

Submission ID: 12312

I would like to take part in ISH 1 on 30th November and ISH 2 on 1st December. I will be attending in person.

The issues I would like to raise are as follows

ISH1 Alternative Route Options

Why were safety upgrades to junctions and road alignments never seriously considered as an alternative to total dualling of the road?

The adjusted Benefit-Cost Ratio of 0.92 means that the route is 'Poor' value for money according to NH's own evaluations. BCR also omits the cost of construction stage carbon emissions which would significantly reduce the value for money even further. How can the project that is so damaging to landscape and environment and such poor value for money be justified to taxpayers, especially when the safety of the road could be improved for significantly less money, less damage and lower carbon emissions.

We are particularly concerned about the costs of the Temple Sowerby to Appleby and Warcop stretches along with the increased carbon emissions that a longer, faster route will induce. These two stretches account for more than half the carbon costs of the entire project.

Induced traffic issues - traffic will increase once the road is upgraded. This is a natural reaction to provision of more road space which has been demonstrated time and again (see the document *The End of the Road* published by CPRE in 2017)

ISH 2 Environmental Management Plan, other environmental matters and the DCO

I want to raise concerns about damage to the landscape and special qualities of the North Pennines AONB and how this will conflict with the National Networks National Policy Statement

Loss of tranquillity in the setting of an AONB

There are too few viewpoints and photomontages provided

Moderate adverse landscape impacts at Kirkby Thore

The applicant's evaluation of the stretch at Warcop as 'beneficial' does not make sense in light of the National Networks National Policy Statement on new/widened roads in protected landscapes

Lack of a Heritage Impact Assessment for the English Lake District World Heritage Site.

Upgraded A66 increasing visitor numbers for the Lake District National Park without any concomitant increase in support for sustainable transport options in a protected landscape with major traffic and congestion issues.

Climate change figures are only taken alone, not cumulatively with other major infrastructure projects leading to a situation where emissions are rising, but there is no way of holding developments accountable in combination. Without cumulative assessment of plans and projects, there is no means of properly evaluating the impacts of road schemes on the UK's carbon emissions.