

From: [REDACTED]
Sent: 17 December 2019 14:30
To: A38 Derby Junctions <A38DerbyJunctions@planninginspectorate.gov.uk>
Subject: RE: TR010022 - A38 Derby Junctions highway improvement scheme

Dear Stuart Cowperthwaite, Lead Member of Panel,

I apologise for not attending and speaking at the Open Forum and Hearing 2 on 10/11 December as i intended, due to bad planning on my part. However the attached text is what I would have delivered to question the HA plans & procedures.

Regards, Alan Bradwell

From: [REDACTED]
Sent: 07 December 2019 07:46
To: A38 Derby Junctions <A38DerbyJunctions@planninginspectorate.gov.uk>
Subject: Re: TR010022 - A38 Derby Junctions highway improvement scheme

Dear sirs,

Ref No.20022846.

I will attend the meeting on 10th & 11th December and will speak at the meetings..

Yours faithfully, Alan Bradwell

QUESTIONS TO HIGHWAYS AGENCY ABOUT THEIR A38TRUNK PROPOSALS

1 Why does the plan not solve the 40-year old problem of mixing A38T traffic and Derby Urban traffic, which leads to delays ? Kingsway and Queensway will still be a shared Trunk/Urban road. The A38T should be a separate road from the A5111 Derby Ring-Road.

2 How will the HA construct 8 new bridges, new carriageways and new roundabouts ON THE LINE OF THE EXISTING ROAD without leading to massive delays for the 10,000+ vehicles a day on the A38T and for Derby urban traffic for 3 years ? The last attempt by HA in 2015 of “Interim Improvements” at Markeaton and Little Eaton, involving only fitting traffic lights and an extra carriageway at these roundabouts, led to enormous chaos and delays DAILY for 6 months. How will HA keep the traffic moving ? Will it be diverted down A6 Duffield Road and Broadway, where there are 3 schools ?

There is sufficient room along Kingsway and Queensway to build two separate side-by-side roads – A38T and A5111. The new A38T can run to the west of the A5111. Land will be required from the Army Reserve and Markeaton Park, and the Garage and McDonalds will need to be demolished (land is already being taken from all of these and 6 houses are being demolished for the HA plan). Construction of the new separate A38T and bridges can then take place OFF-ROAD without interfering with the existing road and traffic flows.

3 Why are there 7 Junctions of the A38T with Derby? All are not needed, especially Kingsway junction and Kedleston Road Junction, especially if the proposal in 2) above is implemented. Kingsway junction can be eliminated if the Uttoxeter Road Junction is made bi-directional with a new bridge, making this the major south-Derby junction leading along this dual carriageway into town . This work can be carried out OFF-ROAD..

4 Why are two bridges being built at Little Eaton over the roundabout and two new carriageways and 2 bridges being built over the railway line, all ON THE ROAD LINE, when a single bridge could take the A61 over the ground-level A38T. The HA plan is overkill. The A38T can be swerved north through the Garden Centre to soften the bend, and two OFF-ROAD roundabouts can be built north & south of the junction on available land for leaving/joining traffic, copying the HA “preferred solution” for the Kingsway Junction. This would reduce the visual impact and noise levels at the junction.

5 Why does the HA plan promote the benefits to the A38T, whilst worsening the conditions for Derby Urban traffic ? **All** the minor access roads to the new A38T have been closed, despite suggestions by HA that access would be maintained. If the proposal 2) above was implemented, access to the A5111 could be maintained for all these minor roads, improving not worsening the situation for Derby traffic. How will HA maintain access between Allestree & Little Eaton and Breadsall along this ancient right-of-way for local light traffic and pedestrians during and after construction ?