

A14 – air quality

HE responses continue to be based on the measures and methods they have used to inform their proposals. By definition, therefore, they can confidently defend their position. Until and unless HE are required to revise these in the light of the EU directive, new equipment, denser monitoring scope and health statistics, this consultation process has no substance or meaning for the ExA's examination process. Specifically:

- The current storm over test emissions versus actual road use emissions is revealing, among other things, the extent to which vehicle manufacturers and users subvert emissions requirements and, importantly, the government's collusion in condoning high pollution by stalling and obfuscation rather than genuinely adopting air pollution directives and setting appropriate standards and testing methods.
The environmental campaigners as well as concerned citizens are unlikely to let go of this issue now. It seems irresponsible to add fuel to this furore by approving the construction of the A14, based on measures that are out-dated, failing to take account of the reality of the UK's woeful position on air pollution and its considerable impact on health. By the time the A14 would be built the standards could be significantly different. But, if the A14 goes ahead as currently proposed, Cambridgeshire will be left with an unforgiveable legacy.
- Defra have launched a consultation process in response to the request that we improve the UK's approach to reducing air quality issues. While I believe that such a step is another 'kick the can down the road' act, it nevertheless provides an opportunity for interested parties to make clear their concerns and needs and for Defra to revise their guidance, standards and methods as a result. I propose that ExA holds off their decision about the A14 until the consultation is complete and conclusions drawn.
- As CleanEarth already condemn the Defra proposed consultation and call into question how this process will work through and over what time period, it is surely prudent to see how this develops and the extent to which Defra will be held to account for air pollution standards in the UK. Again, I propose that ExA holds off its recommendations until this has been resolved.
- All parties concerned about the A14 air quality impact should have the opportunity / be prompted to participate in the consultation and I propose that ExA invites parties registered with the A14 scheme to participate in Defra's consultation process.
- New EU emissions testing equipment is being designed that is deemed to be more accurate than anything to date. I propose that ExA holds on their recommendations until this equipment can be used for this proposed scheme.
- In addition to the serious challenge on air quality standards, issues and concerns have been raised about the use of the models, the validity of the

measures used, the accuracy of predicted traffic flows, the lack of data for areas away from the current A14.

All of these add up to very low confidence in the HE proposals and the impact of them on rural communities. Spreading poor air quality across wider tranches of this area is hardly to be commended and this is exactly what the HE data shows. By recommending that the A14 goes ahead, the ExA would be contributing to ever-poorer health levels in this region.

- There has been very little said or covered by HE or the ExA about the health impact of air quality issues. Several eminent doctors have voiced their concerns about the impact on especially children and vulnerable adults. I propose that the ExA investigates more closely, in light of the EU directive, what the health cost will be in this area, especially in the rural communities which are taking the brunt of the impact. These costs should be factored into the cost-benefit calculations in assessing the A14 proposals.

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