

Good afternoon

I am a parish councillor in the village of Brampton in Cambridgeshire where I live. I regret I have missed your deadline (30Apr09) for commenting on the proposals in the TEN-T Green Paper. However, I would like to share with you the real-life impact on a rural village in England of the Highways Agency's plans for implementation of TEN-T priority Axis 13 – 'improvement' of the A14.

At a current cost estimate of £1.2 billion for 22 miles this is the costliest non-motorway road project in the UK. The Highways Agency's scheme also includes widening of the A1 at the western end of Brampton from four lanes to six lanes, demolition of the Huntingdon viaduct on the existing A14 and construction of a convoluted road scheme in and around Huntingdon itself. All that stands between Brampton and 10 lanes of busy traffic – 114,600 vehicles daily – 25% HGVs (double the national average) is a Public Inquiry, which is expected to be held later this year.

I attach a brief dossier about the campaign group that I chair, which is fighting the A14 scheme alongside the parish council. Our alternative proposal is at page 4 of the dossier. Broadly, this proposes wider dispersal of A14 traffic by upgrading **existing** road and rail routes and scrapping part of the Highways Agency's scheme - ie the **new road section** from Fen Drayton to Ellington. We also advocate retention and rebuilding of the Huntingdon A14 viaduct to maintain **existing** road capacity.

I am currently researching data to support objections to the scheme and attach for your information the following:

- a recent report from the respected Tyndall Centre analysing the first report of the UK Climate Change Committee (para 4.4 on carbon lock-in by choice of new infrastructure is interesting);
- a report from GTZ on 'induced travel demand' confirming that roads built to relieve traffic congestion attract even more new traffic and become congested again in a short period of time;
- my response to a Government website invitation to share views on a low carbon industrial future for the UK.

I am in full agreement with the EC approach to TEN-T policy which puts environmental issues, especially climate change, at the top of the decision-making agenda. What concerns me is that a gross environmental injustice will be perpetrated on Brampton – and Brampton's children – if the Highways Agency's A14 scheme just rolls relentlessly forward without taking any account of changes in EU and Government policy since its original conception in 2001 - or of sound peer-reviewed scientific reports (Gauderman et al - Lancet Jan07) of the potential harm to children's health caused by traffic-related nitrogen dioxide emissions.

I must emphasise that this a **new road** not one inherited from previous generations with little knowledge of environmental issues. It is being planned by rational people in the 21st century when the results of ignoring man-made impacts on our planet are clear to see.

Environmental laws and principles are intended to enhance the environment, not degrade it. Please can you help us to protect our community and our quality of life by ensuring this TEN-T scheme is re-evaluated in line with the policy changes proposed? Timescales are tight. Draft Orders and an environmental impact statement are due in 'early summer' (possibly end May/early June) and a Public Inquiry is expected in 'late 2009' with building due to start in 2010. Please help.

Sincerely

Eileen Collier