

Brief note on the further delay to the A66 road improvements.

Given the decision by the Transport Minister to further delay the very necessary alterations and improvements to the A66, I feel obliged to put the following practical aspect to the Minister.

There has already been a massive cost involved in the consultation process, over the last few years and more recently, on all the drilling and ground investigations that have taken place along the corridor of land involved. Yes, we are all concerned about the climate and the changes that are taking place and appreciate that all proposed large projects involving money, possible problems of emissions etc. have to be taken into the equations but one also has to consider the benefits of transport distribution and movement that can improve the present circumstances.

I would invite Dr. Andrew Boswell (the climate consultant named in our local paper) to leave his little quiet Norfolk and attempt to negotiate the standing traffic and fuel emissions, that we have to contend with on Mondays and Fridays throughout the summer, which also happens at many other times during the year when the traffic reaches a standstill due to an accident, roadworks or just congestion, as the A66 reaches Penrith and tries to negotiate the junctions of the A6 followed closely by the M6.

We also face a single lane bridge on the south side of the A6 junction with the A66 (controlled by traffic light) causing massive queues of traffic sitting in the village of Eamont Bridge, thus causing air pollution well above the legal norm. The proposed alterations (that you have now delayed) at these two bullet points on the A66 are desperately required now!!! not in some airy future of 2030.

If you want to improve any aspect of health and safety plus climate assistance you should bite these two bullets and approve the alterations at the two junctions. These alterations are absolutely essential before any of the other duelling improvements are even started. It could be that the rest of the proposal could be considered as a separate aspect of the addition section of the alterations..

We have lost a great deal of our rail traffic in this area and have no East West rail links whatsoever, so the A66 is a life line for distribution cross country and to Scotland. Because of the good motorway connections both North and South from Penrith junction 40 has become a great magnet for long distance traffic. Due to the outdated road configuration at Junction 40 (which also provides the only acceptable route into the north lakes and west coast) There are instances where junction 40 creates dangerous delays on the inner lanes of the M6 trying to access or exit the A66. I implore you to reconsider your decision even if only for the proposals at Kemply Bank roundabout and junction 40. **Don't forget, in business decisions "U" turns are considered essential if there is a mistake, it is only in short term politics that they are looked on as weakness!!**