

## A66 Transpennine Route Inquiry

Additional comments to RR-187 " Lake District National Park Authority

Lake District National Park Partnership Plan

Whilst not within the Lake District National Park boundary, the impacts of this development will be felt within the national park and aspects of this proposal are contrary to the strategies and action in the statutory Management Plan.

The Lake District National Park's management plan, "The Partnership Plan" sets out our strategies, plans and outcomes for transport. The overarching aim is to reach net zero GHG emissions by 2037 and this runs through the whole Plan. The full plan can be found here <https://www.lakedistrict.gov.uk/caringfor/lake-district-national-park-partnership>

Strategy 22 sets out our desire for "An effective and integrated transport infrastructure supporting low carbon travel options" and states

"Support development and delivery of infrastructure and services that decarbonises travel and enables low carbon and active travel (including cycling and walking infrastructure, electric vehicles, electric bikes and other modes of transport), and more people to reach the Lake District by rail and integrated onward travel."

The Key transformative actions are all focused on promoting sustainable transport and reducing car dependency, including active travel, rail and bus improvements, integrated ticketing and traffic management.

We have clearly set out that we will reduce carbon emissions and transport within, and to, the Lake District as currently transport contributes to almost one half of our carbon budget. Carbon emitted from visitors travelling to the Lake District will clearly be increased through the A66 development, undermining our progress towards net zero.

Excessive traffic at peak times in the Lake District is already damaging the environment and the visitor experience. The modelling around the A66 shows that it will generate additional traffic. A significant proportion of that traffic will be destined for the Lake District, further increasing pressure on already overstretched infrastructure. We believe the figure quoted in the response to our representation of 350 cars per day to be underestimated and we ask that this be factually verified, as such a nominal increase would appear to contradict the figures that claim the project will lead to economic growth in the tourism sector.

Our desire is to encourage more overnight stays to benefit the economy and reduce carbon. We fear faster journey times from northeast England to the Lake District may only further the attractiveness of daytrips which, whilst we understand may be desirable for aspects of economic performance, are not as beneficial as overnight stay spends.

We trust the above highlights some of the issues that the Lake District National Park Authority would like you to consider in terms of the aims of the management plan and best practice within a World Heritage Site.