss of land and tress | No | As indicated in Answer 2 I believe the latest work to the Little Eaton roundabout have hugely improved traffic flow | Option L2 | I am not in favour of any project that takes away any green belt land such that it could lead to further subsequent development. Option three seems to do this when Breadsall already suffers from Noise pollution. Brownfield sites should always be used for development. Options 1 & 2 would be brownfield land. Starbucks use rented land (as we believe is the case for the garden centre car park. The mobile homes could easily be moved onto the land behind the current site. As far as noise is concerned readings should already have been taken and any increases assessed. Breadsall is beautiful village and must not be ruined by the implementation of the HA's preferred route | 65+ | Male | No | Yes |
| 571 | 12/03/2015 | Yes | Although do not agree with your option for Little Eaton junction | Yes | Multiple | Residential & Leisure | Multiple | Car, Bus & Walk | Weekly | No Pref | Will not be affected | | | No Pref | will not be affected | | | No | This option will encroach onto greenbelt land, increase noise in Breadsall village, Increase traffic through village, Increase Flood risk | No Pref | 1)consider option put forward by Breadsall parish council. 2) Reconsider previous 2 rejected options. 3) Build road from Bishops drive to Morrison's roundabout. Ahead of A38 works. This will relieve rat run traffic through Breadsall. 4) Concerns about noise & pollution. 5) Environmental impact. 6) your preferred option appears to have unnecessary curves on main carriageway. Would it not be better for it to follow existing road. 7) Breadsall village roads will not stand up to diverted traffic while alterations to junction are made. 8) Your option will be unacceptably close to many properties in Breadsall. 9) after construction the proposed embankments will not be maintain. 10) Pedestrian crossing required urgently on A61. (Comments are exactly the same as partners 311 Mr Brewster) | 55-64 | Female | No | Yes |
| 572 | 12/03/2015 | Yes | To ease congestion at the 3 Islands and improve through flow of traffic | Yes | Multiple | Residential, Leisure & Commute | Multiple | Car & Cycle | Weekly | Yes | As 2 overleaf | No Pref | Do not live here so will not really be affected, but understand that to improve flow some accesses will need to be closed | Yes | As 2 overleaf | Yes | It will avoid the need for a pedestrian crossing or underpass (which would not be practicable) | No | 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. | Option L1 | Preferred option 3 will increase noise/ light/ air pollution in Breadsall. This scheme will affect more residents in Breadsall than relocating the business's (only Starbucks - which will more than likely close during the development or freely after due to loss of passing trade) and the mobile home park - who from our MP's feedback are not that happy either with several expressing a preference to move. If the land covered by these 2 sites the development could be relocated further north to move it away from Breadsall but still achieve the desired junction improvement | 45-54 | Male | No | Yes |
| 573 | 12/03/2015 | Yes | Very heavy through traffic AM and increasing commuter traffic | Yes | Multiple | Residential & Leisure | Multiple | Car, Bus & Walk | Daily | Yes | Large estates requires access, egress to A38. Pinch Point will develop at current pass under A38. | Option K2 | Having access egress to small island would not be as good as from large island K2. | Yes | Best sustainable scheme will eliminate all queuing at junction both local and A38 | Yes | | Yes | Give option L2 a let two easement onto the B6179 north to avoid queuing with traffic crossing B6179 to turn right | Option L2 | Kingsway Junction this is one which may well cause the most problems with the local area ie brackens dale junction with Kingsway close some work will be required to ease the line between the two local route other than the prince Charles avenue junction onto the A52. This junction may well to have traffic control applied to it. | 65+ | Male | No | Yes |
| 574 | 12/03/2015 | No | I think the work which has already been done is excellent a greatly improved the flow of traffic | No | Residential | | Car | | Weekly | Yes | I feel something if only lights need to be done, people have to take a chance when driving onto the island because the traffic is so fast | | | Yes | | Yes | | No | The preferred option destroys green belt land and habitat for rare species other options do not destroy green belts and | No Pref | Use the 2nd option for the Little Eaton island to prevent irreversible damage to green belt and wildlife habitats. | 65+ | Female | No | No |
| 575 | 12/03/2015 | No | A vast amount of money has already been spent on improvements, caused considerable disruption to residents and commuters with it would seem awaiting the results | No | Multiple | Residential, Leisure & Commute | Multiple | Car & Walk | Daily | No | Loss of access to/from Mackworth and morley estate. Loss of habitat for wildlife at designated site at Kingsway and loss of scenery | No Pref | All options will result in extra traffic and extra journeys for locals. Heavy goods vehicles would be using Greenwich Drive south, not safe for local school children | No | Firstly demolition of the homes in Queensway effect on wildlife, who reside in these gardens and in the park. The change in scenery | No Pref | Strongly disagree with any land being taken from Markeaton park, or trees being felled. This is a popular park given to the people of Derby | No | Residents have already put up with enough disruption and it will also impact on the residents of Breadsall | No Pref | Why was all the work done last year on both islands last year when this work was already in the pipeline. It caused major disruption to us residents of Queensway and now you want to demolish our homes. This is a waste of money that could be put to better use in the community. This is a beautiful part of derby with its scenery and wildlife, leave it alone. As far as I can see the new island at Markeaton works well with no major delays. I have no faith that if you go ahead with this it again will not be enough and more of our park will be taken and more to the point our home. | 45-54 | Female | No | Yes |
| 576 | 12/03/2015 | Yes | Relieve congestion but I think other areas also need consideration | Yes | Multiple | Residential & Commute | Multiple | Car & Walk | Weekly | Yes | | No Pref | | No Pref | | Yes | Runners/Dog walkers still need access via footbridge | No | Redirect over mobile home park / garden centre where there is far less residential impact. Draw a map of the plans that are to scale | Option L1 | See above. I thought the original plans were to go over Garden centre. The drawing suggests min impact to Breadsall however its not even close to scale the additional noise and light from the road will have a significant impact. It would make much more sense to utilise the waste land Little Eaton side | 35-44 | Female | No | No |
| 577 | 12/03/2015 | Yes | Our Village is used as a main road through which causes chaos in a small village | Yes | Multiple | Residential, Leisure & Commute | Multiple | Car & Bus | Daily | | | | | | | | | Yes | Keeping the surrounding area & natural environment as Natural as possible | No Pref | For future generations it will provide much better traffic flow also it will bring the traffic in the village to a more acceptable level | 45-54 | Male | No | Yes |
| 578 | 12/03/2015 | Yes | Traffic at the Little Eaton roundabout does not flow freely and leads to long tailbacks at | Yes | Multiple | Residential, Leisure & Commute | Car | | Daily | No Pref | | Option K2 | | No Pref | | Yes | | No Pref | | Option L2 | It is important that this access route is maintained for local traffic | 45-54 | Female | No | Yes |
| 579 | 12/03/2015 | No | | No | Commute | | Car | | Weekly | No | Speed limit at side of park currently 40mph you are going to almost double this to 70. This is a residential area | Option K3 | Ask the locals | No | | Yes | | No | The houses that flank the A38 from the Palm Court Roundabout to the Abbey Hill junction are already too close to the road. There is no noise mitigation and the Pinch Point Improvement scheme has increased traffic flow and noise. You are planning to what will be in effect a motorway at the bottom of all these gardens. many of the properties are bungalows, that the retired and elderly live in. They will probably not welcome these changes. What will the impact on their quality of life be? Do you care? It is what you would want for your Grandparents? A motorway at the bottom of their garden? | Option L2 | If you close Ford Lane then all the traffic from the estate must go out onto the A6. Even if its going North. There are no plans to improve access onto the A6. It is already busy. The exit from Ford Lane onto the A6 is incredibly difficult to exit if you are turning right. This is also a school bus route. This proposal is to improve safety; there is nothing in this plan that will improve safety for the school pupils nor the elderly. The only people it benefits is those commuting north to south. It offers nothing for the locals. It won't make it safer for work and school traffic, it will make it more hazardous on the A6 than it already is. | 45-54 | Female | No | Yes |
| 580 | 12/03/2015 | No | Markeaton and Little Eaton junctions work well now traffic lights are installed. | Yes | Multiple | Residential, Leisure & Commute | Multiple | Car, Cycle & Walk | Daily | No Pref | | Option K3 | | No Pref | | No Pref | | No | 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. | No Pref | | 25-34 | Female | No | No |
| 581 | 12/03/2015 | No | You have already spent 4 million pounds on the pinch point improvement scheme and you only made the road faster. You did not improve the local area for the residents. | No | Commute | | Car | | Weekly | No | No. You are going to put what is effectively a motorway with a 70 mile an hour speed limit through a residential area. There is no need for a maximum speed limit. 50 is adequate through a residential area. | Option K1 | Please check with the residents of Mackworth | No | Do not agree with the speed limit. the existing speed is 40mph near the park, you will almost double this. | Yes | | | | | | | | |
| 582 | 12/03/2015 | No | Since the recent junction signalling upgrades, I have not experienced any delays or issues at the Little Eaton or Markeaton junctions. The traffic controls appear to be regulating traffic flow well without delay. | Yes | Multiple | ALL | Multiple | Car, Cycle & Walk | Daily | Yes | Junction regularly becomes bottleneck | Option K3 | Not a link I use | No Pref | Existing junction appears to work well following recent traffic light management works. | Yes | As a main route for pedestrians, avoiding the need for children and families to cross the road would be beneficial. Tree replanting to replace those lost should be included. | No | Notwithstanding the fact that the existing junction is working well, as a resident on Rectory Lane, Breadsall, I have the following concerns with the preferred proposal: 1. Negative impact of additional noise pollution due to elevated junction at Little Eaton junction and line of road encroaching on village boundary. 2. Negative impact of additional light pollution due to lighting of elevated junction at Little Eaton junction 3. Negative visual impact of raised roadway at elevated junction at Little Eaton junction 4. Loss of rural land due to relocation of roadway towards village and impact on bridleway route to Little Eaton 5. Possible increase in air pollution due to raised roadway allowing greater air movement towards village especially with prevailing westerly's and closer proximity to village | No Pref | Full details of environmental impact assessments of both existing and proposed configurations are required to make further considered responses and to fully understand the impact of the proposals. | 25-34 | Male | No | No |
| 583 | 12/03/2015 | Yes | At present the Little Eaton Junction is OK (since the recent roadwork's) however if the other junctions are changed the increased traffic flow will mean Little Eaton needs doing as well. | Yes | Multiple | ALL | Car | | Daily | Yes | | Option K3 | I have no preference for any of the options | Yes | | Yes | | No | I strongly disagree with the access to Ford lane being closed - particularly the exit out of the ford lane | Option L2 | I would have thought it possible to amend the design to retain the current exit from Ford lane and feed this exit alongside the new sliproad down to the roundabout. this would avoid the need for a new dedicated railway bridge. it would be necessary to arrange the road layout to prevent ford lane traffic being able to cross the sliproad and go directly onto the A38, but this should be feasible. If this is done the traffic merging would be less difficult than the current design. If this option is not possible then a new ford lane access to the A61 is needed. The A6 is currently already at capacity at rush hours and would not be able to cope with the additional traffic if Ford lane was shut (also it would be nigh on impossible to exit/enter the ford lane estate during peak periods due to the heavy flow on the A6. The concern re ford lane being used as a 'cut through' should recede when the A38 is improved - alternatively eastbound traffic calming measures could be introduced. If a new railway bridge was put in place for ford lane, surely it should be made 2-way - the marginal cost would be small and would allow access from Little Eaton. | | Male | No | Yes |

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| 584 | 12/03/2015 | Yes | Busy junction that backs up at peak times causing long delays | No | Multiple | Residential, Leisure & Commute | Car | | Daily | No Pref | | Option K3 | | Yes | | No Pref | | No | Option 3 results in significant loss of green belt which isn't the case for option 1 and 2. Option 3 seems to prevent a far sharper road bend does this require a speed restriction? If so cars will then have to slow down and speed up again resulting in increased emissions. Can the flyover not be built with in the existing road footprint. As a flyover is required - option 3 will have a far greater visual impact and noise impact on the residents of Breadsall due to it's closer proximity than in option 1 or 2. I'm also concerned about the light pollution. Has an underpass been considered? This is the option for Markeaton. An engineering solution should be possible even close to the Derwent. Option 1 and 2 were rejected 12 years ago! A lot has changed over 12 years and I do not understand why the consultation document isn't considering these as potential options now? Residents of Little Eaton and Allestree will be far less affected by options 1 and 2 compared to residents of Breadsall. Comparing actual numbers of objections is an unfair approach when Breadsall is so much smaller - this should be based on percentage of residents. | Option L2 | The public consultation document does not have sufficient detail to be able to make an informed decision | 45-54 | Female | No | Yes |
| 585 | 12/03/2015 | No | The recent works at the Little Eaton roundabout have improved traffic flow and reduced queues. | No | Multiple | Residential & Leisure | Car | | Weekly | No Pref | | Option K3 | No preference - no tick box provided for this option | No Pref | | No Pref | | No | Greenbelt encroachment; destruction of woodland; adverse environmental impact on Breadsall village from noise, traffic fumes; flood risk. Proposed Option 3 design does not use normal radii for bends. | No Pref | In key statements, the National Planning and Policy Framework states the need to preserve greenbelt and open countryside – "all developments in rural areas should be well designed in keeping and in scale with its location and sensitive to its character". It also states that priority should be given to the re-use of previously developed "brown-field" sights in preference to the development of Greenfield sites. Option 3 is greenfield and Option 1 & 2 would be on brownfield land. The proposed fly-over of Option 3 is only 100m from homes in Breadsall. None of the options affects homes in Little Eaton village and Option 2 would mainly affect businesses and the small mobile home park. Relatively few people live in the mobile home park (which is already affected by noise / light pollution and dust/fume pollution from the A38 today) and will be for some years whichever of the options is chosen. There are over 350 households in Breadsall (population over 800) who will be massively affected by noise, light & fume pollution with no hope of any compensation. There could be an option for the purchase of the mobile homes (as is happening with some of the dwellings at Markeaton). I am lead to believe that many residents would be glad of the option to relocate. Option 3 has the most significant effect on the existing flood plane and would need compensatory areas to alleviate this. This is confirmed in the previously published Junctions Option Report. The large scale land take and engineering close to Breadsall will increase the flood risk in Breadsall which already suffers from flooding. It seems that engineers have chosen the easy engineers (Option 3) to avoid complex negotiations with businesses and households. Is it right to cause long-term damage for short-term gain? | 65+ | Female | No | Yes |
| 586 | 12/03/2015 | Yes | There are considerable bottlenecks at all these junctions which make travel along these roads difficult at peak times | Yes | Multiple | Residential, Leisure & Commute | Multiple | Car & Cycle | Weekly | Yes | This would help traffic to move easier through the junction and also allow traffic on the A5111 to join the A38 easier and safely. It concerns what will happen to the cycle path which comes up from Markeaton island right through to Kingsway island and I would like to see this still be there. It also concerns me that the local wildlife site will be destroyed and I would like a year long survey of all the flora and fauna there taken and published, I would also like a survey done following work to establish which of these species are flourishing and which are not. | Option K2 | I hope this will allow easier access into Kingsway Retail Park which is often also difficult to access. | Yes | Again it concerns what will happen to the cycle path which allows safe passage for cyclists and pedestrians all the way through from Kedleston Road to Kingsway Island. I would also like to know how many trees will need removing from Markeaton Park for traffic coming northbound from the A52. | Yes | This is a well used bridge for people crossing into the park from the town side of the A38. I would like to see maybe a greener design of bridge considered but this needs to be balanced with the loss of land from the Park. | Yes | Something needs to be done to allow traffic to move better. My concern is for the businesses eg Garden Centre esp. during construction as they have already suffered much distress with the last island refurbishment. | No Pref | I would hope the new proposals would make traffic flow better as well as increase safety. Unfortunately the last work carried out at Markeaton Island has made the junction more unsafe where the three lanes merge into two on both the north and southbound carriageways. This is because all the traffic moves at a much faster pace due to the traffic lights and the lorries in the inner to lanes will not give way to the traffic in the outside lane-I speak from several near misses! | 55-64 | Female | No | Yes |
| 587 | 12/03/2015 | Yes | This will cut congestion | Yes | Leisure | | Car | | Monthly | Yes | | Option K3 | | Yes | | Yes | | Yes | | No Pref | | 45-54 | Male | No | No |
| 588 | 12/03/2015 | Yes | | Yes | Multiple | Residential, Leisure & Commute | Multiple | Car & Run | Daily | | | Option K2 | | | | | | | | | | | | | |
| 589 | 12/03/2015 | Yes | Every day I have to queue through these 3 roundabouts and as a consequence I have to allow 60 minutes to drive 15 miles to work! | Yes | Commute | | Car | | Daily | Yes | Possible traffic light controls at the roundabout at the end of the slip road for access to Kingsway to allow for ease of access to that roundabout from the A5111 | Option K2 | | Yes | | Yes | If this means that the flow of traffic on the A38 can continue without the interruption of pedestrian crossing lights then it's got to be a good thing. Although loss of land and trees in a public park is never a good thing! | No Pref | As far as I have experienced, the effects of the recent upgrade to this roundabout have had a positive effect on traffic congestion in the area. The main problem now seems to be the queue of traffic waiting to exit onto the A61 (Sir Frank Whittle Way) which is still going to be an issue even with the continuous flow of the A38 in the new proposals. | No Pref | 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 roadwork's 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 roadwork's 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 roadwork's. | 35-44 | Female | No | No |
| 590 | 12/03/2015 | Yes | Traffic problems at these junctions has a wider impact on local traffic; journey times are unreliable, particularly at peak times. The Markeaton junction in particular is a bottleneck that is not easy to divert around. I used to commute along the A38 past Lichfield towards Birmingham and noticed a significant improvement when a similar change to A38/A5 junction was made. | Yes | Multiple | Business, Leisure & Commute | Car | | Weekly | Yes | I support all the key benefits of the preferred option, i.e. no stopping for A38 through traffic, reduced queuing for A5111 and local roads, minimised land take, provision of pedestrian and cycle routes. However, I am concerned at the loss of the local wildlife site and would like to see a net gain in quality and quantity of wildlife habitat as a result of this development, and also to see translocation of plants / animals as appropriate and provision made for safe movement of wildlife through this area. | Option K2 | I believe the negative impacts on local residents and other road users of options K1 and K3 significantly outweigh the benefits of these options. I think the loss of trees could be mitigated with appropriate planting of more trees and shrubs in Mackworth Park and along the new / changed roads, thereby giving an overall increase in green estate. | Yes | Again, I support all the key benefits of the preferred option, i.e. no stopping for A38 through traffic, reduced queuing for A52 and local roads, minimised land take, provision of pedestrian and cycle routes. The closure of local access at Enfield Road, Raleigh Street and Brackensdale Avenue could provide additional green space. Additionally, the Brackensdale Avenue access could be used to link Greenwich Drive North to Brackensdale Avenue, providing alternative access from Enfield Road and Greenwich Drive North to access option K2 and A5111 / A38, and also to Mackworth Park. | No | There are a number of significant irreplaceable trees close to the existing carriageway and footbridge which need to be protected. If pedestrian and cycle access is improved at Markeaton junction and Kedleston Road, and also provision of wildlife access across the A38 is improved (perhaps using the Markeaton brook tunnel) then there should be no need to provide a replacement footbridge. | Yes | Again, I support all the key benefits of the preferred option, i.e. no stopping for A38 through traffic, reduced queuing for A61 and local roads, minimised land take, improved pedestrian and cycle routes and retention of dedicated A38/A61 link road. A net gain for wildlife habitats / corridors | Option L1 | I don't believe that option L2 provides significant benefits to justify the land take or costs required. I regularly travel along the A6 through Allestree and I think there is sufficient capacity on this road for the additional Ford Lane traffic. | 35-44 | Male | | No |
| 591 | 12/03/2015 | Yes | Volume of traffic | Yes | Multiple | Residential, Leisure & Commute | Multiple | Car & Run | Daily | | | | | | | | | | | | | | | | |
| 592 | 12/03/2015 | Yes | Currently traffic moving north and West out of Derby is bottle necked at these junctions because it is sharing the Junction with Traffic moving along the A38 between Birmingham and the M1 at Mansfield. Separating the flows at these junctions will improve both national trunk road traffic between the South west and North East and local traffic flows in and out of Derby to the peak district. This will relive rush hour congestion | Yes | Multiple | Business & Leisure | Multiple | Car & Cycle | Daily | Yes | RR finish times put a heavy load on the Kingsway junction. Current road works make the access time in and out of the retail park approx. 1 hour | Option K3 | I don't visit Mackworth often, therefore it would be unfair to local residents for me to comment. | No | Wouldn't putting the A38 across the round about on a flyover make more sense? and mean less excavation at this location? | Yes | | Yes | This route out of town is regularly used by cyclist heading along the A61 cycle path into Little Eaton. It links to a back road up to Milford on the A6. | Option L1 | Current A6 traffic uses the Ford Lane estate as a rat run to get to the A38 northbound and the A61 south road into Derby. Option two will probably increase this traffic through a residential area populate with families into Little Eaton to join the A38 northbound and on to the A61 south. | 45-54 | Male | No | No |
| 593 | 12/03/2015 | No | The recent works have eased the issues at the Little Eaton and Markeaton islands | Yes | Business | | Car | | Daily | No | Recent works & lights have made traffic move better at this island | Option K3 | | No | Recent works & lights have made traffic move better at this island | Yes | | No | Recent works & lights have made traffic move better at this island | No Pref | | 45-54 | Female | No | No |

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| 594 | 12/03/2015 | No | The recent works, which took some time to completer, have improved traffic flow in the area. | Yes | Multiple | Business & Residential | Car | | Daily | No Pref | | Option K3 | | No Pref | | No Pref | | No | I 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 | In principle. However, a great deal of attention needs to be paid to local access / amenity. This appears to have been overlooked. | 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 Jnct. This road is not suitable for this and would have a detrimental effect | 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 | If there aren't links across the road, such as this, it is really going to create a divide between the residents of Derby and the Mackworth Estate and Markeaton. Preservation of amenity for local residents - helping them to get to the lovely park - really has to be a priority here, as the road "improvements" will, for the most part, benefit through traffic. | Yes | | No Pref | | 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 K3 | No preference | Yes | | No Pref | | Yes | | No Pref | | 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 | 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. | Option K1 | Option K1 would be better with the single roundabout unless Option K2 is combined with a second access to the Kingsway shopping centre. | 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. | Yes | Small loss of land on the park would lead to a better local solution in the long run | Yes | 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 Allestree 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 | easier access for local and through traffic | No Pref | | No | Preferred option cuts into green belt. Option 1 is preferable otherwise 3a provided by a Parish Councillor. 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 for 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 | 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 | Yes | We often use this bridge as a safe, traffic free cycle route to the city centre | Yes | 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 loca resident with 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 | In both options there will be temporary disruption. As this is the case I would recommend the option which has the lowest impact on daily commuters, to which I do not know the answer, therefore no preference from me | 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 | 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 per-se | Yes | 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 of 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 | 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. | Yes | | Yes | | Yes | | Option L2 | | 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 | I 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 queueing vehicles. | Yes | Multiple | Business, Leisure & Commute | Car | | Monthly | Yes | Anything is better than the current situation. | Option K3 | | Yes | Will improve on current situation. | 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 | The number of lanes through the area needs to cater for local and regional traffic flows. | Yes | 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 | | 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 it. | No Pref | Not sure of impact on Mackworth estate so cannot pass any opinion | Yes | Would improve flow through the junction | Yes | 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 | Whilst the work to the previous junctions was being done HGVs were using makeney road, Duffield to take them off the A6 early to avoid Little Eaton island. They then either used red lane to get to belper or Eaton bank and Duffield road to go through Little Eaton to rejoining the A38 at coxbench. A these roads are Narrow and totally unsuitable for HGVs but that didn't stop them using it. During the construction of the Little Eaton fly over could a restriction be applied so HGVs cant use a totally unacceptable alternative o the above mentioned roads. Could the A610 be flagged up as an alternativ route from the A6 to rejoining the A38 at the Ripley junction? | 65+ | Female | No | Yes |
| 607 | 17/03/2015 | Yes | | Yes | Residential | | 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 | As in 8 above | No Pref | Never use the footbridge | Yes | 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 | | No Pref | I do not use footbridge | Yes | This is the best option - local businesses will be able to continue trading | 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 |

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| 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 foot/cycle 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 | 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 | No Pref | 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 keep 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 o users of the A38 and the local people. | 55-64 | Male | No | No |
| 613 | 17/03/2015 | Yes | Congestion | Yes | Leisure | | 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 | See Q17 below. Why not expand option L2 & provide bidirectional link to B6179to keep local Allestree-Little Eaton off A38? (The alternative between these localities via Duffield is dangerous in the Duffield bank | | In a project costing hundreds of millions of point penny pinching seems to have been applied to local inn - A38 traffic to keep down costs | | | | | | |
| 614 | 17/03/2015 | Yes | Volume of traffic & danger to cars from Little Eaton on to roundabout | Yes | Multiple | Business & Leisure | Car | | Weekly | Yes | volume of traffic | Option K2 | Convenience | Yes | Volume of traffic | Yes | Access to Markeaton park | Yes | Volume of traffic. Safety of traffic from Little Eaton on to island | Option L1 | | 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 | Do not know local area enough to make choice between option K1 & Option K2, but some local access must be provided as part of scheme | Yes | I think the preferred option is a good one and to close access to garage & take away good as at moment it is to close to island so is dangerous | Yes | Access to cross is needed but a pit to lose trees in Markeaton park as help to reduce noise and shield park from road | 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 | Option L2 | I Have been to 3 consolations 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 are 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 A6 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 jus 2 exits of estate, dangerous in case of emergencies | 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 | 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 | Yes | It looks like the main traffic junctions would be unblocked allowing traffic flow to be better managed | Yes | 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 | Yes | As a resident of this area for many years this island current has always been a source of frustration and continuous traffic queues and hold ups so not before time and much needed to improve the traffic flow with the potential increase in traffic volume | Option L2 | Overall I believe the proposals worthy of implementation but no doubt as before the dissenters will probably get their way and not think on the bigger picture with the potential increase in traffic volumes that would have an effect on them | 55-64 | 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 | Seems again best option. But obvious sympathy for homes loss | No Pref | Don't know footfall on Bridge, Shame to lose trees and park Lane. If safe walk access to park can be ensured | Yes | Minimum impact on land, properties, cost who had the spirograph for opt 1 & 2. Sound reflective barriers | Option L1 | Q17. Link v expensive, impact on land, cut through Allestree, hold up traffic on B6179. Q16 Sound barriers on new project & further worth on A38, Noise impact on Little Eaton trees great, but not in winter. A38 was impact with noise on Little Eaton which has never been addressed | 55-64 | Male | No | Yes |
| 618 | 17/03/2015 | Yes | The time lost by traffic very often backing - up must 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 bolt smoother & quicker | No Pref | It has to be accepted that the construction work will cause delays - which will be completely mitigated at the time of completion | 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 | Yes | Footbridge, Rather than an underpass tunnel | Yes | The multimedia project traffic flow appears to be satisfactory (wondered if some traffic light control might be required on A61 & b6179 pedestrian crossing. | No Pref | 1. My feeling is that the three proposals are well overdue (along with many friends & colleagues have often wondered why something along these lines was not done initially?) 2. When completed the amount of exhaust pollution will be sub statically reduced - from the traffic which is currently stationary, then alternating away at each roundabout (I wonder if that a bonus that is not generally recognised) | 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 | Leaves A38 very sub-standard & will cause accidents & tail backs - and extra pollution therefore | No Pref | Proposal is supposed to sort the problems on the A38. It is a fudge - it leaves an S-bend not suitable for modern roads. The sub-standard configuration will mean careful or TIMID drivers will slow down, creating jams, accidents & pollution. If we are to do this job we should do it properly This unhappy compromise will be revisiting this work all over again. | 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 | 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) | No | I would like to know why an underpass is not an option as it is for the previous junctions. Presumably flood risks/costs | Option L2 | Using greenbelt land has environmental impacts where dose undervalued We are Ostracising the land and should be using brownfield inline with government recommendations. The flood risk needs to be honestly evaluated. Breadsall is already lasted 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 distractions. 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 a as proposed by Breadsall parish council with a sunken embankment would be my preferred option | 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 | Separates traffic flow on A38 with that on Ashbourne road | Yes | To avoid pedestrian crossings interrupting flow on A38 | Yes | Improve safety for HGV negotiating bend in road. Separating A38 traffic from local traffic | Option L1 | | 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 Pref | | Yes | Pedestrian access will be required to Markeaton Park | No | The new proposal option 3 encroaches onto land closer to Breadsall village. This land is green belt and should be preserved | No Pref | Some of this land has been planted with trees many years ago to provide a screen against the noise of the A38 as it is now. A fly over will increase noise and light pollution for the whole of the village. The curve of the road in option 3 is much tighter than options 1 & 2 surely this will not improve road safety for traffic travelling at 70mph | 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 Pref | | No | Would prefer not to lose green belt, trees. What about underpass for pedestrians | No | | Option L1 | 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 | Why cannot the main road be nearer to the park. (say 3 -5 metres off the park which is small of the rest of the park) This could allow retention of the houses opposite | Yes | Small loss of land on the north would lead to a better local solution in the long run | Yes | It is essential that the junction of the B6179 (from Little Eaton area) and the roundabout is traffic light controlled | Option L1 | Little Eaton junction - The introduction of Option L2 would add congestion on the B6179 access to the roundabout. If it is built it should be 2 way to reduce the need for local traffic to use the A38. A better option would be to use the existing lane for ford lane with a bridge replacing the old level crossing. This would take the Allestree traffic directly into the roundabout junction | 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 | I am not affected personally, I can live with the disruption | Yes | It maintains quality access for pedestrians and cycles | No | It builds in to the greenbelt increases noise pollution for the village. Is a suboptimal engineering solution it is insufficiently screened until year 15 | No Pref | 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 | The height of the flyover will send the noise much further than at present. Please use all noise reduction possibilities available | No Pref | The proposed route brings the road much closer to Breadsall. The pollution created increased noise, air & noise - will blight the lives of most householders in Breadsall. Would suggest erecting the route via motor home site (the could be found a more peaceful site elsewhere), Starbucks & the garden centre land. | | | | 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 | | Yes | Same as Q2 | Option L1 | | 65+ | Male | No | No |
| 628 | 17/03/2015 | Yes | | Yes | Residential | | Car | | Weekly | No Pref | | No Pref | | No Pref | | Yes | We need walking access to the park | No | You have given no though to Breadsall village with your new plan. You intend to use green belt land and destroy 100s of trees that have been planted as a noise barrier | | 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 | Pollution levels and visual impact would be very high for all residents in the village | No Pref | | 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 | I am not directly affected by this junction | No Pref | As 12 | No | 1) Option 1 offers the best alignment for the A38 giving the mildest radius with a consistent curve | Option L2 | 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 Pref | | No Pref | | 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 | Option L2 | 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 nor 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 | | | | | | | | | | 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 Pref | | Yes | To allow safe pedestrian access to Markeaton Park | No | The new flyover will encroach too close to Breadsall village & lead to increased noise & high level lighting disturbance | Option L2 | 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 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 634 | 17/03/2015 | Yes | See notes and letter to Mr Harthern 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 for 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 | Yes | Please try to limit road noise. Not just a case of volume of noise but more the type of noise currently the noise from the road is very disturbing not just a swishing sound since vehicles particularly heavy vehicles are pulling up hill | 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 | Option 1 or 2 of 2003 more acceptable. Reasons listed Q18 | Option L2 | I 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 planted 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 | Yes | Multiple | Residential & Leisure | Multiple | Car & Cycle | Daily | | Neutral Views | | | | Neutral Views | | | No | See attached letter, dated 12.03.15 | Option L1 | | 65+ | Male | No | Yes |
| 638 | 17/03/2015 | Yes | To improve traffic flow from each quarter appertaining to the proposed flyover | Yes | Multiple | Residential & Leisure | Car | | Weekly | | | | | | | | | No | Option 3 would impact such that increased noise/pollution and visual impact would very likely be apparent | No Pref | 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 |
| 639 | 17/03/2015 | Yes | Unhappy with decision to opt for Phase 3 at Little Eaton junction | Yes | Multiple | Residential & Leisure | Car | | Monthly | | | | | | | | | No | 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 | No Pref | I understand a vote was taken with all Little Eaton / Allestree / Breadsal 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 | 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 | Good access for through & local traffic | No | 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 to 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 peikron island. Two lanes on to the island traffic now used bath 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 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 | 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 | 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 Pref | This does not affect me | No | 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 | You have just completed a scheme of road widening/traffic lights at these islands which have adequately addressed the congestion | No | Multiple | ALL | Multiple | ALL | Daily | No Pref | | No Pref | | No | Because you are going to knock my house down | No | Already explained I think the works which complete last year adequately address traffic issues. Do not think any further works are required | No | Think last years scheme has already address the traffic flow problems | No Pref | | 55-64 | Female | Yes | Yes |
| 644 | 17/03/2015 | Yes | To improve traffic flow on the A38 | Yes | Multiple | Residential & Leisure | Car | | Weekly | | | | | | | | | No | Option 3 will bring the road too close to Breadsall village resulting in more sound, air & light pollution | Option L2 | 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 | 65+ | Female | No | Yes |
| 645 | 17/03/2015 | Yes | Level of A38 through traffic justifies unrestricted movement through junction and also necessitates improvements for local traffic movement | Yes | Residential | | Car | | Weekly | | | | | | | | | Yes | Will avoid increase of traffic along ford lane which if allowed to happen with option L2 comes induast traffic through Little Eaton | Option L1 | 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 exit from the B6179 onto the roundabout first traffic light control lights them the existing make a dash for it | 65+ | Male | No | Yes |
| 646 | 17/03/2015 | Yes | | Yes | Residential | | Car | | Weekly | | | | | | | | | | | | 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+ | 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 | | | 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. | | | | |
| 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 sustrans National Cycle routes 54/68 would be destroyed by the increased "rat runs" | No | I would support the proposal if It included walking/cycle routes alongside both sides of the A38 on both sides of the roundabout. 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 of 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 | A replacement footbridge is essential to maintain traffic - free access from Derby to Markeaton Park. The opportunity can be taken to make the bridge wide enough for pedestrians, cyclists & wheelchair users | 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 | 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 cut through the existing sustains 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 | 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 | No Pref | | 55-64 | Both | No | Yes |
| 650 | 19/03/2015 | Yes | | Yes | Commute | | Multiple | Car & Cycle | Daily | No Pref | | | | No Pref | | | | Yes | | Option L2 | | 45-54 | Female | No | Yes |
| 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 | | No | 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 mellic when & loses. This is unequitable 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. This 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 | | No | 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 |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 maxx | 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 tone 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 harvests 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 peak periods? counter productive? 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 frim Alfreton 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 50mophlike the underpasses in stoke to avoid accidents | | | 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 overturning 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 | 65+ | Female | No | Yes |
| 655 | 23/03/2015 | | | | Leisure | | Multiple | Car, Bus & walk | Daily | | | | | | | | | No | Too close to community in terms of noise & pollution | Option L1 | 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 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. | 65+ | Female | No | Yes |
| 656 | 23/03/2015 | No | | No | Multiple | Residential & Leisure | Car | | Daily | No Pref | | No Pref | | No Pref | | No Pref | | No | This will have a major detrimental impact on the residents of Breadsall Village. Millions of pounds has been spent on recent developments what for? | No Pref | 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 flood plan & we already suffer from flooding as is well known. We will also be badly impacted by the noise, fumes & lights at night | 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(lorries) 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/cut 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 (widen) 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 | Loss of case of access to A38 and increased journey times. Possible difficulty accessing Markeaton park from where I live. Increased traffic noise as the speed increases - noise pollution | No | Reluctant to agree to the loss of open green space for traffic | Yes | | Option L2 | The latest traffic improvements have helped except for at peak times when too many people try to get on to the roundabout at Markeaton, causing it to become blocked. If cars were unable to move at the roundabout until their exit was clear this would help. The refuge near McDonald on the A52 has really helped pedestrians to access the park. Thought needs to be given as to how pedestrians from Mackworth can gain access to the park if the entrance/exit is moved on to the A52. How will pedestrians be able to walk into the city which I do frequently(every other day) I feel I will be cut off by this huge road | 55-64 | Female | | 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 | | No | I don't like the land and trees going | Yes | | No Pref | Hope people can get on to where they live with the bus service etc | 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 | | 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 | Too much road, 4 lanes underneath, 2 lanes at current level, additional loops to get on and off. Next to one of the finest parks in east midlands, too much tarmac | No Pref | 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 | Restrict weight limit of lorries for this section as they turn into roads not fit for their weight. Do not increase speed limit. Consider four lanes by all means. With land 2 and 3 going through the island allowing locals to use lane 1 & 4 for access/egress. If you put yellow boxes in and four sets of lights at all 3 islands, traffic would flow ok. Push lorries onto motorways and A50. | 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 | | Yes | | 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 | An exit from Kingsway retail park onto Kingsway park close will ease traffic on Kingsway island | Option K1 | | Yes | | 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 | The sooner the better | 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 | The disruption from now onwards if life changing. I believe my house has already devalued just because of the proposals and this will spiral if the work goes ahead. The 3-4 year disruption is unthinkable | 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 | I don't think Greenwich drive south is suitable for the volume of traffic. There would be less disruption to residents and wildlife | Yes | needed to reduce congestion on the A38 | No Pref | I think most people would prefer to use the pedestrian crossing | Yes | needed to reduce congestion | No Pref | Please consider making another exit from Kingsway retail park which is greatly needed to reduce congestion on the A5111. Also Greenwich drive North could be re-opened to connect with Brackensdale Avenue | 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 | Less disturbance to residential areas and more possibility of alternative entry/exit to existing retail park nearby | Yes | To reduce traffic congestion on Ashbourne road and surrounding residential areas | No | The footbridge is rarely used in my opinion | Yes | To reduce traffic congestion on the A38 at Abbey Hill | Option L1 | This section of the A38 has been a problem for a number of years due to the large volumes of traffic now using it. Hopefully these improvements will reduce the bottleneck in the areas and improve traffic flow through the area | 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 | I chose K2 because all other options seem to look like they are going to have more impact i.e. green spare/parks cycle tracks, football pitches/ access to skate park & residential housing | No Pref | | No Pref | | No Pref | | No Pref | I think K1 is a better option because it seems to give more of an option for the future. i.e. new road to Kingsway retail park and keep HGVs away from residential areas that are in 24 hour use of Kingsway park close industrial park | 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 housing shortage. Houses should not be demolished under pass should start further back along the road. Present slip roads should stay into realist st in/out Brackensdale avenue | No | Present could be extended both ends if required | | | | New exit from Markeaton Park is too dangerous. Certain accidents would cause jams, blockages on all of the roads with some closed. Traffic lights only mean more air pollution to all people. No mention of bus routes being altered. Choosing slip roads will only cause more traffic jams with travelling time extended | 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 | | All traffic unable to use slip roads to & from A38 to Mackworth will divert traffic back onto the estate creating heavy congestion & pollution, a high percentage of traffic travelling to certain areas of derby will not use the prince Charles ave junction, I use the cycle path & walkway on a regular basis along Greenwich drive south (sometimes daily) a route used by children walking to Murray park senior school also used as a commuter route from the Mickleover are to cycle into derby city centre. It is essential not to use Greenwich drive south as this will expose children to emissions dust & noise. My husband & myself have first hand knowledge of the area & realise the implications of these changes. Brackensdale ave is already congested & polluted route K1 will only exaggerate the problem | | Female | No | Yes |
| 673 | 02/04/2015 | Yes | Long traffic queues | Yes | Residential | | Car | | Daily | Yes | | Option K2 | | Yes | | Yes | | Yes | | 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 | I chose K2 because all other options seem to look like they are going to have more impact i.e. green spare/parks cycle tracks, football pitches/ access to skate park & residential housing | No Pref | | No Pref | | No Pref | | | I think K1 is a better option because it seems to give more of an option for the future. i.e. new road to Kingsway retail park and keep HGVs away from residential areas that are in 24 hour use of Kingsway park close industrial park | 45-54 | | | 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 | With the road (a38) going below it will reduce noise pollution on the park | 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 | How will the existing junctions be maintained whilst work proceeds? | 45-54 | Male | No | Yes |
| 676 | 02/04/2015 | Yes | Too many traffic queues | Yes | Residential | | Car | | Daily | Yes | | Option K2 | | Yes | | 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 pressurised on the radbourne 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 | | No Pref | There has not been a full & public consultation. Mackworth residents were only half aware of the meeting held at the community centre on prince Charles because not enough time was given for leaflets to be delivered to all residents. I feel the residents of Mackworth have been dealt with very shoddily | 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 | Never used it | Yes | Reduce congestion and improve traffic flow | No Pref | Residents at top end of estate (Markeaton) would benefit from joining Greenwich drive north to the existing Brackensdale ave slip road and will compensate for closing Enfield road somewhat. Traffic lights with a pedestrian crossing at the end of prince Charles ave/a52 as it is difficult to turn right out of the estate at peak times and would give access to Markeaton park that is safe for pedestrians. More though about the entrance to Markeaton park - the proposals suggest it will be opposite entrance to McDonalds could cause major problems | 45-54 | Female | No | Yes |
| 679 | 02/04/2015 | No | There were recent changes to the A38 junction 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 | Recent improvements solved any issues - further changes would impact greatly on health & well being of locals | | The public consultation process was not well publicised and the information on the changes only came to Mackworth at the request of the MP despite the huge impact that these changes will have on the health & well being of local residents. There has not been a full and proper consultation | 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 | | Yes | | Option L1 | Markeaton island currently. In addition taking the traffic to Kingsway park close will give the option of trying to drop an entrance road to the retail business park at Sainsbury's. I understand it is private land but surely an opportunity to enter negotiations with the landlord to enhance facilities at the retail park. I know that this would be of benefit to all users. It is not unusual to take 1-2hours just to get out of the car park especially on Fridays/weekends. In addition traffic lights or a mini roundabout would be beneficial at junction of Kingsway park close - Brackensdale avenue | 55-64 | Female | Yes | Yes |

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| 681 | 02/04/2015 | Yes | Heavy traffic through Mackworth, due to new build housing estate | Yes | Leisure | | Car | | Weekly | Yes | | Option K2 | The roads through Mackworth housing estates are very narrow and unable to cope with increased traffic option 1 would make | | | | | | | | | | 45-54 | Female | Yes | Yes |
| 682 | 02/04/2015 | Yes | | Yes | Multiple | Residential & Leisure | Multiple | Car, Bus & walk | Daily | Yes | To stop congestion | Option K2 | Greenwich drive south will lead onto Brackensdale ave hence more traffic as there is a school on this road we do not want more traffic | No | Option K2 would be our choice | No | Not necessary for a footbridge we would prefer to keep land and trees within Markeaton park | | | | | 65+ | Male | No | Yes |
| 683 | 02/04/2015 | Yes | Due to traffic holdups at the junctions several times a day | Yes | Multiple | Residential, Leisure & Commute | Car | | Daily | Yes | An underpass is better than a fly over. It is essential that easy access should be maintained leaving & accessing the estate & ring road | Option K2 | Option 3 is out. We would be cut off completely. Option 1 is out. The through traffic would use our road and make it extremely dangerous from vehicles. Option 2 is the best option as its mainly industrial. | Yes | This will keep the A52 traffic separate from the A38 traffic | Yes | Again its all down to access. Some people would rather cross a footbridge than a busy road. Even it is run with traffic lights | Yes | This option will reduce delays on the A38 and it will also make Little Eaton more accessible also the meteor centre. | Option L2 | Option K3 is not an option at all, accidents will occur as traffic will have to go through the estate and turn right onto ashbourne road. K1 will increase the traffic on our road dramatically . This would include lorries and buses, more cars. This road is not built for this and the council doesn't maintain the roads anyway. On our road or many of the others. we also have a huge estate being built at the other end of our road. This will increase traffic even more. K1 will make our lives miserable. Excess noise, pollution road damage and possible damage to our cars that are parked on the road outside our homes | 45-54 | Female | No | Yes |
| 684 | 02/04/2015 | Yes | The wasted and pollution from standing traffic obvious impact on driver safety - risk taking, impatience | Yes | Multiple | Residential, Leisure & Commute | Multiple | Car & Walk | Daily | Yes | Consideration given to installation to additional lane on left hand side dedicated to south bound A38 traffic. Increased volume due to housing development | Option K2 | Absolutely essential. Alternative routes sought by local traffic would impact on bass street & windmill hill lane currently totally congested by on street resident & student parking | Yes | Access to Markeaton park to be moved from A38 to A52 traffic lights to be installed at junction of prince Charles avenue & ashbourne road | Yes | Essential for pedestrian & cycling user safety | Yes | | Option L2 | Whilst the changes are for the benefit of through traffic specifically note must be made re impact on local residents and increased traffic flow through streets with no off road parking. Please also note local concerns re volume & speed of traffic on radbourne lane can consideration be given to installation of traffic lights at junction of A52 | 55-64 | Both | No | Yes |
| 685 | 02/04/2015 | Yes | The will ease the traffic queue along the A38 | Yes | Multiple | ALL | Car | | Daily | Yes | Yes to a degree however an alternative access to Kingsway retail park is needed at the moment traffic going to the retail park backs up along the a38 | Option K1 & K2 | I strongly believe that both are required to split residential traffic also see answer to question 8 also aid access with emergency vehicles | Yes | This will improve traffic flow | Yes | Families need a safe way across the A38. A bridge is also required on Greenwich drive north to replace the unofficial crossing as this is well used by facilities & people of all ages | Yes | As before this will improve traffic flow | Option L2 | Heavy congestion at weekends caused by shoppers going to Kingsway retail park. A clear method of pedestrians crossing Markeaton island needs to be identified. Strongly recommend no pedestrian underpass due to previous are drug dealing issues in public toilers. See answer to Q14 this is certainly required. also a method to stop motorcycles using this crossing is required both current footbridge & unofficial crossing at DE22 4AB. As a resident from the early nineties to present day I have all of these problems | 45-54 | Male | No | Yes |
| 686 | 02/04/2015 | Yes | Although 2 junctions have recently been improved Kingsway remains a serious bottleneck further increase in traffic would render the recent improvements inadequate | Yes | Residential | | Multiple | Car & Bus | Daily | Yes | This appears to be the least environmentally damaging way to separate through traffic from local | Option K2 | More direct access to A38 & less impact on residential properties than the alternatives | Yes | Cannot see any less damaging option. Concerned that the restricted access to petrol station & McDonalds may cause hold ups on ashbourne road | No Pref | Never use the footbridge & seldom visit the park | Yes | The short land on leaving the roundabout northbound is a problem that this solves. We resume that an underpass is not feasible here because of flooding aspects | No Pref | Here can the major problem at Kingsway due to heavy traffic entering or leaving the retail park just off the A5111. These proposals look as though they will only have a limited impact on this. A second access point to the retail park would be desirable | 55-64 | Female | No | Yes |
| 687 | 02/04/2015 | Yes | As it stands to get over to lane 4 is suicide but needs be to get to ashbourne road | Yes | Multiple | Business & Leisure | Multiple | Car & Mobility scooter | Daily | No Pref | Trail backs for shopping blocks off the lanes on that section. Two entries required to address access | Option K1 | Access & departure either or on Albany road departure on slack lane | No Pref | | No | Never in use. Eyesore | Yes | Perhaps this will help traffic flow when completed | No Pref | | 65+ | Female | Yes | Yes |
| 688 | 02/04/2015 | Yes | I'm concerned that the traffic increase on Greenwich Drive South which will be far worse once the new housing on college ground opens | Yes | Residential | | Multiple | Car, Bus & Walk | Daily | Yes | Greenwich drive south cannot cope with increased traffic & the bus route and new houses in the area. Plus the people using the green land at the back of Greenwich which will be altered so will effect leisure activities | Option K2 | K2 is already an industrial area not residential so people would be less effected and we would loose less of the Greenland | No Pref | | No Pref | | No Pref | | | To me it seems K2 would be the easier option not K1 | 35-44 | Female | Yes | Yes |
| 689 | 02/04/2015 | Yes | | Yes | Multiple | Residential & Leisure | Multiple | Car, Bus & walk | Daily | No | Extra traffic on Greenwich drive south would without doubt bring extra traffic onto Brackensdale avenue its bad as it is with a school situated on our road would be too congested | Option K2 | | Yes | | No | Existing footbridge very rarely used, Loss of land & trees within Markeaton park would definitely be a loss, no Footbridge necessary | | | | | 65+ | Female | No | Yes |
| 690 | 02/04/2015 | Yes | Heavy traffic through Mackworth, due to new build housing estate | Yes | Multiple | Residential & Leisure | Multiple | Car, Bus & Walk | Daily | Yes | | Option K2 | The roads through Mackworth housing estates are very narrow and unable to cope with increased traffic option 1 would make | | | | | | | | | 16-24 | Male | No | Yes |
| 691 | 02/04/2015 | Yes | Heavy traffic through Mackworth, due to new build housing estate | Yes | Residential | | Multiple | All | Daily | | | Option K2 | | No Pref | | | | No Pref | | | | 16-24 | Female | Yes | No |
| 692 | 02/04/2015 | Yes | There are many hold ups at these junctions several times a day | Yes | Multiple | Residential, Leisure & Commute | Multiple | Car, Cycle & Walk | Daily | Yes | I think an under pass would be better than a fly over. Access to the estate needs to be maintained | Option K2 | Option 3 - we would be cut off. Option 1 - would make it dangerous for renoilee | Yes | It will keep the streams of traffic separate from A52 & A38 | Yes | A footbridge would be safer than using a busy road even if traffic light controlled | Yes | It will reduce delays on A38 | Option L2 | | 16-24 | Male | No | No |
| 693 | 02/04/2015 | Yes | Due to the amount of traffic at these junctions | Yes | Multiple | Residential & Leisure | Car | | Monthly | Yes | | Option K2 | Kingsway is an industrial estate but Mackworth cannot cope with suck large amounts of heavy traffic as it is dangerous so K1 & K3 are not possible | Yes | | Yes | If take green land or trees you must replace it | Yes | Reduce delays on A38 | Option L2 | Mackworth would become too busy on the roads if K2 OR K1 was done and many people have cats & dogs on the street so more accidents could occur. Don't do it | 16-24 | Female | No | No |
| 694 | 08/04/2015 | No | Don't need it | No | Multiple | Residential & Commute | Car | | Daily | No | It is a bus route, a single file traffic road due to residential parking | Option K2 | The traffic load on Greenwich Drive South is bad enough already. Not good for the school runs or dog walkers on the green so Kingsway park close if the much better option | No Pref | | No Pref | | No Pref | | No Pref | | 35-44 | Male | No | No |
| 695 | 08/04/2015 | Yes | To ease traffic , sort out the local traffic from the through traffic | Yes | Multiple | Residential & Leisure | Car | | Daily | Yes | To ease traffic problems | Option K2 | Less upheaval for residents & less noise when completed | Yes | To ease congestion around the island | Yes | | Yes | To ease congestion on approach to Island from all directions | Option L2 | | 65+ | Male | Yes | Yes |
| 696 | 08/04/2015 | Yes | To ease traffic flow | Yes | Multiple | Residential & Leisure | Car | | Daily | Yes | To sort out local and through traffic | Option K2 | Less trouble for residents and less noise | Yes | To cut down waiting time to go round the island | Yes | To allow new slip roads | Yes | To sort out through and local traffic from all directions | Option L2 | | 65+ | Female | No | Yes |
| 697 | 08/04/2015 | No | You have just spent million pounds to re organise Markeaton junction which seems to be working why waste more money. The island should have been bridge over in the first place | No | Multiple | Residential & Leisure | Multiple | Car & Bus | Daily | No | Possible modification to present option | | | No | a bridge should have been built as originally planned some years ago. Alterations have recently been made which seem to be working which cost millions pounds | | as stated in Q2 a bridge should have been built originally. Leave the present alteration as it is. The necessity to move it. Why has it got to be moved | | | | I think the alterations you propose are too complicated and the money to be spent doing this could be used in other ways. 1) Mackworth estate will become isolated. 2) what about emergency traffic. 3) what about pedestrian access to park and to derby? 4) Get gaps pm the railway and forget HS2. 5) The trees should be cut down in Markeaton park but there should still be a bridge across the motorway. 6) There must be an easier way than this. e.g. bridge the island for Kingsway junction put traffic lists coming from (No Suggestions) road. 7) it could increase traffic on the estate and the estate roads weren't means for this. These questions aren't easy to answer on a yes-no basis. 8) Train fares will be cheaper | 65+ | Male | Yes | Yes |
| 698 | 08/04/2015 | No | Traffic has improved since the last improvements | Yes | Residential | | Multiple | Car, Bus & Walk | Daily | No | Don't agree with adding a slip road onto a Residential street that is already busy and a bus route | Option K2 | A lot of lorries etc use the industrial estate on Kingsway park close | No Pref | | No Pref | | No Pref | | No Pref | | 35-44 | Female | No | Yes |
| 699 | 08/04/2015 | Yes | The A38 trunk road has impinged on local derby traffic on the A5111 for too long & this scheme will at last go some way to alleviate this problem | Yes | Residential | | Car | | Daily | | | Option K2 | Will keep extra traffic off Greenwich drive south & keep extra mileage down. It is essential that Greenwich drive north is reconnected to Brackensdale ave. | Yes | It will greatly reduce traffic queues on the A52 outbound out of and inbound to the city | No Pref | | Yes | It will greatly improve exit from the B6179 for city bound traffic | Option L2 | | | | | |

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# Appendix K

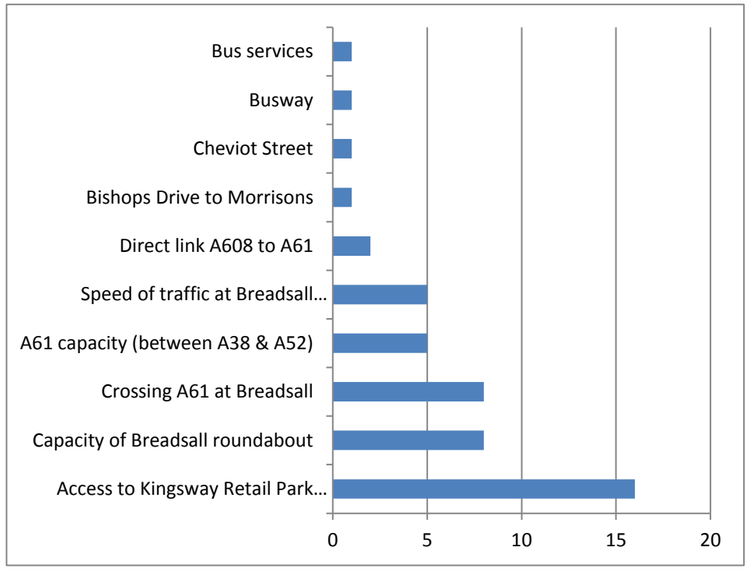
## Schedule of comments received beyond the scope of the scheme

| - 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.<br><br>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 Radbounre 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 Safely 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 allltogether - 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 occasionaly 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<br><br>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 aleviate 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<br><br>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 | **Roundabout juncion 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 propsals 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 exising 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 adjoinging 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 loal 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 carrage way 70 the down to 3 lane 60 to the pektron island. Two lanes on to the island traffic now used bath 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 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 |
| Total | **48** |

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# Appendix L

# Word Clouds

**Q2: Do you agree with the need for improvements?**

All comments received

Reasons for “yes” response

Reasons for “no” response

**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

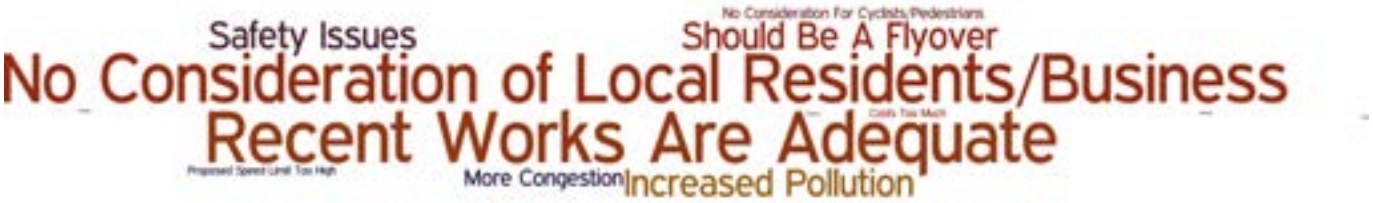
Reasons for a “K2” response

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?**

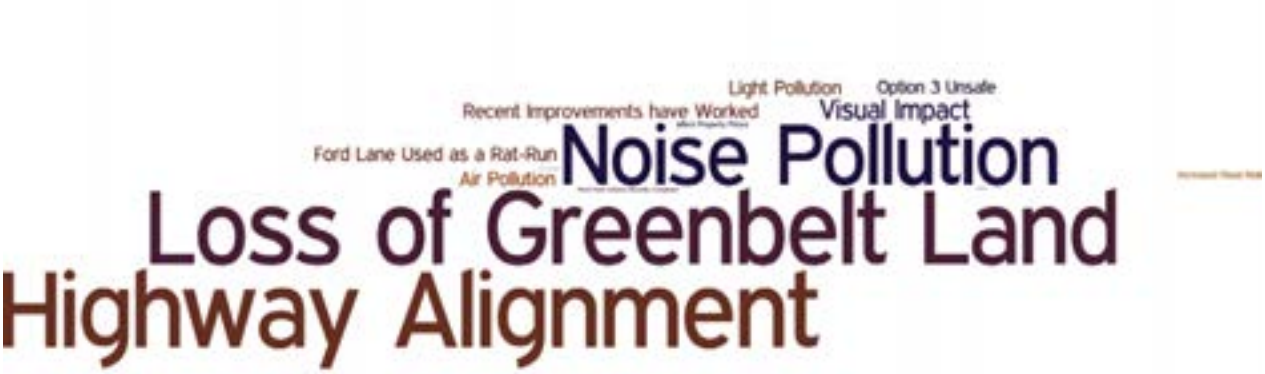
Reasons for “yes” response

Reasons for “no” response

**Q15 & Q16 Do you agree with the proposals at Little Eaton?**

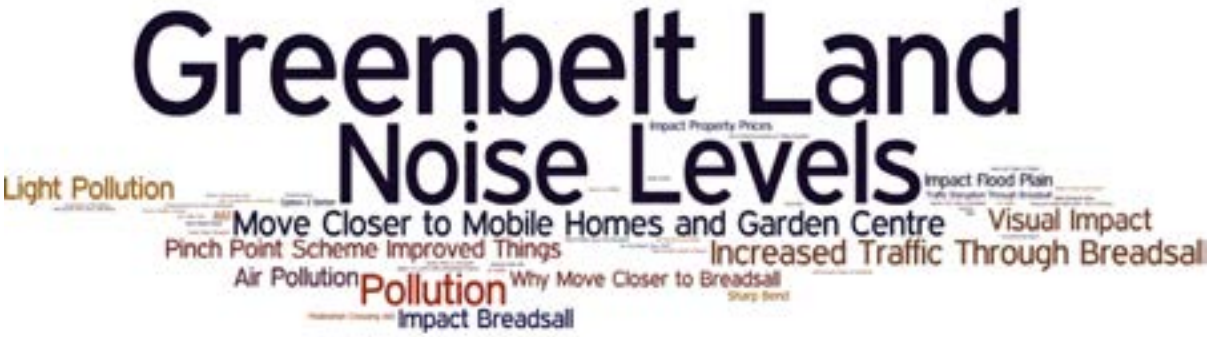
Reasons for “yes” response

Reasons for “no” response



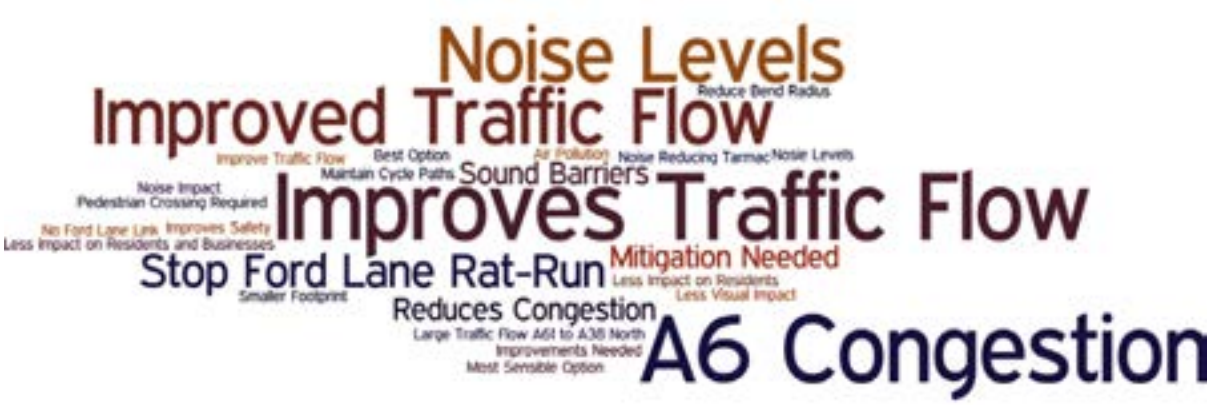
All comments received:

Comments received from Breadsall




Comments received from Little Eaton

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.

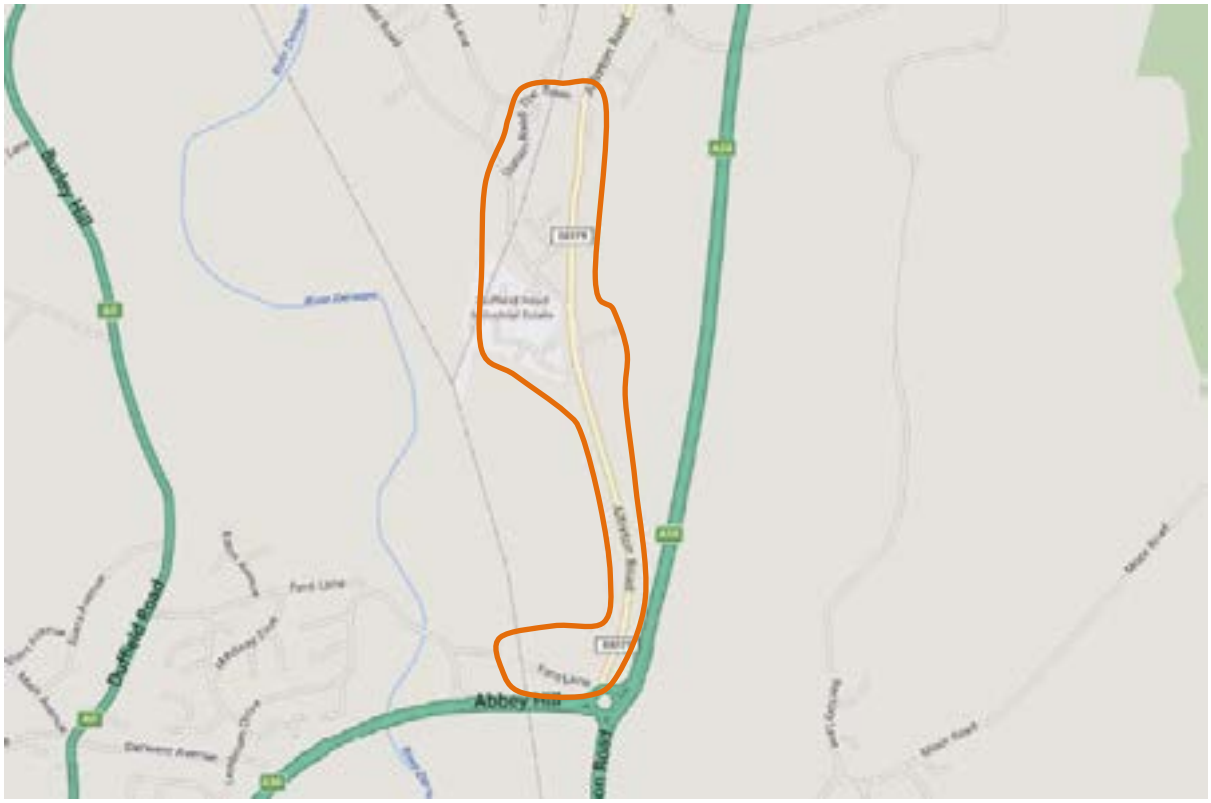



**Figure 1** - Little Eaton – Distribution Area

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.

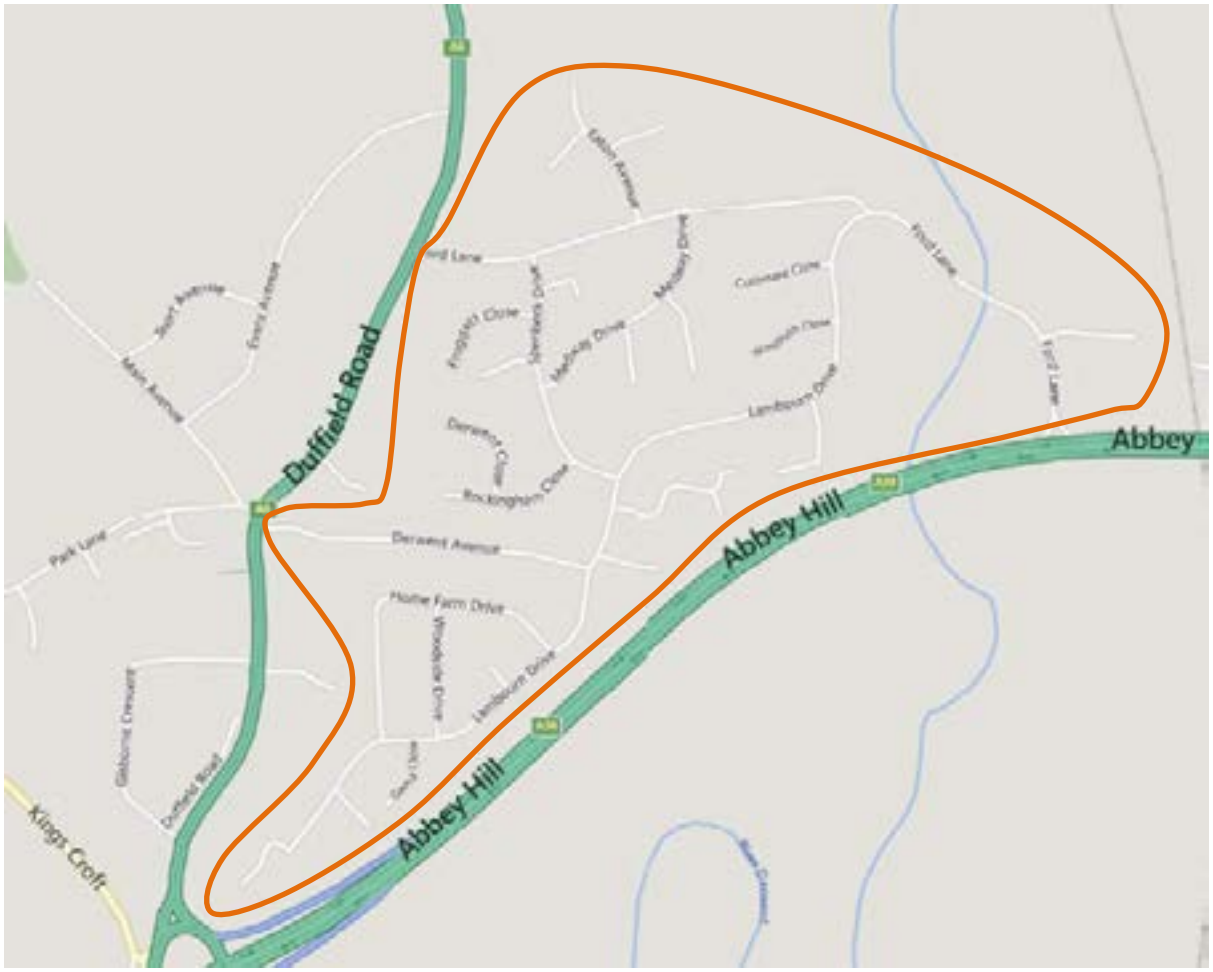



**Figure 2** - Allestree (Ford Lane) Distribution Area

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 |

| Allestree (Ford Lane) |
|---|
| 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.

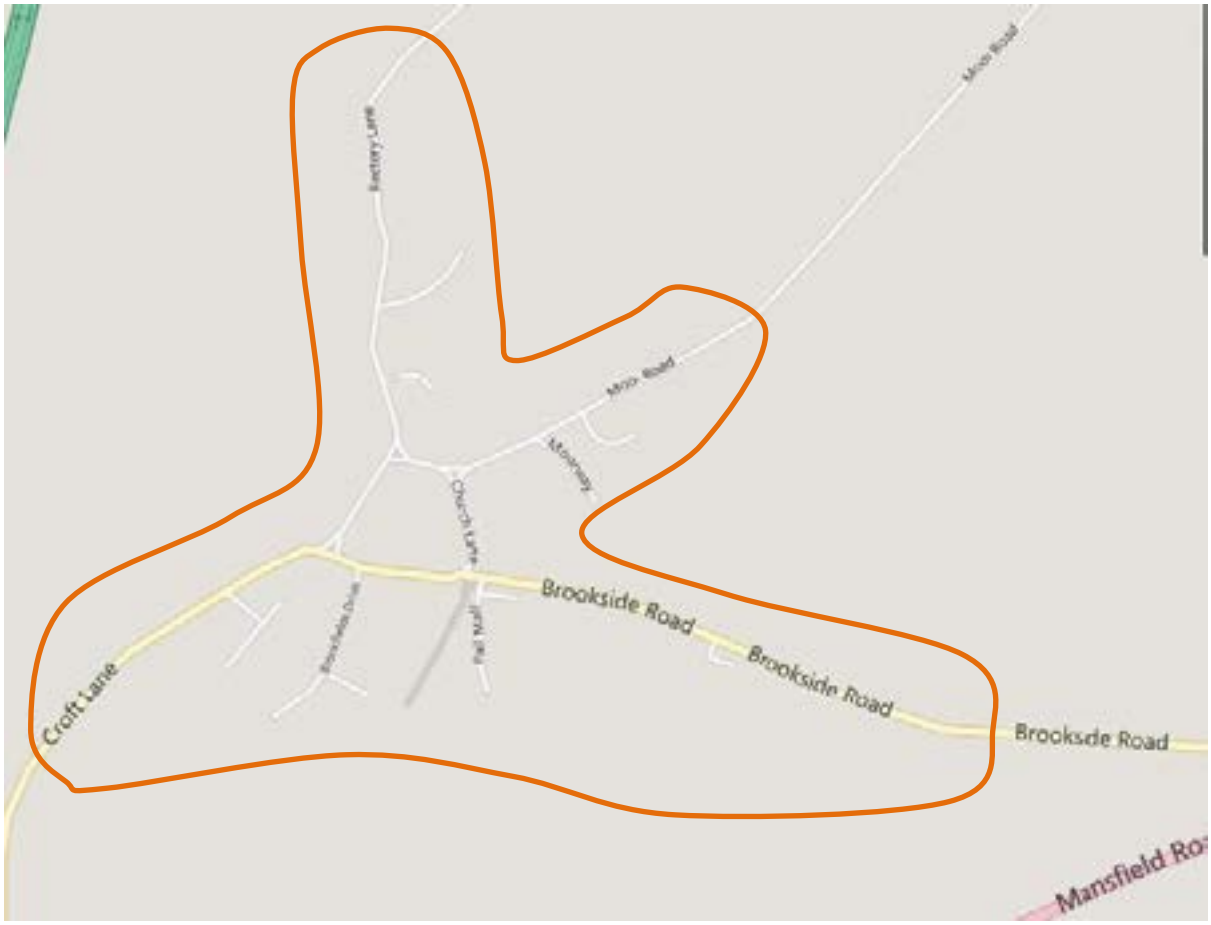



**Figure 3** - Breadsall Distribution Area

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.

| **Breadsall** |
|---|
| 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.

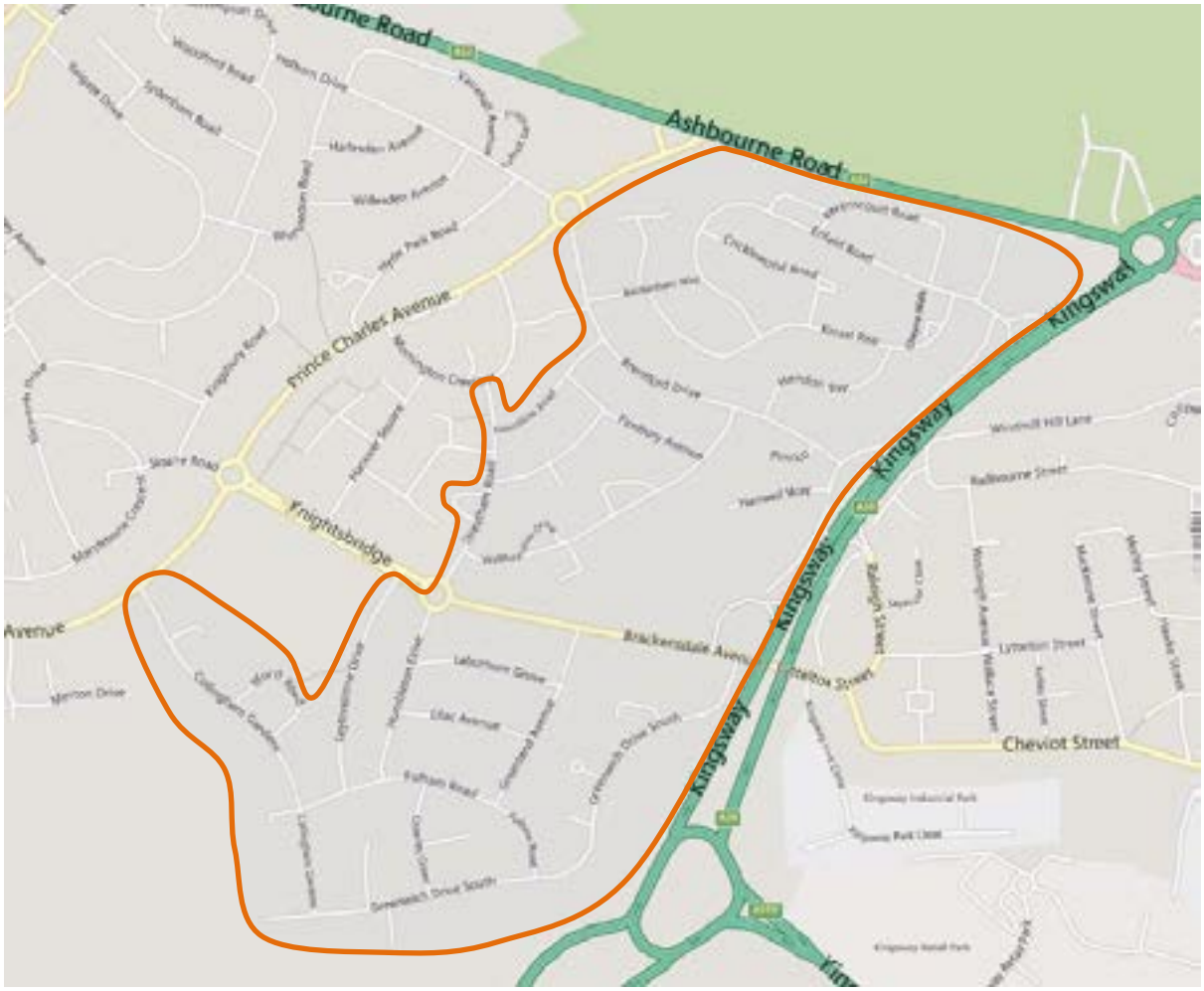



**Figure 4** -Mackworth Distribution Area

4.2 **Table 4** shows the streets within this area. All houses on these streets received a leaflet.

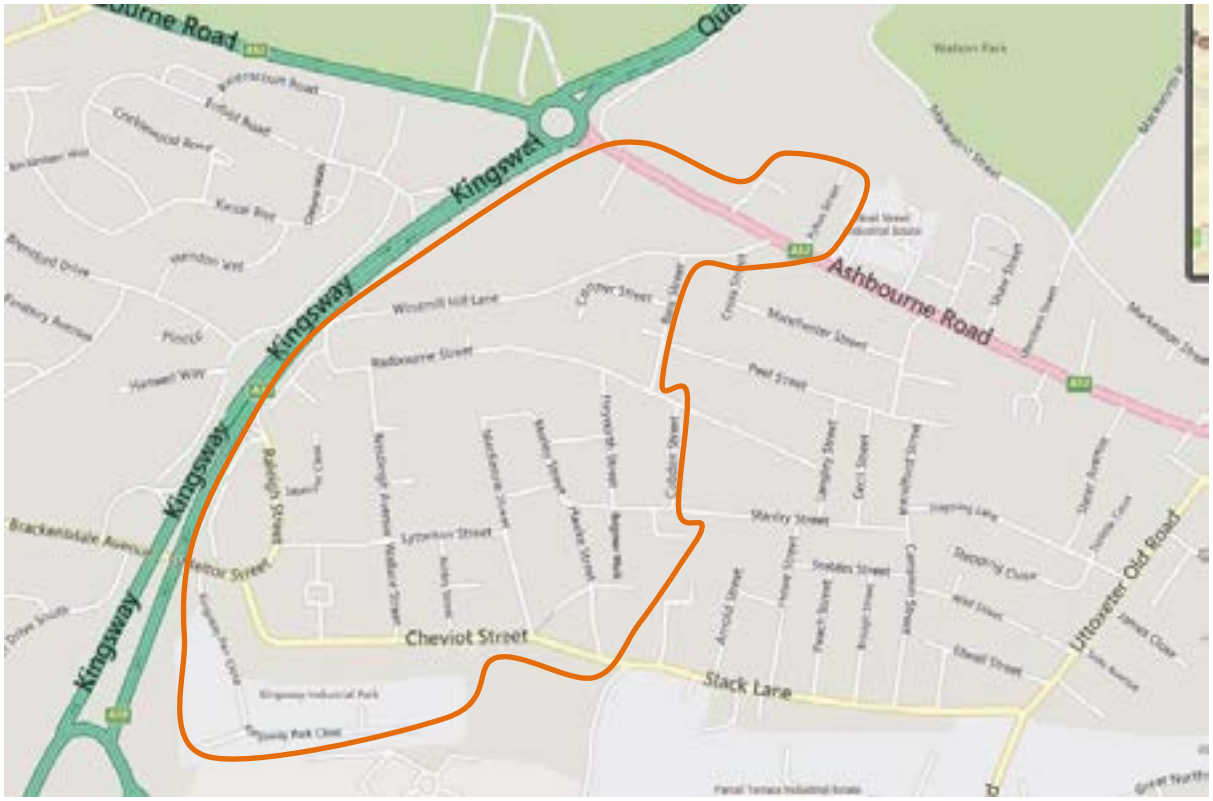
| **Mackworth** |
|---|
| ASHBOURNE ROAD |
| BRENTFORD DRIVE |
| BECKENHAM WAY |
| WIMPOLE GARDENS |
| FENCHURCH WALK |
| KENSAL RISE |
| CHEYNE WALK |
| CRICKLEWOOD ROAD |
| ENFIELD ROAD |
| RAVENSCOURT ROAD |
| RANELAGH GARDENS |
| HARRINGAY GARDENS |
| GREENWICH DRIVE NORTH |

| Mackworth |
|---|
| 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 |

| New Zealand |
|---|
| 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[1].

- 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

[1] 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[2]. 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.

[2] 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[3] 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

[3] 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[4].

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.

[4] https://www.gov.uk/government/publications/webtag-appraisal-tables

**Figure 1: Consultation Review & Alternatives Options Assessment Process**

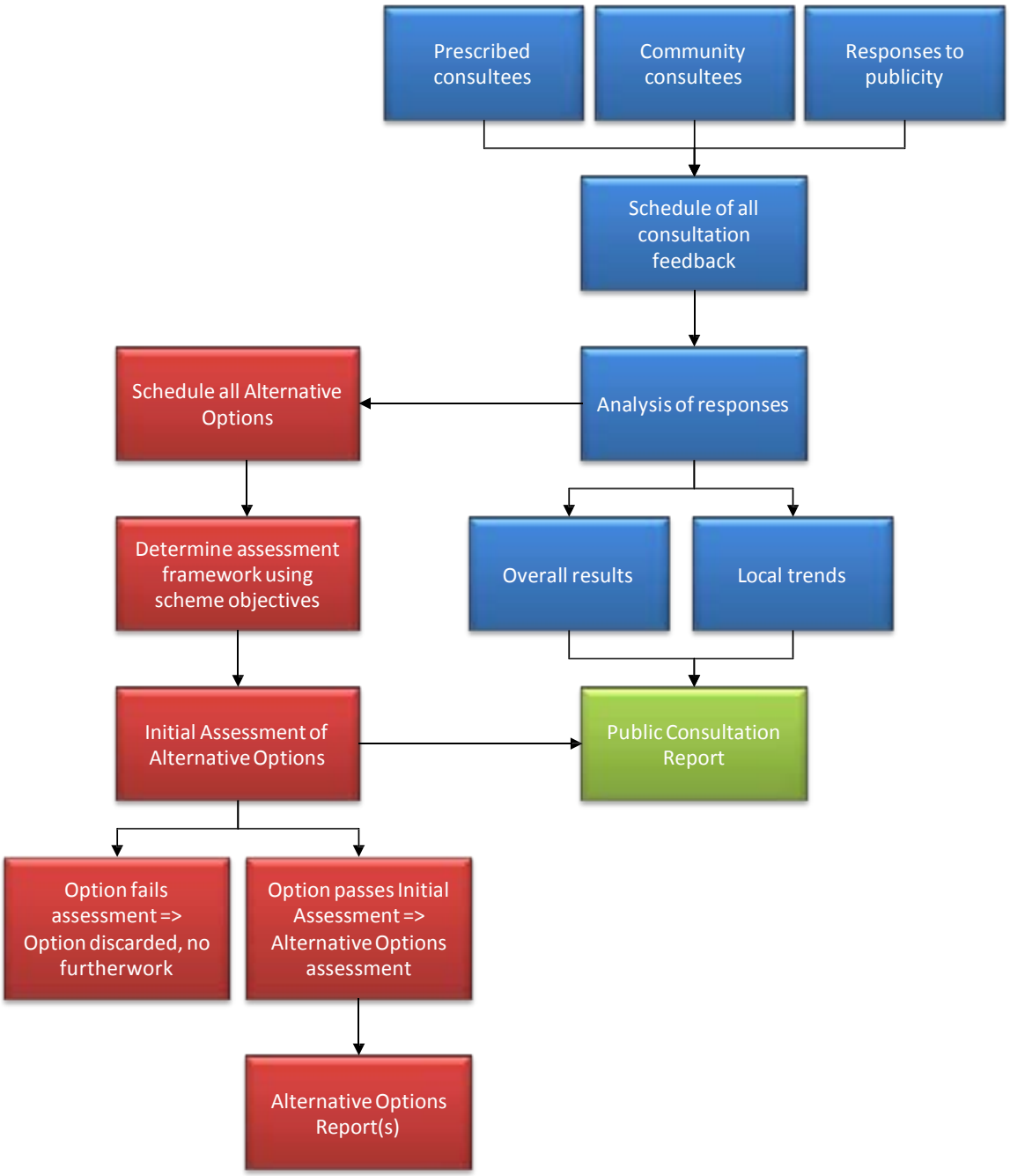

**Figure 2: Scoring Criteria for the Initial Assessment**

| **Qualitative assessment against identified 'must deliver' objectives** | | |
|---|---|---|
| 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'. |

| **Qualitative assessment of deliverability (e.g. political, planning, timescale or third party issues) considering the overall project** | |
|---|---|
| 1 | Unlikely to be deliverable |
| 2 | Deliverable with major challenges |
| 3 | Likely to be deliverable, with some challenges |

| **Qualitative assessment of feasibility (e.g. physical constraint, land availability and design standards) considering the overall project** | |
|---|---|
| 1 | Unlikely to be feasible |
| 2 | Feasible with major challenges |
| 3 | Likely to be feasible, with some challenges |

| **PASS criteria for alternative option to proceed to next level of assessment** | | |
|---|---|---|
| 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 9th 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.

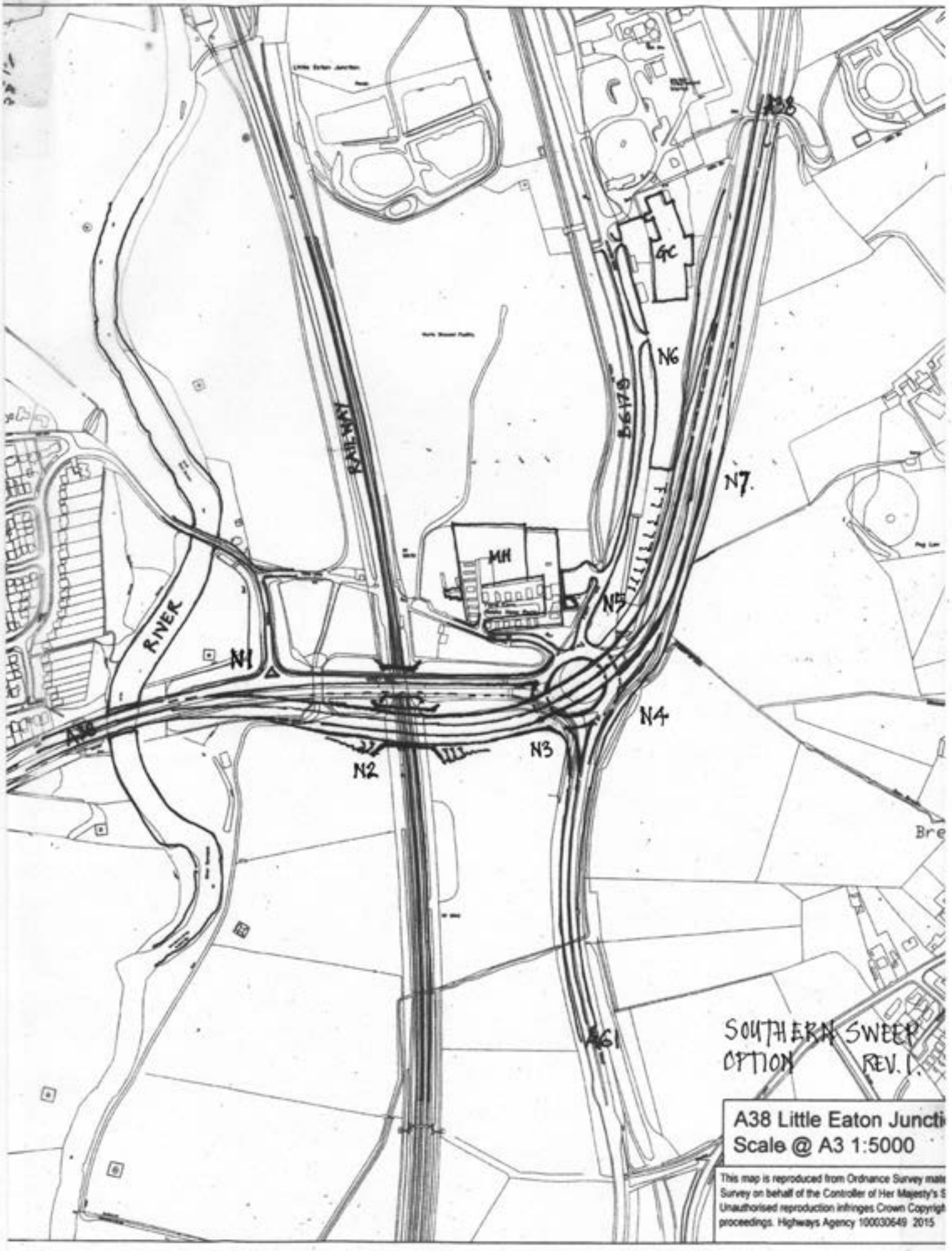
I look forward to hearing from you in due course.

Yours sincerely,

Monica Corso Griffiths
MP North
Email: A38derbyjunctions@highwaysengland.co.uk

# Appendix P

## Plan provided by Councillor Abey Stevenson and the Breadsall A38 Action Group (June 2015)


A38
4C
N6
B6179
N7
RAILWAY
MH
N5
RIVER
N1
A38
N2
N3
N4
A61
SOUTHERN SWEEP
OPTION
REV. 1
A38 Little Eaton Junct
Scale @ A3 1:5000
This map is reproduced from Ordnance Survey mate
Survey on behalf of the Controller of Her Majesty's S
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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 (NEASTWARDS)
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.

N5. 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.

N6. GARDEN CENTRE SHOLD 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 IT'S 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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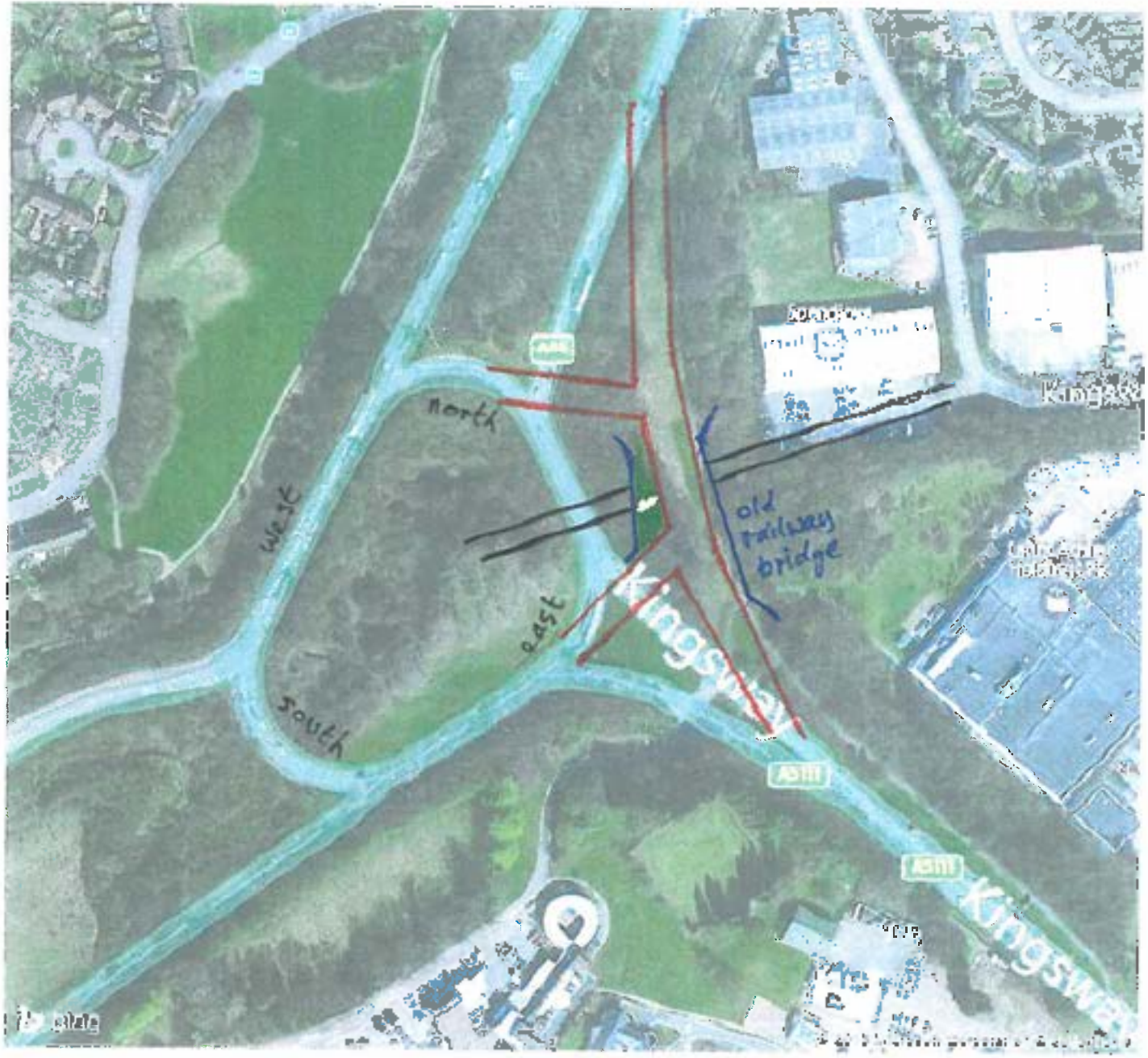
# Appendix Q

## 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 1. 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 carriageway roads under overbridges to connect with existing A38/A511 roads.

Phase 7. Burrow 2 tunnels for 2 lane A38 from north bridge to 400m beyond Markeaton 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

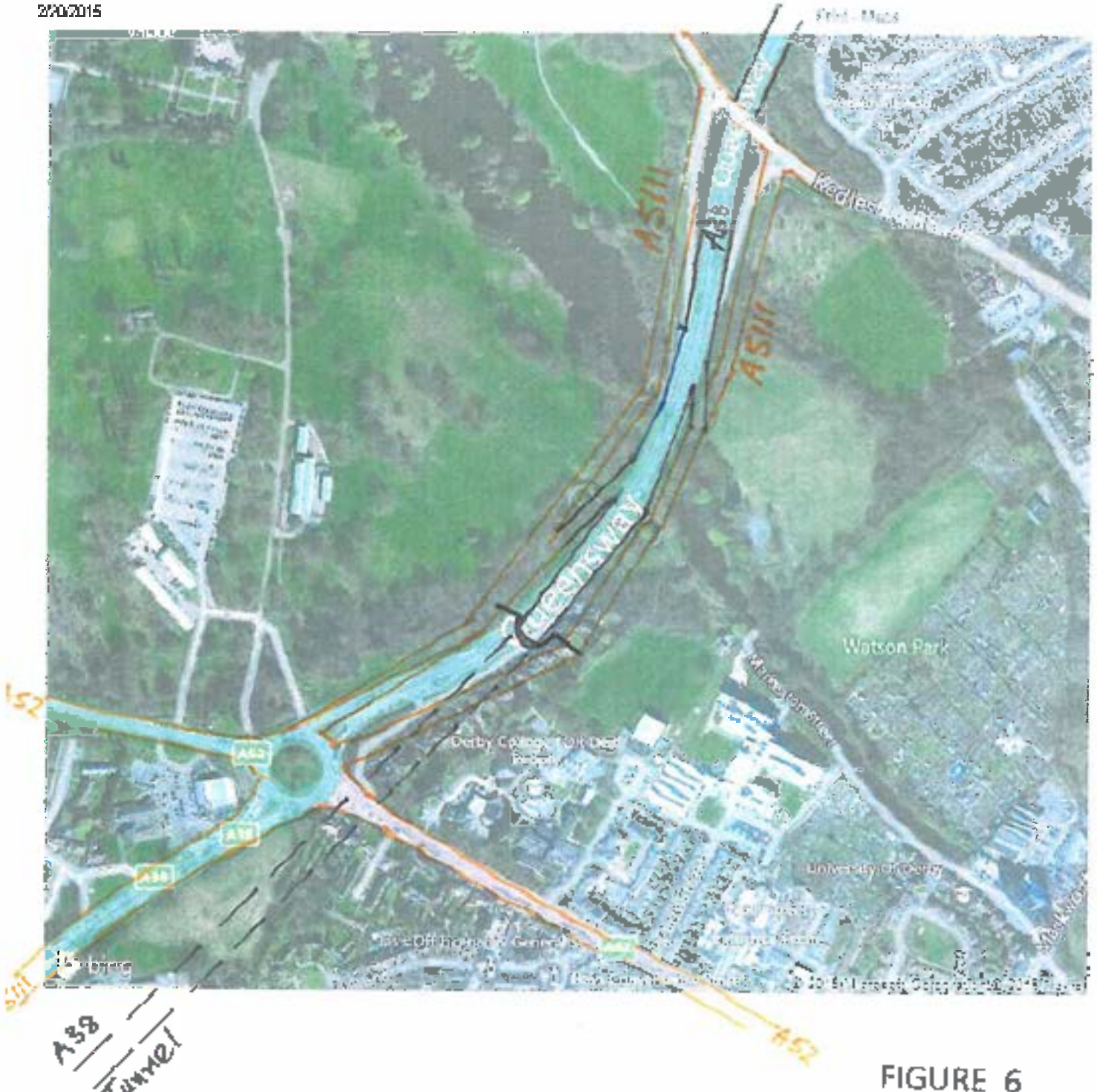



FIGURE 6

Phase 7 - 2 Tunnel bores emerge on Queensway.

Phase 8 2 new sliproads parallel to A38 to segregate A511 traffic

All layouts and accesses maintained as present.

Traffic flows maintained since new works in off-road.

No. entry/entry to A38 from Kedleston Rd.

FIGURE 7

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.

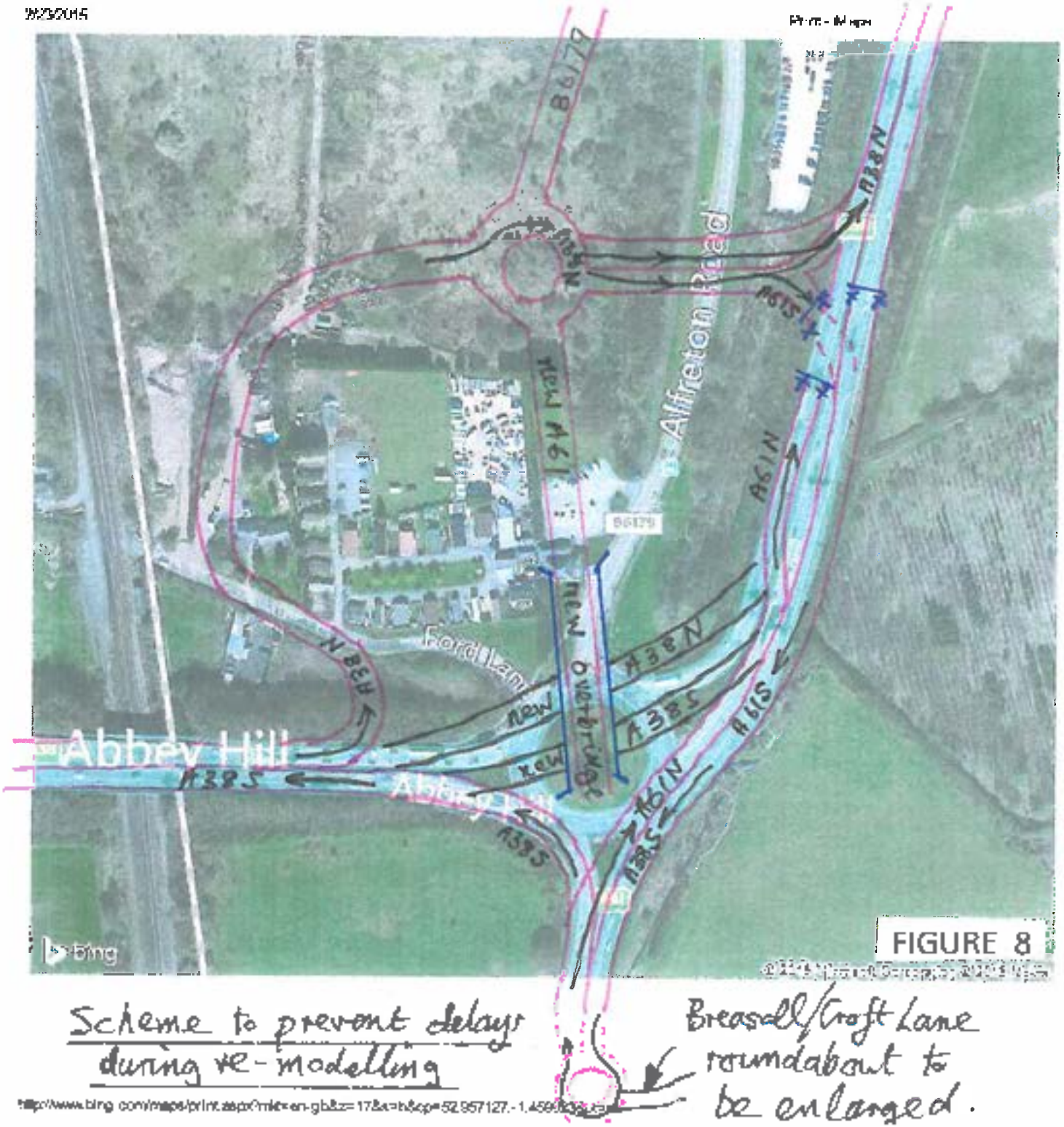



FIGURE 8

$\overline{x}\ \overline{x}$ = Traffic Lights

→ A38N = A38 Northbound Traffic Route

→ A38S = A38 South bound Traffic Route

→ A61N = A61 Northbound 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.

## Scheme to prevent delays during re-modelling

Breasell/Croft Lane roundabout to be enlarged.

# Appendix R

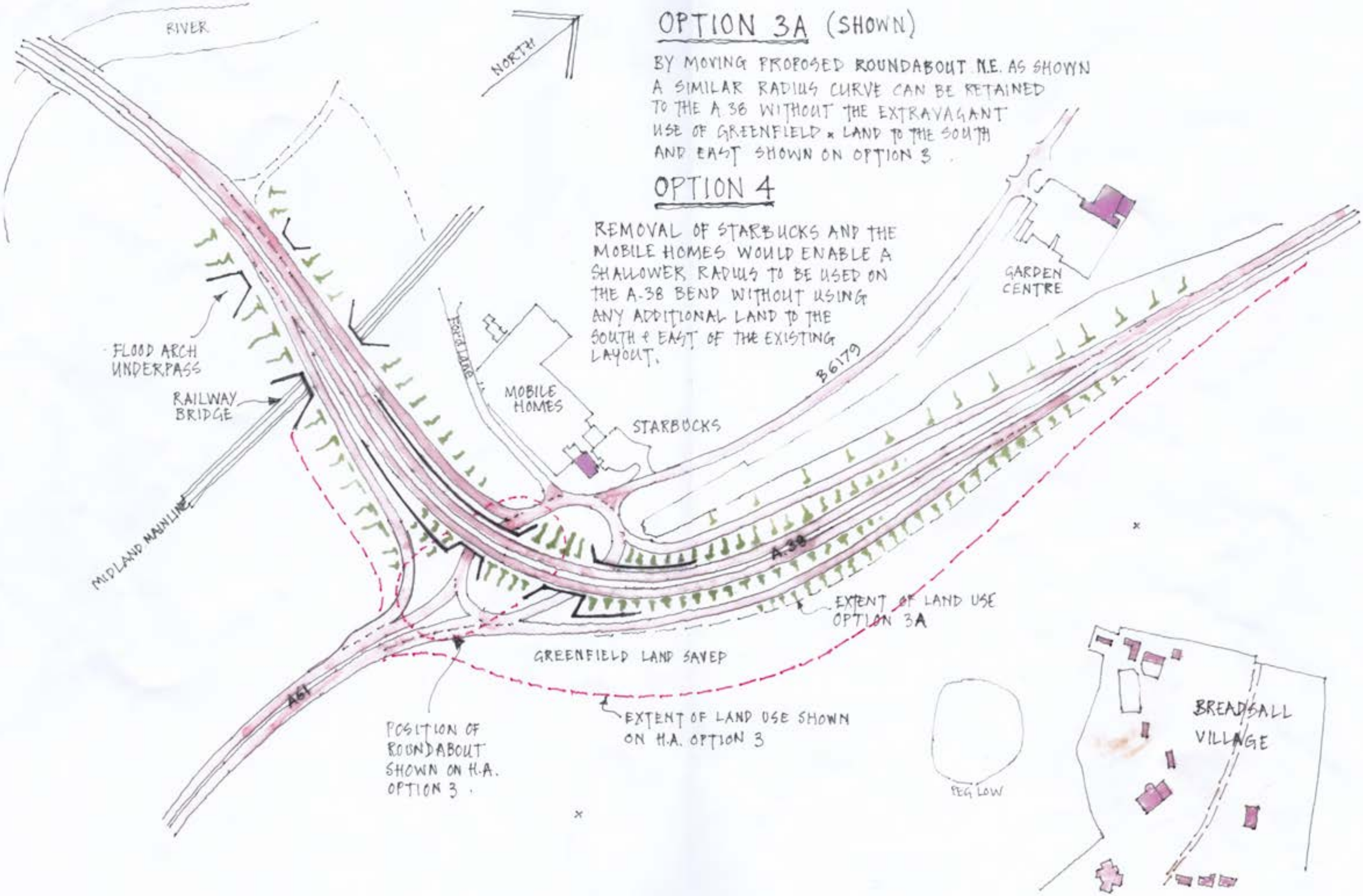
## Plan provided by Pauline Latham MP

# 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 x 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.



# 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 in 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**

1. Assumed design speed 85kph in line with scheme spec.

Allow for merge of heavy slow moving vehicles

Auxiliary Lane

Elevated carriageway Structure.

510m radius

Retaining walls

Gradient @4% to dear circulatory island.

320M radius

A30
DERRY JUNCTIONS IMPROVEMENT

Drawing Title

Suitability

Approved

Drawn

Date

Engineer

Checked

Scale: 1:2500

Drawing Number
HA514503-URS-06-DR-XX-XX.XXX-XX

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NOTES

Assumed design speed 85 Kph in line with Scheme spec.

800m Radius

Elevated carriageway Structure over A38

Merge with M6 on slip. (Link Road)

Retaining walls

Radar

Gradient @ 4% to clear proposed A38 mainline

A38
DERBY JUNCTIONS
IMPROVEMENT

Drawing Title

1:2500

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HEALTH AND SAFETY INFORMATION

CONSTRUCTION

MAINTENANCE, OPERATION & DECOMMISSIONING, DEMOLITION

NOTES

Better Transport

Interpretation of test

Version A

- Buildings Affected
- Local Highway closures

| Date | Checked By | Date | Approved By | Date |
|---|---|---|---|---|

A38
DERBY JUNCTIONS
IMPROVEMENT

Drawing Title

| | | | |
|---|---|---|---|
| Designed | Drawn | Checked | Approved |
| 1:7500 | | Original Size | Date |

Highways Agency

HIGHWAYS AGENCY

URS

Drawing Number

HA514503-URS-06-DR-XX-XX.XXX-XX

BEING REVISED

HEALTH AND SAFETY INFORMATION

CONSTRUCTION

MAINTENANCE / OPERATION / DECOMMISSIONING / DEMOLITION

NOTES

Strategic Transport

Interpretation of text

Version 5

Building affected

Local highway changes if applicable

A38
DERBY JUNCTIONS
IMPROVEMENT

Drawing Title

Suitability

Originated

Date

Highways England

HIGHWAYS AGENCY

URS Infrastructure & Environment UK Limited

URS

Drawing Number

HA514503-URS-06-DR-XX-XX.XXX-XX

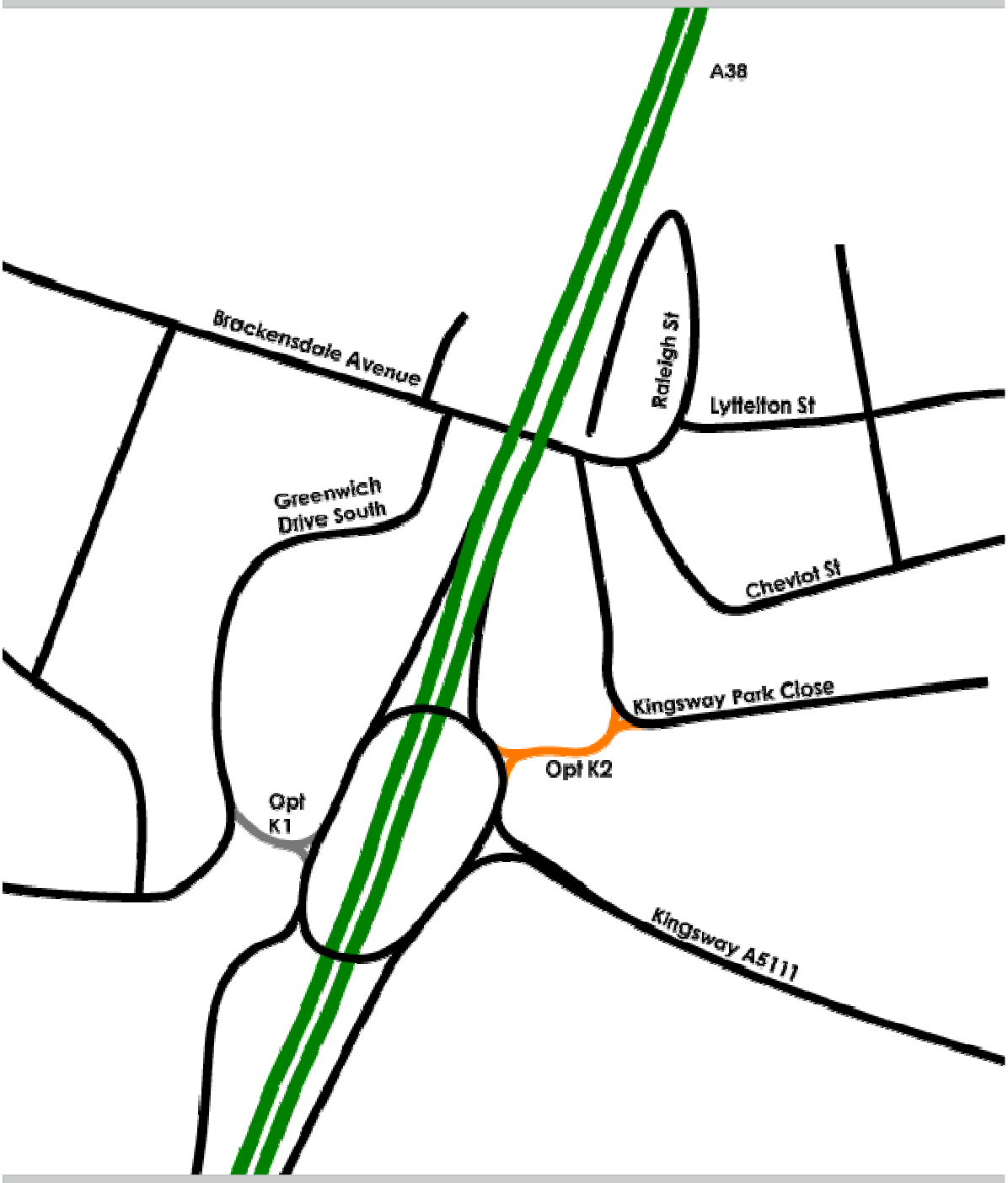
Plot Date 16/04/2015 11:39 AM By Glenn Sawyer
Plot Name C:\Users\glenn.sawyer\Documents\A38 Bass Maps\HA514503-urs-06-DR-XX-XX.XXX-XX.dwg
Attached Xrefs | HA514503-URS-06-XX-XX-DR-TR-00001 (DBAttachmentMap TypeLine) | HA514503-urs-06-DR-XX-XX.XXX-XX
DBRefs

# Appendix U

## Plan provided by Consultee B

# Kingsway island

## Suggested layout

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# 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

A38 Derby Junctions Improvement Scheme
Initial Sift of Options

| 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 | | | | | | | | | | | | | | | | | | | |
| | **Options fopr Whole Scheme** | | | | | | | | | | | | | | | | | | | | | | | |
| 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. |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| | **Options for Little Eaton Junction** | | | | | | | | | | | | | | | | | | | | | | | |
| 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 respondee to confirm result of this assessment. This option has been superseeded 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.<br>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. |
| | **Options for Markeaton** | | | | | | | | | | | | | | | | | | | | | | | |
| | 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: Kingsway Junction | Markeaton Junction | Little Eaton Junction | Overall project | 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 |
| | **Options for Kingsway** | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Option published for consultation | X | | | | Kingsway<br>Includes local access option K1. | 4 | 3 | 4 | 3 | 2 | 3 | 2 | 3 | 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 | 3 | 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 | 2 | Deliverable with major challenges | | 3 | Likely to be feasible, with some challenges | ✓ | ✗ | ✓ | ✗ | Traffic figures to be reviewed to confirm operational assessemnt 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 | 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 | 3 | 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 | 2 | Deliverable with major challenges | | 3 | Likely to be feasible, with some challenges | ✗ | ✗ | ✓ | ✗ | No further assessment required. |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | **Alternative Options for Kingsway & Markeaton combined** | | | | | | | | | | | | | | | | | | | | | | | | |
| 2a | Option published for consultation | X | X | | | Markeaton/Kingsway combined. | 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 | ✓ | ✓ | ✓ | ✓ | 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 | 1 | Unlikely to be deliverable | | 2 | Feasible with major challenges | ✓ | ✗ | ✗ | ✗ | No further assessment required. |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| | **Compare Local Access Road Options at Kingsway** | | | | | | | | | | | | | | | | | | | | | | | | |
| see Option 2 | Option published for consultation | X | | | | Existing access roads closed. Link to Greenwich Drive South<br>(Option K1) | 4 | 3 | 4 | 3 | 2 | 3 | 2 | 4 | 3.125 | 3 | Likely to be deliverable | | 3 | Likely to be feasible | ✓ | ✓ | ✓ | ✓ | |
| K2 | Option published for consultation | X | | | | Existing access roads closed. Link to Kingsway Park Drive<br>(Option K2) | 4 | 3 | 4 | 3 | 3 | 4 | 3 | 4 | 3.5 | 3 | 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 | 2 | 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 |
| **Objective 1** *'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.<br>The layout will also reduce congestion on the A5111 towards Kingsway which is currently affected by A38 southbound traffic using the roundabout. |
| **Objective 2** *'To minimise traffic disruption due to construction works and incidents'* | 3 | The junction was previously designed to facilitate grade-separation.<br>Much of the work can be achieved offline. |
| **Objective 3** *'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.<br>A single overbridge provides a pragmatic solution and will be reviewed/confirmed as part of the traffic assessment works. |
| **Objective 4** *'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'* | 3 | The principal impacts are:<br>- need for Public Open Space for the Greenwich Drive South link;<br>- loss of the nature area within Kingsway junction. |
| **Objective 5** *'To seek to mitigate impacts on air quality and noise'* | 2 | The principal impacts are:<br>- noise and vibration (both during construction and operation);<br>- air quality.<br>Additional traffic along Greenwich Drive South will adversely affect local receptors. |
| **Objective 6** *' 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. |
| **Objective 7** *'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. |
| **Objective 8** *'To be affordable and represent High Value for Money according to DfT's appraisal criteria'* | 3 | The option will offer value for money. |
| **Average Score** | 3 | |
| **Deliverability Categorisation** | | |
| Factors considered | Score | Comments |
| - Is there a risk that will prevent us from progressing this option?<br>- What level of stakeholder/public support/challenge is expected for this option?<br>- Are there any significant third party issue associated with the option?<br>- Are there any political issues associated with this option?<br>- Are there any planning/legal issues associated with this option?<br>- Does the option impact the overall project deliverability? | 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 |
| - Is the option technically sound?<br>- Is the option financially affordable?<br>- Is the option buildable?<br>- Is the option likely to be practical and effective?<br>- Does the option impact the overall project feasibility | 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 |
| **Objective 1** *'To reduce congestion and increase reliability of journey times on the strategic corridor'* | 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. |
| **Objective 2** *'To minimise traffic disruption due to construction works and incidents'* | 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. |
| **Objective 3** *'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'* | 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.<br>There are no features which would significant affect maintenance costs compared to other options. |
| **Objective 4** *'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, as well as impact on the viability of the garden centre.<br>There are no significant environmental impacts. |
| **Objective 5** *'To seek to mitigate impacts on air quality and noise'* | 3 | No additional benefits or drawback when compared with preferred option. |
| **Objective 6** *' To improve the safety for all road users'* | 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. |
| **Objective 7** *'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'* | 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. |
| **Objective 8** *'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.<br>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.<br>Overall, this results in a slightly lower score compared to the preferred option. |
| **Average Score** | 3.125 | |
| **Deliverability Categorisation** | | |
| Factors considered | Score | Comments |
| - Is there a risk that will prevent us from progressing this option?<br>- What level of stakeholder/public support/challenge is expected for this option?<br>- Are there any significant third party issue associated with the option?<br>- Are there any political issues associated with this option?<br>- Are there any planning/legal issues associated with this option?<br>- Does the option impact the overall project deliverability? | 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.<br>The scheme is likely to be supported strongly by residents in Breadsall. |
| **Feasibility Categorisation** | | |
| Factors considered | Score | Comments |
| - Is the option technically sound?<br>- Is the option financially affordable?<br>- Is the option buildable?<br>- Is the option likely to be practical and effective?<br>- Does the option impact the overall project feasibility | 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 |
| **Objective 1** *'To reduce congestion and increase reliability of journey times on the strategic corridor'* | 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. |
| **Objective 2** *'To minimise traffic disruption due to construction works and incidents'* | 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. |
| **Objective 3** *'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'* | 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.<br>There are no features which would significant affect maintenance costs compared to other options. |
| **Objective 4** *'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 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.<br>There are no significant environmental impacts. |
| **Objective 5** *'To seek to mitigate impacts on air quality and noise'* | 3 | No additional benefits or drawback when compared with preferred option, therefore score of 3 given. |
| **Objective 6** *' To improve the safety for all road users'* | 3 | As a result of the double roundabout junction, the probability of more vehicle related incidences occurring, therefore a score of 3 was given. |
| **Objective 7** *'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'* | 3 | The proposed option severs an existing cycle route, which would need to be re-routed. Therefore a score of 3 was given. |
| **Objective 8** *'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.<br>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.<br>Overall, this results in a slightly lower score compared to the preferred option. |
| **Average Score** | 3.125 | |
| **Deliverability Categorisation** | | |
| Factors considered | Score | Comments |
| - Is there a risk that will prevent us from progressing this option?<br>- What level of stakeholder/public support/challenge is expected for this option?<br>- Are there any significant third party issue associated with the option?<br>- Are there any political issues associated with this option?<br>- Are there any planning/legal issues associated with this option?<br>- Does the option impact the overall project deliverability? | 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.<br>The scheme is likely to be supported strongly by residents in Breadsall. |
| **Feasibility Categorisation** | | |
| Factors considered | Score | Comments |
| - Is the option technically sound?<br>- Is the option financially affordable?<br>- Is the option buildable?<br>- Is the option likely to be practical and effective?<br>- Does the option impact the overall project feasibility | 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 |
| **Objective 1** *'To reduce congestion and increase reliability of journey times on the strategic corridor'* | 4 | No additional benefits or drawbacks when compared with preferred option. |
| **Objective 2** *'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 |
| **Objective 3** *'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 |
| **Objective 4** *'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. |
| **Objective 5** *'To seek to mitigate impacts on air quality and noise'* | 3 | No additional benefits or drawbacks when compared with preferred option. |
| **Objective 6** *' To improve the safety for all road users'* | 4 | No additional benefits or drawbacks when compared with preferred option. |
| **Objective 7** *'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. |
| **Objective 8** *'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. |
| **Average Score** | 3.25 | |
| **Deliverability Categorisation** | | |
| Factors considered | Score | Comments |
| - Is there a risk that will prevent us from progressing this option?<br>- What level of stakeholder/public support/challenge is expected for this option?<br>- Are there any significant third party issue associated with the option?<br>- Are there any political issues associated with this option?<br>- Are there any planning/legal issues associated with this option?<br>- Does the option impact the overall project deliverability? | 3 | No additional benefits or drawback when compared with preferred option.<br>The scheme is likely to be supported strongly by the residents of Breadsall Village.<br>No significant 3rd party challenges are expected. |
| **Feasibility Categorisation** | | |
| Factors considered | Score | Comments |
| - Is the option technically sound?<br>- Is the option financially affordable?<br>- Is the option buildable?<br>- Is the option likely to be practical and effective?<br>- Does the option impact the overall project feasibility | 3 | Overall, there are no additional benefits or drawbacks when compared with preferred option.<br>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.<br>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 |
| **Objective 1** *'To reduce congestion and increase reliability of journey times on the strategic corridor'* | 4 | No additional benefits or drawbacks when compared with preferred option. |
| **Objective 2** *'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 |
| **Objective 3** *'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 |
| **Objective 4** *'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.<br>There are no significant environmental impacts. |
| **Objective 5** *'To seek to mitigate impacts on air quality and noise'* | 3 | No additional benefits or drawbacks when compared with preferred option. |
| **Objective 6** *' To improve the safety for all road users'* | 4 | No additional benefits or drawbacks when compared with preferred option. |
| **Objective 7** *'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. |
| **Objective 8** *'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. |
| **Average Score** | 3.25 | |
| **Deliverability Categorisation** | | |
| Factors considered | Score | Comments |
| - Is there a risk that will prevent us from progressing this option?<br>- What level of stakeholder/public support/challenge is expected for this option?<br>- Are there any significant third party issue associated with the option?<br>- Are there any political issues associated with this option?<br>- Are there any planning/legal issues associated with this option?<br>- Does the option impact the overall project deliverability? | 2 | As a result of having to remove the mobile homes park and Starbucks, the proposed solution is likely to face challenge.<br><br>The scheme is likely to be supported strongly by residents in Breadsall. |
| **Feasibility Categorisation** | | |
| Factors considered | Score | Comments |
| - Is the option technically sound?<br>- Is the option financially affordable?<br>- Is the option buildable?<br>- Is the option likely to be practical and effective?<br>- Does the option impact the overall project feasibility | 3 | Overall, there are no additional benefits or drawbacks when compared with preferred option.<br>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. |

| Reference | | |
|---|---|---|
| Option 8 – Alternative Little Eaton Junction | | |
| Submitted by: | | |
| Cllr. Abey Stevenson | | |
| Alternative option for | | |
| Little Eaton Junction | | |
| Objectives Categorisation | | |
| Objective Description | Score | Comments |
| **Objective 1** *'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). |
| **Objective 2** *'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. |
| **Objective 3** *'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:<br>- provision of a new bridge over the River Derwent;<br>- provision of a new bridge over the railway;<br>- greater length of new carriageway construction;<br>- Removal of the existing A38 carriageway (embankment expected to remain in situ), river bridge and rail bridge; and<br>- provision of additional flood compensation areas for the new carriageway across the flood plain.<br>Reductions in maintenance costs will arise for the new river bridge compared to the existing structure.<br>The score reflects the substantial increase in construction costs. |
| **Objective 4** *'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. |
| **Objective 5** *'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.<br>Score should be comparable to the preferred option and Breadsall PC options. |
| **Objective 6** *' To improve the safety for all road users'* | 4 | No additional benefits or drawback when compared with preferred option. |
| **Objective 7** *'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. |
| **Objective 8** *'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.<br>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).<br>Overall, this results in a slightly lower score compared to the preferred option. |
| **Average Score** | 3 | |
| Deliverability Categorisation | | |
| Factors considered | Score | Comments |
| - Is there a risk that will prevent us from progressing this option?<br>- What level of stakeholder/public support/challenge is expected for this option?<br>- Are there any significant third party issue associated with the option?<br>- Are there any political issues associated with this option?<br>- Are there any planning/legal issues associated with this option?<br>- Does the option impact the overall project deliverability? | 2 | The option will have an impact on the world heritage site. This is expected to result in significant stakeholder challenge.<br>The alignment is likely to be supported by residents of Breadsall Village.<br>Support/challenge from Ford Lane is expected to be neutral. |
| Feasibility Categorisation | | |
| Factors considered | Score | Comments |
| - Is the option technically sound?<br>- Is the option financially affordable?<br>- Is the option buildable?<br>- Is the option likely to be practical and effective?<br>- Does the option impact the overall project feasibility | 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 |
| **Objective 1** *'To reduce congestion and increase reliability of journey times on the strategic corridor'* | 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.<br>Congestion on the A61 is generally resulting from:<br>(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;<br>(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.<br>Overall, this option will not address the congestion and journey problems on the strategic route corridor. |
| **Objective 2** *'To minimise traffic disruption due to construction works and incidents'* | 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. |
| **Objective 3** *'To achieve optimum whole life costs taking into account future maintenance and operation, and disruption to users'* | 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. |
| **Objective 4** *'To minimise impacts on both the natural and built environment, including designated landscape/biodiversity features'* | 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.<br>There are no significant environmental impacts. |
| **Objective 5** *'To seek to mitigate impacts on air quality and noise'* | 3 | No additional benefits or drawbacks when compared with preferred option. |
| **Objective 6** *' To improve the safety for all road users'* | 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. |
| **Objective 7** *'To seek to reduce severance by maintaining or providing appropriate facilities for crossing, and travelling along the route for non-motorised users'* | 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. |
| **Objective 8** *'To be affordable and represent High Value for Money according to DfT's appraisal criteria'* | 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.<br>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. |
| **Average Score** | 2.875 | |
| **Deliverability Categorisation** | | |
| Factors considered | Score | Comments |
| - Is there a risk that will prevent us from progressing this option?<br>- What level of stakeholder/public support/challenge is expected for this option?<br>- Are there any significant third party issue associated with the option?<br>- Are there any political issues associated with this option?<br>- Are there any planning/legal issues associated with this option?<br>- Does the option impact the overall project deliverability? | 2 | This option does not provide a solution for the current traffic problems experienced on the strategic road corridor.<br><br>Consequently, the option is likely to be challenged by stakeholders/public; therefore a score of 2 was given. |
| **Feasibility Categorisation** | | |
| Factors considered | Score | Comments |
| - Is the option technically sound?<br>- Is the option financially affordable?<br>- Is the option buildable?<br>- Is the option likely to be practical and effective?<br>- Does the option impact the overall project feasibility | 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 |
| **Objective 1** *'To reduce congestion and increase reliability of journey times on the strategic corridor'* | 4 | No additional benefits or drawbacks when compared with preferred option. |
| **Objective 2** *'To minimise traffic disruption due to construction works and incidents'* | 3 | No additional benefits or drawbacks when compared with preferred option. |
| **Objective 3** *'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. |
| **Objective 4** *'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. |
| **Objective 5** *'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. |
| **Objective 6** *' To improve the safety for all road users'* | 3 | No additional benefits or drawbacks when compared with preferred option. |
| **Objective 7** *'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. |
| **Objective 8** *'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. |
| **Average Score** | 2.75 | Therefore the option will meet the requirements to warrant further review |
| **Deliverability Categorisation** | | |
| Factors considered | Score | Comments |
| - Is there a risk that will prevent us from progressing this option?<br>- What level of stakeholder/public support/challenge is expected for this option?<br>- Are there any significant third party issue associated with the option?<br>- Are there any political issues associated with this option?<br>- Are there any planning/legal issues associated with this option?<br>- Does the option impact the overall project deliverability? | 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 |
| - Is the option technically sound?<br>- Is the option financially affordable?<br>- Is the option buildable?<br>- Is the option likely to be practical and effective?<br>- Does the option impact the overall project feasibility | 3 | The design will require further assessment to confirm design standards can be achieved. In particular:<br>- does the roundabout size & layout preclude the access link to Kingsway Park Close?<br>- what implication does the additional overbridge have on the vertical alignment of the A38 to the north of the junction? |

| Reference | | |
|---|---|---|
| Option 11 – Alternative Kingsway Junction | | |
| **Submitted by:** | | |
| Consultee J | | |
| **Alternative option for** | | |
| Kingsway Junction | | |
| **Objectives Categorisation** | | |
| Objective Description | Score | Comments |
| **Objective 1** *'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. |
| **Objective 2** *'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. |
| **Objective 3** *'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. |
| **Objective 4** *'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. |
| **Objective 5** *'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. |
| **Objective 6** *' 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.<br>Additionally, the removal of the west roundabout on the A5111 and replacement with a merge/diverge arrangement on the overbridge will be neutral.<br>Overall, the score should be comparable to Option K3 due to similar local access issues. |
| **Objective 7** *'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. |
| **Objective 8** *'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. |
| **Average Score** | 3.25 | |
| **Deliverability Categorisation** | | |
| Factors considered | Score | Comments |
| - Is there a risk that will prevent us from progressing this option?<br>- What level of stakeholder/public support/challenge is expected for this option?<br>- Are there any significant third party issue associated with the option?<br>- Are there any political issues associated with this option?<br>- Are there any planning/legal issues associated with this option?<br>- Does the option impact the overall project deliverability? | 2 | As the proposed doesn't provide a local access route, the option is likely to receive significant challenges from local residents, particularly in Mackworth.<br><br>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. |
| **Feasibility Categorisation** | | |
| Factors considered | Score | Comments |
| - Is the option technically sound?<br>- Is the option financially affordable?<br>- Is the option buildable?<br>- Is the option likely to be practical and effective?<br>- Does the option impact the overall project feasibility | 3 | No additional benefits or drawbacks when compared with preferred option.<br>The removal of the western roundabout precludes the provision of a local access link via Kingsway Park Close. |

| 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 |
| **Objective 1** *'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. |
| **Objective 2** *'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. |
| **Objective 3** *'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. |
| **Objective 4** *'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. |
| **Objective 5** *'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:<br>- need for Public Open Space for the Greenwich Drive South link;<br>- loss of the nature area within Kingsway junction. |
| **Objective 6** *' To improve the safety for all road users'* | 3 | The option will be comparable to the preferred option in that principal impacts are:<br>- noise and vibration (both during construction and operation);<br>- air quality.<br>Additional traffic along Greenwich Drive South will adversely affect local receptors. |
| **Objective 7** *'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. |
| **Objective 8** *'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. |
| **Average Score** | 3 | |
| **Deliverability Categorisation** | | |
| Factors considered | Score | Comments |
| - Is there a risk that will prevent us from progressing this option?<br>- What level of stakeholder/public support/challenge is expected for this option?<br>- Are there any significant third party issue associated with the option?<br>- Are there any political issues associated with this option?<br>- Are there any planning/legal issues associated with this option?<br>- Does the option impact the overall project deliverability? | 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 |
| - Is the option technically sound?<br>- Is the option financially affordable?<br>- Is the option buildable?<br>- Is the option likely to be practical and effective?<br>- Does the option impact the overall project feasibility | 3 | No additional benefits or drawbacks when compared with preferred option.<br>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 |
| **Objective 1** *'To reduce congestion and increase reliability of journey times on the strategic corridor'* | 4 | No additional benefits or drawbacks when compared with preferred option. |
| **Objective 2** *'To minimise traffic disruption due to construction works and incidents'* | 3 | No additional benefits or drawbacks when compared with preferred option. |
| **Objective 3** *'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. |
| **Objective 4** *'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.<br>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. |
| **Objective 5** *'To seek to mitigate impacts on air quality and noise'* | 4 | Effects on air quality and nose would be comparable to the existing situation. Hence the score is marginally higher than the preferred option which considers impacts on Greenwich Drive South. |
| **Objective 6** *' 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.<br>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. |
| **Objective 7** *'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. |
| **Objective 8** *'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. |
| **Average Score** | 2.875 | Therefore the option will meet the requirements to warrant further review |
| **Deliverability Categorisation** | | |
| Factors considered | Score | Comments |
| - Is there a risk that will prevent us from progressing this option?<br>- What level of stakeholder/public support/challenge is expected for this option?<br>- Are there any significant third party issue associated with the option?<br>- Are there any political issues associated with this option?<br>- Are there any planning/legal issues associated with this option?<br>- Does the option impact the overall project deliverability? | 3 | There are unlikely to be any deliverability issues in relation to the local community.<br>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 |
| - Is the option technically sound?<br>- Is the option financially affordable?<br>- Is the option buildable?<br>- Is the option likely to be practical and effective?<br>- Does the option impact the overall project feasibility | 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.<br><br>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 |
| **Objective 1** *'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. |
| **Objective 2** *'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. |
| **Objective 3** *'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.<br>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.<br>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. |
| **Objective 4** *'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. |
| **Objective 5** *'To seek to mitigate impacts on air quality and noise'* | 2 | Compared to the preferred option, this proposal will:<br>(i) remove noise & air quality impacts to receptors along Greenwich Drive South; and<br>(ii) bring traffic closer to receptors alongside the A38, particularly at Greenwich Drive North and between Raleigh St and Markeaton junction.<br>Overall, impacts will be comparable to the preferred option. |
| **Objective 6** *' 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. |
| **Objective 7** *'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. |
| **Objective 8** *'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. |
| **Average Score** | 2.625 | Therefore the option will not the requirements to warrant further review |
| Deliverability Categorisation | | |
| Factors considered | Score | Comments |
| - Is there a risk that will prevent us from progressing this option?<br>- What level of stakeholder/public support/challenge is expected for this option?<br>- Are there any significant third party issue associated with the option?<br>- Are there any political issues associated with this option?<br>- Are there any planning/legal issues associated with this option?<br>- Does the option impact the overall project deliverability? | 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 |
| - Is the option technically sound?<br>- Is the option financially affordable?<br>- Is the option buildable?<br>- Is the option likely to be practical and effective?<br>- Does the option impact the overall project feasibility | 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 |
| **Objective 1** *'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. |
| **Objective 2** *'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. |
| **Objective 3** *'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. |
| **Objective 4** *'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. |
| **Objective 5** *'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. |
| **Objective 6** *' 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. |
| **Objective 7** *'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. |
| **Objective 8** *'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. |
| **Average Score** | 2.875 | |
| **Deliverability Categorisation** | | |
| Factors considered | Score | Comments |
| - Is there a risk that will prevent us from progressing this option?<br>- What level of stakeholder/public support/challenge is expected for this option?<br>- Are there any significant third party issue associated with the option?<br>- Are there any political issues associated with this option?<br>- Are there any planning/legal issues associated with this option?<br>- Does the option impact the overall project deliverability? | 1 | 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.<br>The planning issues associated with the development of a new scheme is likely to lead to an overall delay to delivery of the scheme.<br>The proposal is a significant departure from the current scheme and would require political approval. |
| **Feasibility Categorisation** | | |
| Factors considered | Score | Comments |
| - Is the option technically sound?<br>- Is the option financially affordable?<br>- Is the option buildable?<br>- Is the option likely to be practical and effective?<br>- Does the option impact the overall project feasibility | 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 |
| **Objective 1** *'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. |
| **Objective 2** *'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. |
| **Objective 3** *'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:<br>- £686m for a tunnel<br>- £118m for the published scheme comprising dual carriageway.<br>This represents a 5-fold increase. As such, it is expected that the costs may exceed the benefits.<br>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).<br>Consequently, a tunnel scheme does not offer an "optimum whole life cost". |
| **Objective 4** *'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.<br>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. |
| **Objective 5** *'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.<br>Overall, it is predicted that, compared to the preferred scheme, there would be a lower impact due to air and noise quality. |
| **Objective 6** *' 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 |
| **Objective 7** *'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. |
| **Objective 8** *'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. |
| **Average Score** | 3 | |
| **Deliverability Categorisation** | | |
| Factors considered | Score | Comments |
| - Is there a risk that will prevent us from progressing this option?<br>- What level of stakeholder/public support/challenge is expected for this option?<br>- Are there any significant third party issue associated with the option?<br>- Are there any political issues associated with this option?<br>- Are there any planning/legal issues associated with this option?<br>- Does the option impact the overall project deliverability? | 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 |
| - Is the option technically sound?<br>- Is the option financially affordable?<br>- Is the option buildable?<br>- Is the option likely to be practical and effective?<br>- Does the option impact the overall project feasibility | 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.<br>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 |
| **Objective 1** *'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.<br>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. |
| **Objective 2** *'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. |
| **Objective 3** *'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. |
| **Objective 4** *'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.<br>The height and overall extents will be comparable to the embankment required for the preferred option.<br>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.<br>There are no significant environmental impacts.<br>Overall, the score should be equivalent to the preferred option. |
| **Objective 5** *'To seek to mitigate impacts on air quality and noise'* | 3 | No additional benefits or drawbacks when compared with preferred option. |
| **Objective 6** *' 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. |
| **Objective 7** *'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. |
| **Objective 8** *'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. |
| **Average Score** | 2.625 | |
| **Deliverability Categorisation** | | |
| Factors considered | Score | Comments |
| - Is there a risk that will prevent us from progressing this option?<br>- What level of stakeholder/public support/challenge is expected for this option?<br>- Are there any significant third party issue associated with the option?<br>- Are there any political issues associated with this option?<br>- Are there any planning/legal issues associated with this option?<br>- Does the option impact the overall project deliverability? | 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 |
| - Is the option technically sound?<br>- Is the option financially affordable?<br>- Is the option buildable?<br>- Is the option likely to be practical and effective?<br>- Does the option impact the overall project feasibility | 2 | The option, as presented, has several feasibility issues:<br>- alignment of the A38 and associated speed limit;<br>- vertical alignment of the A61 necessary to get over the A38 overbridge in a short distance;<br>- need to separate the A61 northbound into traffic proceeding over the A38 and traffic joining the A38 southbound.<br>It is expected that the A38 could be re-aligned to a wider radius, similar to the previously considered options (Ref 4 & Ref 5) but this will have a similar result to those options. |

| Reference | | |
|---|---|---|
| Option 18 – BAAG Alternative Little Eaton Junction | | |
| **Submitted by:** | | |
| BAAG | | |
| **Alternative option for** | | |
| Little Eaton Junction | | |
| **Objectives Categorisation** | | |
| Objective Description | Score | Comments |
| **Objective 1** *'To reduce congestion and increase reliability of journey times on the strategic corridor'* | 4 | The proposed option will improve journey times compared to the existing situation through grade-separation of the A38.<br>The proposed curvature is similar to the current preferred option, therefore same score as the preferred option given. |
| **Objective 2** *'To minimise traffic disruption due to construction works and incidents'* | 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 |
| **Objective 3** *'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 |
| **Objective 4** *'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. |
| **Objective 5** *'To seek to mitigate impacts on air quality and noise'* | 3 | No additional benefits or drawbacks when compared with preferred option. |
| **Objective 6** *' To improve the safety for all road users'* | 4 | No additional benefits or drawbacks when compared with preferred option. |
| **Objective 7** *'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. |
| **Objective 8** *'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. |
| **Average Score** | 3.25 | |
| **Deliverability Categorisation** | | |
| Factors considered | Score | Comments |
| - Is there a risk that will prevent us from progressing this option?<br>- What level of stakeholder/public support/challenge is expected for this option?<br>- Are there any significant third party issue associated with the option?<br>- Are there any political issues associated with this option?<br>- Are there any planning/legal issues associated with this option?<br>- Does the option impact the overall project deliverability? | 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 |
| - Is the option technically sound?<br>- Is the option financially affordable?<br>- Is the option buildable?<br>- Is the option likely to be practical and effective?<br>- Does the option impact the overall project feasibility | 3 | The option, as presented, has several feasibility issues as a result of the online construction:<br>- Construction costs<br>- Diversion costs<br>- Cost of providing temporary traffic routes<br><br>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 |
| **Objective 1** '*To reduce congestion and increase reliability of journey times on the strategic corridor'* | 4 | No additional benefits or drawbacks when compared with Option K1. |
| **Objective 2** *'To minimise traffic disruption due to construction works and incidents'* | 3 | No additional benefits or drawbacks when compared with Option K1. |
| **Objective 3** '*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. |
| **Objective 4** '*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.<br>In addition, there is the potential for protected species to be found within the tree belt adjacent to the proposed western roundabout. |
| **Objective 5** *'To seek to mitigate impacts on air quality and noise'* | 3 | The principal impacts are:<br>- noise and vibration (both during construction and operation);<br>- air quality.<br>Although the receptors along Greenwich Drive South will be avoided, a smaller number of additional receptors along Kingsway Park Close will be encountered. |
| **Objective 6** *' 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. |
| **Objective 7** *'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. |
| **Objective 8** *'To be affordable and represent High Value for Money according to DfT's appraisal criteria'* | 3 | The option will offer value for money. |
| **Average Score** | 3.25 | |
| Deliverability Categorisation | | |
| Factors considered | Score | Comments |
| - Is there a risk that will prevent us from progressing this option?<br>- What level of stakeholder/public support/challenge is expected for this option?<br>- Are there any significant third party issue associated with the option?<br>- Are there any political issues associated with this option?<br>- Are there any planning/legal issues associated with this option?<br>- Does the option impact the overall project deliverability? | 3 | This option resulted in a mixed reaction from consultees but significant support from Mackworth residents.<br>As such, it is expected that the proposal will meet limited resistance to delivery. |
| Feasibility Categorisation | | |
| Factors considered | Score | Comments |
| - Is the option technically sound?<br>- Is the option financially affordable?<br>- Is the option buildable?<br>- Is the option likely to be practical and effective?<br>- Does the option impact the overall project feasibility | 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 |
| **Objective 1** *'To reduce congestion and increase reliability of journey times on the strategic corridor'* | 4 | No additional benefits or drawbacks when compared with Option K1. |
| **Objective 2** *'To minimise traffic disruption due to construction works and incidents'* | 3 | No additional benefits or drawbacks when compared with Option K1. |
| **Objective 3** *'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). |
| **Objective 4** *'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. |
| **Objective 5** *'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. |
| **Objective 6** *' 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. |
| **Objective 7** *'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. |
| **Objective 8** *'To be affordable and represent High Value for Money according to DfT's appraisal criteria'* | 3 | The option will offer value for money. |
| **Average Score** | 3.625 | |
| **Deliverability Categorisation** | | |
| Factors considered | Score | Comments |
| - Is there a risk that will prevent us from progressing this option?<br>- What level of stakeholder/public support/challenge is expected for this option?<br>- Are there any significant third party issue associated with the option?<br>- Are there any political issues associated with this option?<br>- Are there any planning/legal issues associated with this option?<br>- Does the option impact the overall project deliverability? | 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 |
| - Is the option technically sound?<br>- Is the option financially affordable?<br>- Is the option buildable?<br>- Is the option likely to be practical and effective?<br>- Does the option impact the overall project feasibility | 3 | There are no feasibility issues associated with this design option. |

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