



The Planning Inspectorate
Yr Arolygiaeth Gynllunio

A38 Derby Junctions Highway Improvement Scheme

(TR010022)

Correspondence received after the close of the Examination at
23:59 on 8 July 2020

1. Correspondence received by the Planning Inspectorate

No.	From	Organisation	Date Received
1	Katie Pegram		7 September 2020
2	Fiona Collingwood		7 September 2020
3	Stephen Humphreys	Burges Salmon	11 September 2020
4	Helen Robinson	DWF Law LLP	11 September 2020
5	Stephen Humphreys	Burges Salmon	17 September 2020
6	Harriet Thompson		17 September 2020
7	Gail Cieslak		20 September 2020
8	Jane Hardstaff		29 September 2020
9	Sarah Evans	Geldards LLP	8 October 2020
10	Nev Richards		2 December 2020

2. Correspondence received by the Department for Transport

No.	From	Organisation	Date Received
1	Lesley Whitehouse		14 December 2020
2	Naomi Wilds		14 December 2020
3	Kate Plant		18 December 2020
4	Sarah Fowler		29 December 2020
5	Clare Wood		30 December 2020

This record does not include correspondence associated with the Secretary of State's consultation dated 3 November 2020. The documents related to this consultation are available on the project webpage, here:

<https://infrastructure.planninginspectorate.gov.uk/projects/east-midlands/a38-derby-junctions/?ipcsection=docs&stage=6&filter1=Secretary+of+State+Consultation>

From: [REDACTED]
To: [A38 Derby Junctions](#)
Subject: Objection the A38 Roadworks
Date: 07 September 2020 21:37:31

Hello,

I live on [REDACTED] right by the A38 and throughout the 20 yrs I have lived here I have rarely experienced traffic. There just isn't the warranted excess of traffic to spend what must be a huge sum of money.

Mature trees would need to be cut down to make room that have been there for an extremely long time and support a huge biodiversity. I don't want to see those trees cut down. It will open up Markeaton Park to a huge amount of traffic and traffic noise.

Surely the government has put a stop to projects taking place that reduce carbon emissions and create extra pollution.

Yours sincerely

Katie PEGRAM

Sent from my iPad

From: [REDACTED]
To: [A38 Derby Junctions](#)
Subject: Objection the A38 Roadworks
Date: 07 September 2020 23:16:22

To whom it may concern,

I am very concerned about this proposal, at a time when more trees are needed and an improvement in our air quality.

This scheme will have a negative impact on our health and also access into Derby. Footfall is already a concern to local businesses and by creating traffic delays, due to construction, this will further reduce the appeal of shopping in Derby.

I will certainly shop online as I have no desire to be stuck in potential queues around the Markeaton roundabout. Many others will do the same leading to business losses.

For our family the saddest aspect is that mature trees will be felled, it really is heartbreaking the lack of care for our local environment.

Yours faithfully,

Fiona Collingwood

From: [Helen Robinson](#)
To: [Stephen Humphreys](#); [Bartkowiak, Bart](#)
Cc: [A38 Derby Junctions](#); [Williams, Tracey](#); [Archbold, Christopher](#); [Nicola Cotton](#); [Jamieson, Helen](#); [Elizabeth Dunn](#)
Subject: RE: A38 DCO - Highways England / Update on STW Agreement [BURGES-WORK.FID8959218] [DWFLP-Active.FID5537394]
Date: 11 September 2020 13:49:28
Attachments: [image001.png](#)
[0.png](#)
[1.png](#)
[2.png](#)
[3.png](#)

Dear Bart,

Further to Stephen's email below, I can confirm, on behalf of STW, that agreement with Highways England was reached on 31 July 2020 to the satisfaction of STW. As a result, STW have no objection to the Scheme or the content of the DCO.

Kind regards

Helen Robinson Senior Associate
Planning



DWF Law LLP

Bridgewater Place Water Lane Leeds LS11 5DY
T +44 333 320 2220 F +44 333 320 4440

From: Stephen Humphreys <Stephen.Humphreys@burges-salmon.com>
Sent: 11 September 2020 13:30
To: Bart.Bartkowiak@planninginspectorate.gov.uk
Cc: A38DerbyJunctions@planninginspectorate.gov.uk;
TRACEY.WILLIAMS@planninginspectorate.gov.uk; Archbold, Christopher
<Christopher.Archbold@highwaysengland.co.uk>; Nicola Cotton <Nicola.Cotton@burges-salmon.com>; Jamieson, Helen <Helen.Jamieson@highwaysengland.co.uk>; Elizabeth Dunn <Elizabeth.Dunn@burges-salmon.com>; Helen Robinson <Helen.Robinson@dwf.law>
Subject: A38 DCO - Highways England / Update on STW Agreement [BURGES-WORK.FID8959218]

Dear Bart

Hope all is well with you.

I write to provide you with an update on the discussions between Highways England (HE) and Severn Trent Water (STW) in respect of the draft DCO. As noted in Highways England's Update to the Examining Authority / Statement on the Protective Provisions at Deadline 15 (see document ref: REP15-008) STW did not object to the inclusion of the current Protective Provisions in the DCO because a side agreement was being entered into between HE and STW.

I can now confirm that agreement was reached with STW on 31 July 2020. As such, this reiterates the fact that STW has no objection to the Scheme or the content of the draft DCO.

I have copied in STW's solicitor (Helen Robinson at DWF) and asked her to confirm this position to the ExA. Helen has kindly said that she will provide this confirmation on the back of this email.

I would be grateful if you could please confirm safe receipt of this email and that a copy of it will be

passed on to the Examining Authority.

Kind regards

Stephen

Stephen Humphreys

Senior Associate
Planning & Compulsory Purchase
Burgess Salmon LLP

T: +44 (0) 117 902 2709

PA: Lena Wright (Monday - Wednesday)
T: 0117 307 6105

PA: Amelia Burnham (Thursday - Friday)
T: 0117 307 6986

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From: [Stephen Humphreys](#)
To: [Bartkowiak, Bart](#)
Cc: [A38 Derby Junctions](#); [Williams, Tracey](#); [Archbold, Christopher](#); [Nicola Cotton](#); [Jamieson, Helen](#); [Elizabeth Dunn](#); [Helen Robinson](#)
Subject: A38 DCO - Highways England / Update on STW Agreement [BURGES-WORK.FID8959218]
Date: 11 September 2020 13:30:32
Attachments: [image001.png](#)

Dear Bart

Hope all is well with you.

I write to provide you with an update on the discussions between Highways England (HE) and Severn Trent Water (STW) in respect of the draft DCO. As noted in Highways England's Update to the Examining Authority / Statement on the Protective Provisions at Deadline 15 (see document ref: REP15-008) STW did not object to the inclusion of the current Protective Provisions in the DCO because a side agreement was being entered into between HE and STW.

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I have copied in STW's solicitor (Helen Robinson at DWF) and asked her to confirm this position to the ExA. Helen has kindly said that she will provide this confirmation on the back of this email.

I would be grateful if you could please confirm safe receipt of this email and that a copy of it will be passed on to the Examining Authority.

Kind regards

Stephen

Stephen Humphreys
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[REDACTED]

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From: [Stephen Humphreys](#)
To: [Bartkowiak, Bart](#)
Cc: [A38 Derby Junctions](#); [Williams, Tracey](#); [Archbold, Christopher](#); [Nicola Cotton](#); [Jamieson, Helen](#); [Elizabeth Dunn](#); Sarah.Evans@geldards.com
Subject: A38 Highways England DCO - Side Agreement with WPD [BURGES-WORK.FID8959218]
Date: 17 September 2020 11:20:31
Attachments: [image001.png](#)

Dear Bart

I write to provide you with an update on the discussions between Highways England (HE) and Western Power Distribution (WPD) in respect of the draft DCO. As noted in Highways England's Update to the Examining Authority / Statement on the Protective Provisions at Deadline 15 (see document ref: REP15-008) WPD did not object to the inclusion of the current Protective Provisions in the DCO because a side agreement was being entered into between HE and WPD.

I can confirm that agreement was reached with WPD on 3 August 2020. As such, this reiterates the fact that WPD has no objection to the Scheme or the content of the draft DCO.

I have copied in WPD's lawyer (Sarah Evans at Geldards) and provided her with an advance copy of this email. I have asked Sarah to confirm WPD's position on the back of this email. I would suggest that in the absence of any such confirmation that this email is sufficient to reflect the current position given the agreement between HE and WPD.

I appreciate that the Examination is now closed, however, I would be grateful if you would please pass a copy of this email on to the Secretary of State by way of update.

Kind regards

Stephen

Stephen Humphreys
Senior Associate
Planning & Compulsory Purchase
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T: +44 (0) 117 902 2709
[REDACTED]

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From: [REDACTED]
To: [A38 Derby Junctions](#)
Subject: a38 derby
Date: 17 September 2020 21:25:53

Dear Stuart Cowperthwaite

My name is Harriet and I live close to where the A38 expansion work is planned for Derby. Myself and many other local people are very worried about these road works and the implications that it will have a) before construction when hundreds, possibly thousands of trees are to be axed, b) during construction with increased air pollution and rat runs around our streets and c) afterwards when speeds increase, more cars use the extra lanes and we end up contributing more to climate change than before.

I realise that the consultation period has now passed. But that is the thing – I, nor any other local person, were consulted about these works. We never received a letter or mail drop advising us of the consultation process and now feel we have been cheated out of a say. As a consequence of this, I personally believe that the current consultation you are putting forward is invalid and the road building should not proceed until local people have been invited to have their say.

I look forward to hearing from you

Best wishes

Harriet Thompson
[REDACTED]

From: [REDACTED]
To: [A38 Derby Junctions](#)
Subject: A38
Date: 20 September 2020 12:20:58

Hello

I would like to let you know that not all residents object to the plans for the a38 due to start march next year. Indeed we have been waiting many years for it to be do so can't wait. We believe the air pollution will be reduced along with a vast improvement to the traffic chaos especially at marketing island for local residents. So please please please do not let the extinction rebellion numptys delay it any longer

Kind regards

Gail Cieslak

From: [REDACTED]
To: [A38 Derby Junctions](#)
Subject: Objection the A38 Roadworks
Date: 29 September 2020 07:26:49

To whom it may concern,

I wish to raise my deep concerns in about the proposed extension of the A38.

In a time when the government claims to be supporting climate change initiatives, and reducing air pollution, this project makes no sense. Introducing a short 3 lane section to this road makes no sense. Proposing a project which will take local air pollution beyond allowable limits is illegal. Thousands of local residents, including at least three schools will be adversely effected.

The opinion of local residents has not been sought in this. What we would like are decent, affordable bus routes which offer a direct route to the Royal Hospital, and safe cycle lanes.

We do not want are beautiful trees destroyed, increased noise, pollution and the upheaval and stress caused by years of road works and diversions.

I moved to this area because of its quiet, leafy nature. [REDACTED], if the proposed expansion goes ahead, I will have no choice but to consider leaving my home of 25 years.

I urge you to reconsider this decision, to consult properly with residents and to put this huge proposed investment into developments which would improve life for us all.

I look forward to hearing from you.

Yours,

Jane Hardstaff
[REDACTED]

From: [Sarah Evans](#)
To: [A38 Derby Junctions](#); [Stephen Humphreys](#)
Cc: [REDACTED]
Subject: RE: A38 Highways England DCO - Side Agreement with WPD [BURGES-WORK.FID8959218] [GELDARDS LLP-Nottingham.FID2194231]
Date: 08 October 2020 21:50:17
Attachments: [image004.png](#)
[image005.png](#)
[image006.png](#)

Good Evening all,

Apologies for the delay in responding.

I confirm that an agreement has been reached between Highways England and my client Western Power Distribution (East Midlands) plc in relation to this DCO.

Regards,

Sarah Evans

Associate Solicitor
Networks Plus
Volume Utilities Specialists
Midlands Real Estate
For and on behalf of Geldards LLP

Please note my hours of work are:

Monday 10am-2pm

Tuesday 7am-6pm

Wednesday 8.30am-2.30pm

Thursday 7am-6pm

Friday is a non-working day

Please contact me on my mobile number at present.

[REDACTED]
Email: sarah.evans@geldards.com



From: A38 Derby Junctions <A38DerbyJunctions@planninginspectorate.gov.uk>
Sent: 18 September 2020 13:25
To: Stephen Humphreys <Stephen.Humphreys@burges-salmon.com>
Cc: A38 Derby Junctions <A38DerbyJunctions@planninginspectorate.gov.uk>; Williams, Tracey <TRACEY.WILLIAMS@planninginspectorate.gov.uk>; [REDACTED]
[REDACTED]
[REDACTED]
Subject: RE: A38 Highways England DCO - Side Agreement with WPD [BURGES-WORK.FID8959218]

This Message originated from outside your organisation.

Hi Stephen

Thank you for your email, I will pass the message on to SoS alongside the recommendation report in

due course.

Regards
Bart

From: Stephen Humphreys <Stephen.Humphreys@burges-salmon.com>
Sent: 17 September 2020 11:20
To: Bartkowiak, Bart <Bart.Bartkowiak@planninginspectorate.gov.uk>
Cc: A38 Derby Junctions <A38DerbyJunctions@planninginspectorate.gov.uk>; Williams, Tracey <TRACEY.WILLIAMS@planninginspectorate.gov.uk>; [REDACTED]

Subject: A38 Highways England DCO - Side Agreement with WPD [BURGES-WORK.FID8959218]

Dear Bart

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Stephen

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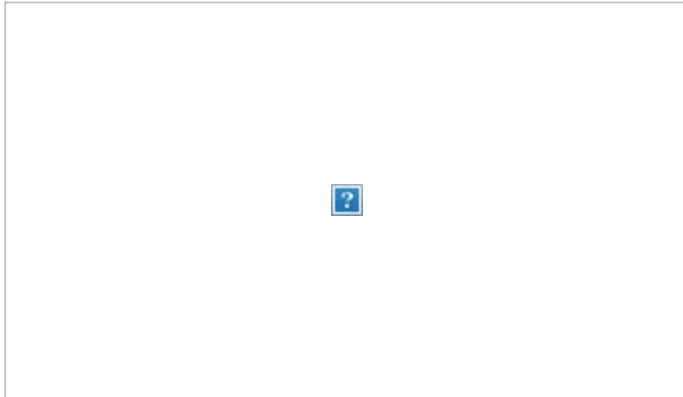


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From: [REDACTED]
To: [A38 Derby Junctions](#)
Subject: Objection the A38 Roadworks
Date: 02 December 2020 13:32:46

I am objecting in the most strongest of terms that I can that I am opposed to the plans that you have to demolish homes under compulsory purchase. Even more so, I am outraged at taking public open space at Markeaton Park and cutting down mature ancient trees. These trees are assisting CO2 reduction and the proposal is basically to increase pollution. I am appalled.

Indeed, these roads have been messed about with for way too long, fixes here and there....none any good....yes, improvements for traffic flow need to take place but not at the detriment of the factors described. There is another way. Why do we have to destroy and cause misery?

I object.

I'm totally fed up with this City and as soon as I can move away from it I will as its being ruined by the city Council and other agencies.

My fore fathers would turn in their graves.

Outrageous!

Mr Richards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



Virus-free. www.avg.com

From: Lesley Whitehouse [REDACTED]
Date: 14 December 2020 at 16:30:53 GMT
To: grant@shapps.com
Subject: A38 Development around Derby

Dear Mr Shapps.

I am distressed to hear about the mature trees that will be destroyed if the above development goes ahead. The government of the day should not be encouraging more road use by car but investing in other forms of transport. Replanting is no substitute for the destruction of mature trees neither is building or widening roads the answer to our traffic problems,

This is the 21st Century - the time for continually building new roads should be over. Our lovely Markeaton park in Derby is going to be ravaged by this proposal when are we going to stop destroying our environment?

I hope with all my heart that this proposal is cancelled.

Your sincerely,

Lesley Whitehouse

From: Naomi Wilds [REDACTED]
Date: 14 December 2020 at 18:50:11 GMT

To: grant@shapps.com

Subject: **Objection to the A38 road expansion scheme**

Dear Grant

I'm writing to lodge my objection to the current plan from Highways England to expand the A38 in Derby, to add an extra lane of traffic and all the years of disruption and construction which will result. In doing so, the scheme will fell hundreds of precious trees from Markeaton park.

I live within a 5 minute walk of the A38 and Markeaton Park in Amanda Solloway's constituency. During the lockdown this year, it was hugely noticeable how the absence of heavy road traffic, lorries and cars on the A38 improved the overall peace and environment of my neighbourhood. I am a car driver myself, and previously was making journeys for work and leisure of approx 15,000 miles a year. Proximity to the A38 was a major bonus to my work and life.

After the experience of lockdown and my distress at hearing the road start up again in July, I have re-evaluated my need to drive so much. I now minimise my car travel, using my bike wherever possible and only driving if absolutely necessary. Because of the pandemic, and Derby's Tier 3 status, I am not confident yet to use public transport but I will be switching to public transport as my majority mode of travel when it is safe to do so.

It is impossible to understand the rationale for investing in widening roads, when we know that this just leads to more traffic, and releases huge amounts of additional carbon into the atmosphere at a time when we should be embracing every opportunity to lower our footprint. Plans to bulldoze houses, and remove hundreds of precious trees, including the irreplaceable habitat of a 300 year old veteran oak can never be offset with the planting of saplings.

The pandemic and its' origins have shown us how much we need to change our behaviour if we are going to avert the worst impacts of the climate crisis - how this is impacting on humans elsewhere in the world, how much that connects with us, and also having such a devastating effect on wildlife. Covid-19 is a direct result of human development encroaching on wildlife habitat, with poor people turning to wildlife trade to make a living. Here in the developed industrial world, we need to take our full share of responsibility for these global issues - the least we can do is amend our travel habits.

For central government to declare a climate emergency, be chairing the Cop26 talks, attempting to show leadership on the world stage and at the same time to have pushed through this £9 billion Road Investment Strategy (2) and the HS2 scheme which is decimating our ancient woodland - it beggars belief.

Trees are important because they take carbon dioxide out of the air, and play a role in removing other pollutants produced by vehicles. The kinds of mature trees that will be destroyed as a result of this road expansion cannot easily be replaced.

We should be aiming to reduce volumes of traffic, not encouraging more cars and more toxic car fumes.

Furthermore, the current plans for expansion are set to take four years. That's four years of disruptive construction for locals, just for higher levels of air pollution.

Over 5000 people have signed a petition protesting about the plans. I attended a vigil this weekend for the trees which was led by religious leaders from across all faiths. As an elected representative, I urge you to listen to these views and reflect them in your decision making. We must make this change and make the UK a country which stands by its rhetoric on the importance of the climate.

Thanks for your time,
Naomi

Manchester Street, Derby

From: Kate Plant [REDACTED]
Sent: 18 December 2020 16:36
To: SHAPPS, Grant <grant.shapps.mp@parliament.uk>
Subject:

To the Right Hon Grant Shapps

Firstly may i wish you a Happy Christmas

Secondly...

I am writing to ask you to stop the proposed expansion of the A38 around Derby.

This plan was made a long time ago, before the need to move to a decarbonised transport system was properly understood. That is no longer the case The climate crisis is such that all big construction projects should be reviewed carefully. It is my understanding that the plan for the expansion of the A38 is no longer fit for purpose. My reasons for this position are as follows.

1. We understand the government is encouraging us to move to walking and cycling. It no longer makes sense therefore to create more space for more traffic. The money would be better spent (and probably employ more people), in creating a proper safe and connected cycle network around Derby and investing and promoting an efficient electric powered public transport system. Also the recent move to home working is likely to continue and congestion eased in any case

2. During the planned expansion we understand traffic will be diverted through Derby. Whilst we look with hope to a time when the cars and lorries that still use our roads have all become electric, we are a long way off from that now. Derby City has already high levels of air pollution. It is estimated that it causes 131 unnecessary deaths already each year. Also high levels of air pollution are proven to exacerbate the effects of Covid-19. To increase those levels in the next few years is wantonly irresponsible.

3. If you decide that this scheme should go ahead, preparatory works are likely to start next March. These will involve the felling of over 100 mature trees in the Markeaton park area as well as many more hundreds of trees around the Kingsway and Little Eaton roundabouts. All of us recognise trees, now, as crucial to our fight against the climate crises. The days of dismissing their protectors as 'tree huggers' are over. We cannot stand in judgement over the governments of rain forest countries when we do not protect the trees for which we are responsible. In the climate and ecological emergency, the felling of trees is the last thing that should be happening! In addition to that, the Clark Maxwell and Mundy families left Markeaton park to the people of Derby as a green space, specifically not to be built on. Recent months have proved beyond doubt the necessity for green spaces in the life of cities.

4. Finally and most importantly there is the carbon foot print of the construction itself. We are at a critical moment in our response to climate change and the awful impact that that will have on human and other life. It is imperative that everybody looks to see how they can reduce their carbon footprint – but the good we do through our attempts to change individual lifestyles are completely eradicated when a construction project of this size – which is as unnecessary as it is short sighted – is allowed to go ahead, as if there is no climate crisis and business is as usual.

These are my reasons for opposing the expansion of the A38 – a road I have used and crossed all my life. And so I look to you to use what influence you have to stop it.

Yours sincerely.

Revd Kate Plant

Kate Plant;

Priest in Charge of Breadsall and Smalley with Morley

Please note that my day off is normally Friday.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Sent: 29 December 2020 09:55

To: SHAPPS, Grant <grant.shapps.mp@parliament.uk>

Subject: A38 Junctions Scheme

Dear Grant Shapps

As a resident of Derby I am writing to ask that you consider rejecting the A38 Junctions scheme in Derby because it will not provide a net benefit for the people of my city and will not be of net benefit to the long term transport infrastructure for the UK.

I have itemised some of my specific reasons as follows:

1. The national and global situation has changed since the original A38 scheme through Derby was constructed.

- The A50 Derby southern bypass was completed in the late 1990s and has been recently improved at the junction with the M1 near East Midlands Airport. It now provides a direct route from the A38 between Birmingham and the M1 both north bound and south bound. This improvement, in addition to the widening of the M1 in Nottinghamshire has resulted in a slightly shorter journey time from the A38 at Burnaston to the M1 at Sutton in Ashfield compared to the A38 through Derby. The A50/M1 route is just 2.4 miles longer than the route through Derby and on average 5-15 minutes faster.

- A new rail / road logistics park is under construction at junction 24 and 24A of the M1. As I am sure you know, Logistics Park East Midlands Gateway is a huge development that incorporates a 50 acre Strategic Rail Freight Interchange which will include a rail freight terminal, capable of handling up to sixteen 775m freight trains per day, container storage and HGV parking. This will take HGVs away from the A38 through Derby as they will access the M1 northbound directly at junction 24 after picking up containers at the freight terminal.

- In June 2019, the UK became the first major country to legislate for a net-zero target for carbon emissions by 2050. Currently road traffic contributes one fifth of the UK carbon emissions and since 1990 emissions from road traffic have increased by 6%. Even a very rapid switch to electric vehicles will not reduce greenhouse gas emissions enough to meet the emissions target. To reach this target, traffic levels need to be reduced by at least 20%.

- The A38 scheme is predicated on an increase in road traffic. Highways England have stated that it will increase carbon emissions both during and after construction. This is in direct contradiction to the Government zero carbon goal. At the very least there should be a moratorium on this scheme pending uptake of electric vehicles.

2. The scheme is not cost effective

It is estimated that the changes to the junctions will at best save 15 mins in journey time at the busiest times of the day. At all other times the saving will be less than 5 minutes. The total length of road is less than 2 miles. At an estimated cost of £250 million and timescale of 4 years this will be one of the most expensive and lengthy road schemes per mile in the history of road building in the UK even if everything goes to plan.

In addition, as Highways England have themselves stated this is a complex scheme and as such the estimated costs are likely to escalate. The Markeaton and Little Eaton junctions are both adjacent to watercourses that experience frequent flooding which is likely to lead ground instability once construction starts. The Kingsway junction is also low lying and drainage in the area will be unpredictable once construction starts.

During construction there will be considerable costs from the disruption for people and businesses in Derby and increased costs from congestion, pollution and carbon emissions.

3. Local congestion issues will not be solved by the A38 scheme and during the lengthy scheme construction phase will be made significantly worse.

For example, one congestion issue is the traffic generated by Derby Royal Hospital. Following the re-building and move of the main hospital site from the city centre to a suburb it is much harder to reach the hospital by public transport and from most housing areas in Derby it is now requires a two bus journey with typical journey times of between 45 minute and 1 hour each way. So most staff and visitors choose to access the hospital by car. The A38 road scheme would do very little to reduce the resulting congestion as the queues are mostly caused by joining traffic and junctions on local roads. A better solution would be to use some of the Transforming Cities Fund given to Derby to provide a regular, direct bus service from the main suburbs to the hospital. This would reduce congestion in the wider area, reduce carbon emissions and reduce air pollution.

There are similar congestion issues at the Markeaton and Little Eaton junction which will not be solved by the A38 scheme as they are also caused by traffic queuing beyond the junction.

In conclusion I ask you to look very closely at his scheme which will not solve congestion problems in Derby, is based on an outdated infrastructure model and is not cost effective.

Thank You

Sarah Fowler



From: [REDACTED]
Date: 30 December 2020 at 20:01:51 GMT
To: grant@shapps.com
Subject: A38 expansion, Derby
Reply-To: [REDACTED]

Dear Grant Shapps MP

I strongly and urgently implore you not to approve the A38 expansion in Derby. This expansion is not wanted by the people of Derby and is entirely unnecessary. This section of the A38 is only busy at rush hour (and since the start of the pandemic has been less busy because people have changed their work habits). At other times of the day, the traffic flows very smoothly. Going ahead with this proposal would mean:

- a huge increase in pollution
- the felling of hundreds of mature trees (whose value cannot be replaced by saplings)
- increased traffic
- increased speed of vehicles
- the destruction of invaluable and ever decreasing wildlife habitat

At a time when Derby City Council and the Government have declared a climate emergency, and now that the damage to health and the environment from pollution is widely known, it makes absolutely no sense to remove trees, wildlife habitats and green spaces in order to expand roads. As you will know, trees help to mitigate the effects of climate change, improve air quality and reduce toxic pollutants in the atmosphere. In addition, the trees which are to be felled for this expansion are on the edge of Derby's most popular park – Markeaton Park – which is an important part of Derby's history. They provide a much-needed barrier, screening the traffic from visitors using the park for picnics, walking, cycling, boating and many other activities.

Adding an extra lane each way would mean this section of the A38 would resemble a motorway and would bring in extra traffic as drivers seeing increased capacity on the road would be encouraged to use it, rather than using public transport or walking or cycling. It would also see an increase in vehicle speeds. Outside of rush hour, when the road is much quieter, I have seen drivers and motorcyclists travelling at terrifying speeds on this section of road, and more capacity will undoubtedly encourage more dangerous driving.

At a time when we should be doing everything to reverse or slow down climate change and reduce pollution, I cannot and will not stand by and watch the environment being wilfully destroyed.

I would appreciate a personal response from you.

Yours sincerely

Clare Wood