

A38 DERBY JUNCTIONS DCO APPLICATION

RESPONSE OF BREADSALL PARISH COUNCIL TO THE EXAMINING AUTHORITY'S SECOND WRITTEN QUESTIONS.

Question 7.1

The Parish Council has always agreed that Highways England (HE) has made some attempts to mitigate the effects of the proposed new A38/A61 junction on Breadsall Village. However, HE's statements in REP 3-026 do not appear to add any new mitigation measures. In particular HE makes no reference to the Parish Council's request for the widening of the tree belt which currently narrows very abruptly at the southern end of the slip road and offers quite inadequate screening facing Breadsall village. Without the extra screening it seems impossible to achieve the level of mitigation predicted by HE. It is quite unacceptable that this matter is left to HE's discretion and the Parish Council requests the Examining Authority to insist on a wider tree belt at this location. At the same time only two of the new photomontages in REP 3-018 relate to Breadsall and one of these (11) is bizarrely taken from a position in the middle of the village where the junction cannot be seen. The other relevant photomontage (24) substantially repeats the earlier versions supplied by HE. It is assumed that the earlier photomontages still apply.

As far as the Parish Council is concerned, therefore, nothing has changed. HE has essentially incorporated some mitigation measures but, as it admits, there will be some adverse effects on Breadsall Village and the green belt more generally, especially during the early years of the scheme. The key issue which appears to have dropped off the agenda is that

- a) there are alternative routes to the north west of the present junction which would use mainly brownfield and avoid almost all adverse effects on Breadsall and the quality and openness of the Green Belt.
- b) the process by which the Highways Agency and later Highways England rejected these alternatives was deeply flawed.

The Parish Council addressed this issue in detail in its first written representation and remains of the view that the only equitable solution is to re-run the selection process for the design of the Little Eaton Junction. It is trusted that the Examining Authority will take full account of the Parish Council's submission on this subject in determining the DCO application.

Question 8.2

The issue of footpath diversions has become confused and this response will attempt to address each issue, point by point.

As far as the Parish Council is aware the plan submitted by HE in Rep 3-016 correctly shows the current alignment of FP3. Although HE appears to believe that some sort of diversion of this route has already taken place the Parish Council is unaware of any such diversion being formally approved. The County Council representatives were similarly unaware of any diversion at the hearing

on 11 December. Furthermore, the current alignment of FP3 is still signposted at the edge of the A38 slip road (see photograph below)

The present alignment of FP3 takes the pedestrian directly from Breadsall to the edge of the existing A38 southern slip road and then heads southwards immediately alongside the slip road as far as the southern side of the existing roundabout, where a dangerous crossing point is located. For the pedestrian wishing to reach the northern side of the existing roundabout there is a more direct route available by leaving FP3 where it first reaches the existing slip road and then simply crossing the slip road and the A38 main carriageway just to the north of the roundabout. The Parish Council has never suggested that FP3 actually crosses the A38, but this is a route which is available to pedestrians. The Parish Council is requesting that HE replicates this useful, direct route by providing a footpath route across the slip roads and beneath the A38 bridge immediately to the north of the new junction.

HE appears in its proposals to be suggesting that pedestrians could cross the A61 on the alignment of FP1 some way to the south of the roundabout and proposes to divert FP3 to join with FP1 to facilitate this. This is quite unacceptable as the A61 at this point is a high-speed dual carriageway and far more dangerous than the direct crossing point referred to in the third paragraph above.

HE also suggest that pedestrians wishing to walk from Breadsall to the northern side of the existing roundabout could walk southward along Croft Lane and Old Croft Lane to the proposed new Toucan crossing over the A61 and then northward along the western side of the A61. This is true but results in a major detour in the order of 660 metres and represents a most unattractive route entirely on or alongside roads.

Both HE and the County Council suggest that the proposed diversion of FP3 would create a circular recreational route together with FP1 to the east of the A38. This may be true, but the general objective of footpath users is to reach a destination, not to go round in circles! This, while not unwelcome, is likely to be of interest only to dogwalkers and is certainly no compensation for the loss of the direct route from Breadsall to the northern side of the A38/A61 roundabout. The Parish Council therefore opposes the loss of FP3 as a direct route to the B6179 but is quite happy to see a new link between FP3 and FP1 as shown in blue on the plan submitted by HE with REP 3-016. The County Council suggests a more direct alignment of the new link than the one shown by HE. The Parish Council has no objection to this, but it is possible that the HE proposal follows the boundary of the new ponds and makes more sense on the ground.

HE state that FP 1 and FP 3 are little used and quote some observations made in 2014 and 2018. The Parish Council would like details of these observations such as the location and duration of the pedestrian counts. If the use of these footpaths is low this is almost certainly because of their very poor state and termination at dangerous crossing points which clearly deters usage. Some photographs of these footpaths are attached.

Finally, the Parish Council requests a definite commitment to provide a Toucan crossing over the A61 at or near Old Croft Lane. It is understood that funding has been secured from HE but the County Council is still considering design issues. The Toucan crossing is vital to provide a safe pedestrian and cycling route between Breadsall and the western side of the A61 and it is understood that funding is to be provided as part of the A38 scheme. The Parish Council therefore requests a commitment to the Toucan crossing within the DCO or some other simultaneous agreement.



Original crossing point now discouraged.



Steep slippery path to revised crossing point

Unmaintained path to revised crossing point



Current termination/crossing point of FP3





Current termination/crossing point of FP1