

From: [REDACTED]
To: A66Dualling
Subject: Fw: [EXTERNAL] Fwd: A66/SoS letter 15/09/2023
Date: 03 October 2023 00:09:07

From: **Mary Clare Martin** <[REDACTED]>
Date: Fri, 22 Sept 2023 at 23:53
Subject: A66/SoS letter 15/09/2023
To: <A66Dualling@planninginspectorate.gov.uk>

Dear All,

I write in response to the Secretary of State's letter of 15th September, on behalf of my parents, long-term residents of [REDACTED], who live close to the site of the proposed dual carriageway. I would also like to know why my response to the SoS letter of 30th August, submitted on 8th September, at 23.55, was not published.

5 working days is not enough time to respond on this issue. I have nevertheless selected responses to the letters published on 14/09/2023.

As long term residents of the area, we are very concerned about the issue of the blanket bog, as this is a rare and endangered habitat. The North Pennine Moors hold the major area of blanket bog in England, and this is also of European significance. Particularly at a period of increased concern about climate change, the government needs to demonstrate its commitment to meeting its legal obligations to protect the environment. As local residents, we are very concerned about the predicted increase in air pollutants, and the impact on human health of vulnerable people as well as on rare habitats (Natural England, Annex 1, published 14/09/2023). It is the competent authority's responsibility to ensure there are not adverse effects, in the public interest, then we would expect due diligence about obtaining all necessary information before the scheme is given consent.

The Hon Dehenna Davison has written to express concern about the safety of the A66 in the Bowes area. Given that safety has been presented as a rationale for this dual carriageway, why are not speed cameras provided along the length of the A66, and particularly in the Appleby-Brough section (06), and the speed limit reduced?

These measures have been shown to be very effective in reducing accidents, as on the A9 in Scotland. Furthermore, the assumption that a dual carriageway will be safer needs to be examined. An analysis of the statistics from Crashmap on the A66 up to 2019 showed that there were more accidents/fatalities in the sections of the road with a dual carriageway than on a single carriageway. Natural England raised the issue of speed limits, but early action could save many lives and injuries without the need for an expensive and destructive road.

I reiterate that 5 working days is not sufficient time to consider the most recent correspondence, and look up the relevant documents to be fully informed.

Regards

Dr Mary Clare Martin
on behalf Joy Thompson, landowner [REDACTED]

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