

A66 Northern Trans-Pennine project Jan-Feb 2023 'Proposed changes consultation

I wish to lodge further firm objection to the proposal DC-05 appearing in the above consultation 'Removal of junction for Sewage Treatment Works (and private residence) from A66, and provision of an alternative access from B6262.'

The B6262 is a minor road which connects the A6 just south of Eamont Bridge (adjacent to the Lowther Bridge next to the busy entrance to, and exit from, Lowther Holiday Park) to the A66 a mile east of Kemplay Bank roundabout and close to the existing Sewage Works junction. In recent years, the B6262 has been increasingly used by mainstream traffic as a 'rat run' in an attempt to avoid congestion which builds up on the northbound A6 approach to Eamont Bridge or more often used in the opposite direction by westbound traffic on the A66 caught in queues to the Kemplay Roundabout and so turning left along the B6262.

Now the B6262 is a narrow, often single carriageway road with sharp bends. As it passes Brougham Hall, the road not only narrows but also rises (or falls) steeply under a stone bridge of maximum height 12' 3". Having trunk road traffic, sometimes crawling, sometimes speeding along this road not built for purpose other than accommodating local residential traffic and the many pedestrians who use it for walking recreation, is a matter of profound concern. Moreover, this danger to life is now being experienced much more frequently. It occurs not only when there has been an accident or breakdown on the A6 or A66 but on a regular basis when congestion is caused by the sheer volume of holiday and working traffic throughout the year and particularly on Friday afternoons!

Of course, it can be argued that, on completion of the much needed major Northern Trans-Pennine project, these serious 'rat run' problems will be alleviated but they certainly will not be eliminated. However, this latest expensive DC-05 proposal to take HGV traffic (at least thirty lorries a day, we have been told) accessing the Sewage Treatment Works via a junction with the B6262 is asking for trouble. Even if it were possible to ensure Sewage Works traffic emerging from the proposed road crossing over the A66 on to the B6262 would be prohibited from turning left along this totally unsuitable minor road, the sharp right and left to attain the A66 westward, while cutting across local traffic turning off left to Brougham, is surely a road safety nonsense!

Furthermore, it has been confirmed by your officers that the same HGV traffic making its way **to** the Sewage Works will need carry on past their destination along the new eastbound carriageway and turn round at the Center Parcs roundabout over two miles further on! Their extra journey will amount to about five miles by the time they have negotiated the left turn on to the B6262 followed by the sharpest of left turns on to your proposed new road to the Sewage Works. Human nature being what it is, drivers are bound to try to avoid the 'merry-go-round' here described, by heading for Eamont Bridge and using the B6262 – an absolute NO-NO with the alternative of using the U3182 from Clifton Cross and then the B6262 also not on!

I am writing as a concerned local resident but, as a member of Brougham Parish Council, I have attended a meeting with two lady representatives of National Highways and the gentleman from Kier who is, I believe the engineer in charge of the relevant section of the A66 Northern Trans-Pennine project. They were very pleasant and listened patiently to our concerns **BUT** it is deeply disappointing that the minutes they produced for that meeting *in no way represent what we articulated in respect of those concerns!*

It is vital, therefore, that the Examining Authority right this patently clear wrong by putting this severely flawed DC-05 proposal on hold in order that we work together to find an alternative solution which takes Sewage Treatment Works traffic along simpler, cheaper and, most importantly, much safer slip roads on and off the new eastbound carriageway of the A66. I appeal to you to take stock of these reasoned objections by life long users of the roads concerned and which may not have been properly conveyed by Highways England to members of the Examining Authority, given that their own Minutes of the meeting between their representatives and Brougham Parish Council *were **not** a true record of the meeting discussion!*

Yours sincerely,

Gordon M. Rigg

