

From: [REDACTED]
To: [A38 Derby Junctions](#)
Subject: Objection the A38 Roadworks
Date: 11 March 2020 10:20:13

Dear Sirs,

As a citizen of the world, who wishes to see our planet remain fit to live in for my grandchildren I wish to object to the A38 Derby Junctions Scheme on the following grounds:

<!--[if !supportLists]-->1. <!--[endif]-->Increased Carbon Emissions.

We are in a climate and ecological emergency (The UK government declared one in 2019 and made binding commitments to reduce carbon emissions and achieve carbon neutrality by 2050, although this is probably far too late). The scientific world are in virtually full agreement that the current dangerous upward trend in atmospheric CO2 and global warming is due to the burning of fossil fuels of which road traffic is an important cause (in the UK the most important cause). The UK is also signed up to the 2018 Paris agreement to adhere to its carbon budget to achieve carbon neutrality. Building the A38 derby junctions scheme transgresses these commitments as it will lead to increased carbon emissions during the building phase estimated to be 3.5 to 4 years both from construction traffic and from the induced congestion of local traffic, which has to be diverted around the scheme. When the construction is completed it will relieve local congestion, but steadily over time lead to greater local usage of the A38 and therefore greater carbon emissions (The CRPE report on impact of local road projects in England- Sloman et al 2017 shows that such schemes generate increased road traffic with 7% increase over first 3 to 5 years and an increase of 47% over the subsequent 8 to 20 years. Unfortunately any increased road space will continue to be filled as car usage continues to grow, when we should be taking measures to reduce road traffic and to encourage alternatives to meet our climate commitments.

<!--[if !supportLists]-->2. <!--[endif]-->Air Pollution

Derby is already a very polluted city from road traffic (as are many other Cities) and the air quality in several areas is unacceptable. Although the this road scheme will when completed relieve local congestion at and leading up to the Kingsway, Markeaton and Abbey Hill roundabouts, air pollution will be significantly greater during the 3.5 to 4 year construction phase.

3. Ecological Impact and Habitat destruction

The UK is one of the most nature impoverished countries in the world, yet we continue to destroy natural habitats at an ever increasing rate as new infrastructure projects are pushed through and new houses are built both of which destroy the connectivity of populations of wild creatures, required for their genetic diversity. A very significant number of mature

oak trees probably in excess of 100 will be felled to enable this road scheme. Oak trees support the greatest biodiversity of all our native trees (mostly insects and other invertebrates, on which many other creatures depend for food). Planting replacement oak saplings will have very little value for 30 + years, both in terms of habitat replacement or for carbon capture.

Finally and in summary building more roads or increasing the capacity of roads for ever more carbon emitting traffic is entirely the wrong approach to achieving our carbon budgets, which we as a country are committed to both by our own acts of Parliament and by international treaty to prevent catastrophic uncontrollable climate change. To continue to construct schemes, which lead to more carbon emissions could well be unlawful as demonstrated by the recent high court judgment over the third Heathrow runway.