

**A66 Northern Trans-Pennine Project
TR010062**

**4.4 Consultation Report
Annex A: Options consultation and
preferred route announcement
materials**

APFP Regulations 5(2)(q)

Planning Act 2008

**Infrastructure Planning (Applications: Prescribed Forms and
Procedure) Regulations 2009**

June 2022

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed
Forms and Procedure)
Regulations 2009**

A66 Northern Trans-Pennine Project
Development Consent Order 202x

4.4 CONSULTATION REPORT

Regulation Number:	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010062
Application Document Reference	4.4
Author:	A66 Northern Trans-Pennine Project Team, National Highways

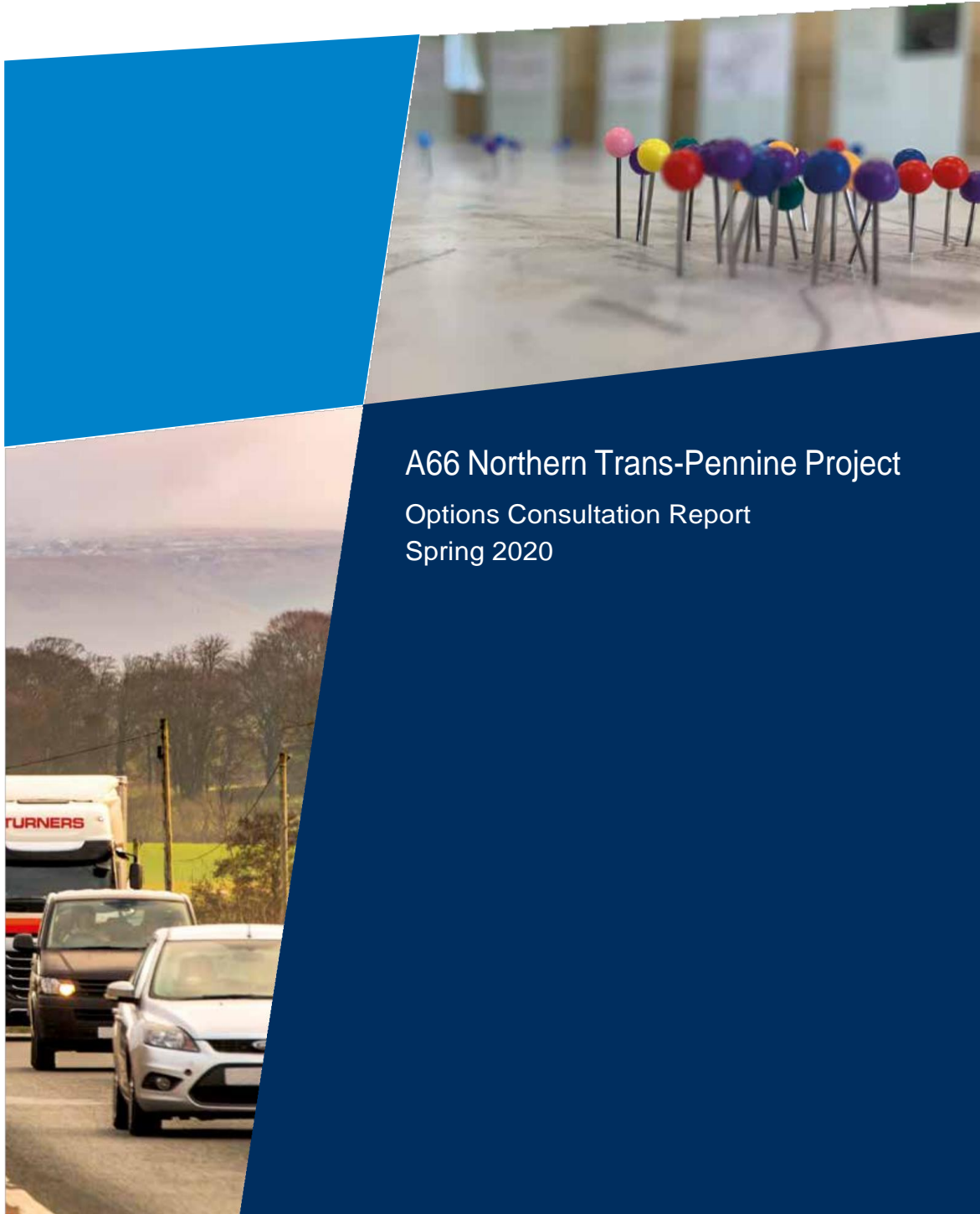
Version	Date	Status of Version
Rev 1	13 June 2022	DCO Application

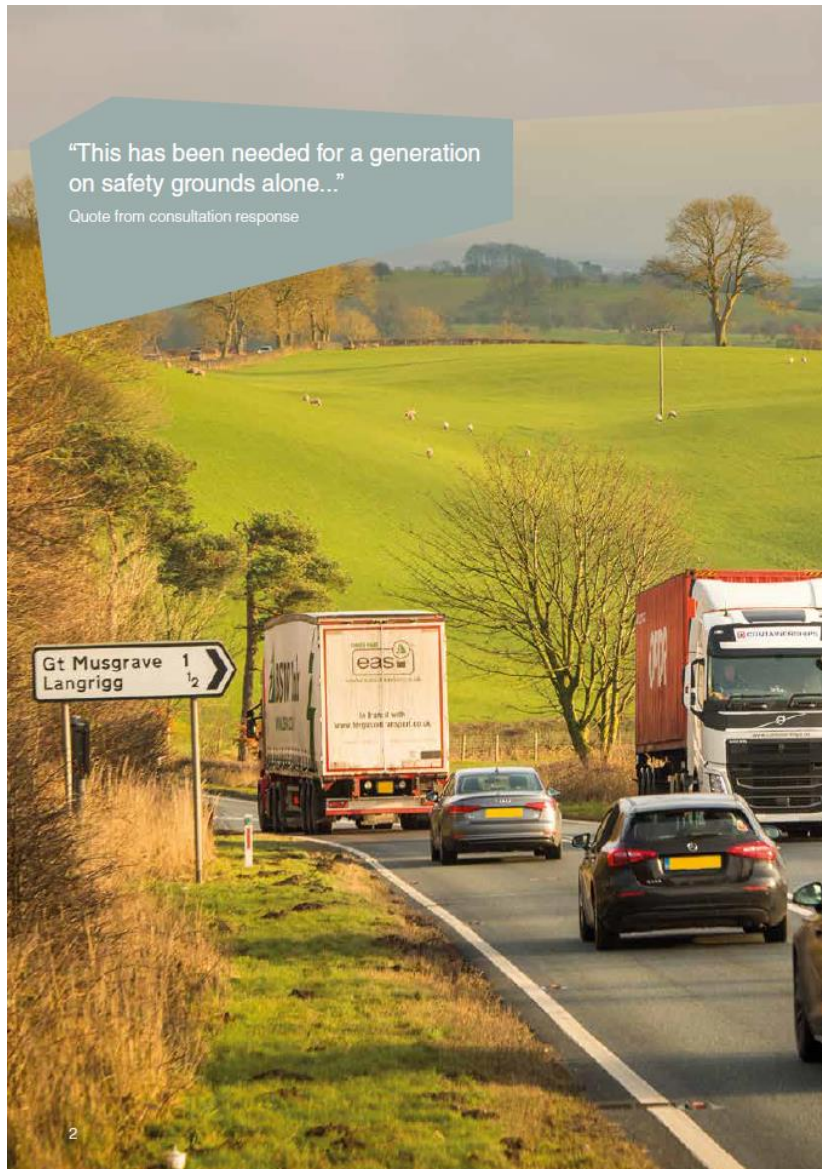
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Annex A relates to Chapter 2: Options Consultation 2019 of the consultation report.

1 Options consultation report





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1. Executive summary

Project overview

The project will involve dualling multiple sections of single carriageway along the A66 between M6 junction 40 at Penrith and the A1(M) at Scotch Corner. Other improvements are proposed along its length, such as at Kemplay Bank roundabout and the junctions with the M6 and A1(M). This work is important to enable future growth and will help the economies of both the North East and Cumbria, as well as improving journeys across the country. This route travels through the Local Authority areas of Cumbria, North Yorkshire and Durham.

While the A66 plays a crucial role in the life of nearby communities, it also has an essential role for journeys across the UK for freight operators. The dualling programme will improve the journey time reliability of the route, enable us to keep traffic flowing during accidents or bad weather and, most importantly, enhance safety. It will also reconnect communities currently severed by the road and improve accessibility to key tourism areas.

This project forms part of the Government's second Road Investment Strategy (RIS 2) period which will cover investments between 2020 and 2025.

The consultation

We held public consultation events in May and June 2019 to listen to communities, landowners, special interest groups and local leaders to understand the views towards the proposed dualled route options. We also consulted on proposed improvements for the roundabout at Kemplay Bank near Penrith and discussed potential changes to the associated junctions on the M6 J40 and A1(M) Scotch Corner. Consultation was also undertaken with parish and town councils. Specialist groups of walkers, cyclists and equestrians undertook a dedicated survey and members of the business, freight and ports community took part in a detailed questionnaire and interview process so we could understand their issues.

The public consultation ran for eight weeks, from 16 May to 11 July 2019. The consultation brochure was distributed with a covering letter to 1823 homes within 250m of the entire route. Residents within 2.5km of the route (14,076 homes) were sent a flyer promoting the consultation events.

The catchment areas were agreed with the local authorities of Cumbria County Council, Durham County Council and North Yorkshire County Council prior to consultation and the map of the distribution area was published in the Approach to Public Consultation document along with an outline of the programme. This document was printed and distributed via deposit points and online.

The consultation brochure covered the following sections:

- Background information
- Details of how to respond to the consultation
- Details of the consultation events
- Map to show each single carriageway section of the route and the proposed options
- Benefits and impacts tables for each option
- Consultation response form
- Proposed mitigation
- Information on discounted options
- Next steps

Information was also available on the project webpage: (highwaysengland.co.uk/a66-northern-trans-pennine). The consultation was advertised in the local press, by direct mail and through posters in deposit points. The project also generated considerable media interest and was featured on local and national press, social media, television and radio outlets.

In total, 21 consultation events were held during the consultation period to allow interested parties to speak with the project team. 20 of these events were open to the public and one was held at the holiday destination, Center Parcs as a large-scale employer, for members of staff to participate.

In addition, a consultation launch event was held for invited senior stakeholders at Gilling West village hall.

Members of the project team were available at these events to answer any questions, hear the views on the existing road and gather feedback and information to feed into our long-term strategy for the route. A total of 2,333 people attended our events.

Members of the team also delivered a workshop for children at Kirkby Thore Primary School centred on the plans.

Consultation responses were accepted through the following channels:

- Online, using the online response form
- Submitting a paper copy of the response form at public consultation events
- By post using a freepost address printed on the paper response forms
- Email to the dedicated project email address: A66NTP@highwaysengland.co.uk

92.5% respondents voted in favour of dualling.

Consultation findings

In total, 854 consultation responses were received. A total of 391 were received as paper response forms, 375 via the online response form, 84 responses were received by email and 4 as posted correspondence.

Three responses were received outside of the consultation period.

As these were email responses they did not answer the specific questions asked in the consultation response form, they have not therefore been counted in terms of the charts in this report but have been considered as part of the preferred route decision. Two of these late responses asked us to consider cycling provision and noise levels so did not raise any issues which were not already being considered as part of the consultation process. The third response came from Appleby Town Council and raised concerns around maintaining traffic flow during construction and the potential for dedicated slip roads for the Cross Croft Industrial Estate. This information was passed onto the design team for consideration.

Of the 854 responses received during the consultation period, 90 responded on behalf of an organisation or group. The remaining responses (764) were from individuals.

Some participants chose to submit comments via letter or email and not the online or paper response form. 766 participants responded to the closed questions (although not all responded to every closed question). In addition one petition was submitted as part of the consultation. This was submitted by Crackenthorpe Parish Council and raised a number of points to be considered.

Of the 670 unique responses to the closed question "**Are you in favour of dualling the single carriageway sections of the A66?**" there was very high agreement that improvements are needed with 92.5% (620) respondents voting in favour of the dualling programme.

The table below shows the number of respondents voting in favour or against each option in the seven sections of route by responding 'strongly agree' or 'tend to agree'.

Route section	Route option	Number of respondents who stated 'strongly agree' or 'tend to agree' to each option	Number of respondents who stated 'strongly disagree' or 'tend to disagree' to each option
M6 junction 40 to Kemplay Bank	A	358	31
	B	87	226
Penrith to Temple Sowerby	C	234	44
	D	105	128
Temple Sowerby to Appleby Kirkby Thore	E	314	118
	F	171	211
Temple Sowerby to Appleby Crackenthorpe	G	95	176
	H	286	54
Appleby to Brough	I	251	31
Bowes Bypass	J	223	8
Cross Lanes to Rokeby	K	176	37
	L	85	108
Stephen Bank to Carkin Moor	M	137	92
	N	179	70
	O	41	160

Table 1: Respondents agreeing/disagreeing to each option – a full breakdown of these figures can be seen in Section 7 of this report

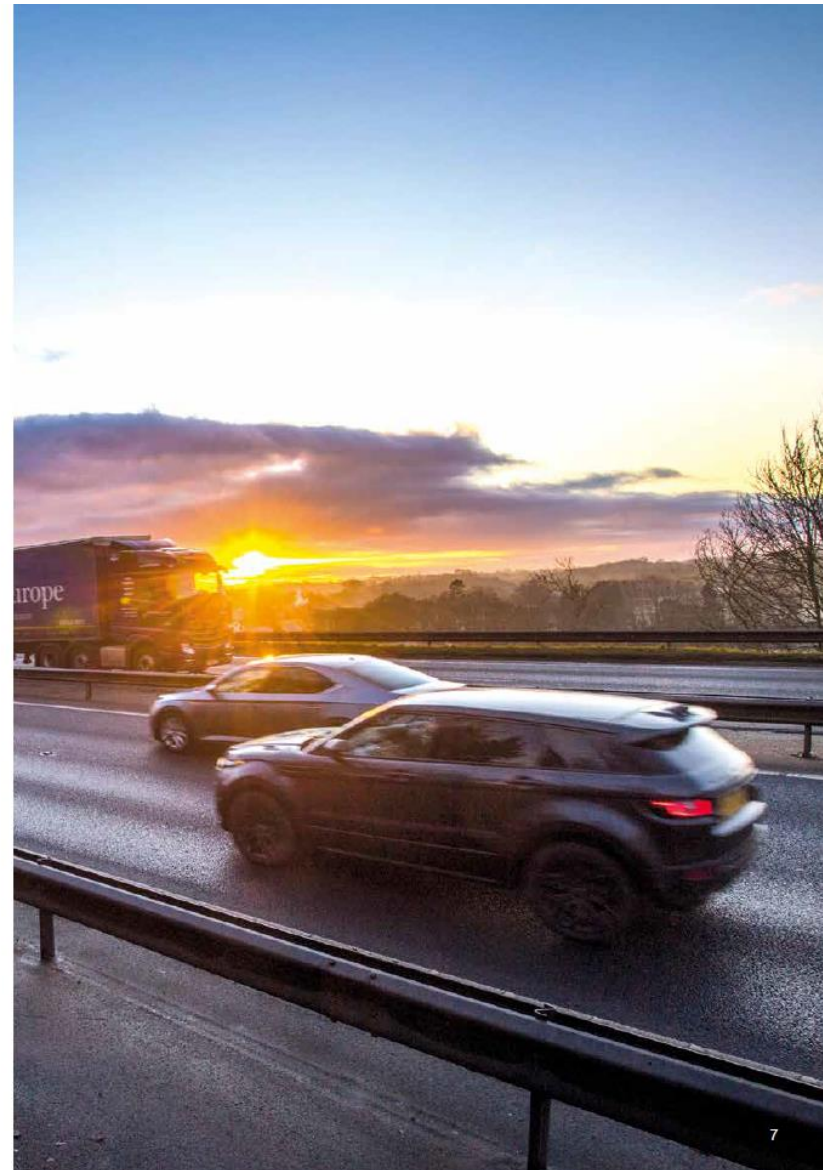
The results of the consultation as outlined above have fed into the process of choosing a preferred route for all the single carriageway sections of the A66 from M6 junction 40 to the A1(M) at Scotch Corner.

Next steps

The results of this consultation helped us refine the option designs, incorporating feedback provided where practicable, and complete this stage of our assessment work.

All this data has been fed into the development of a preferred route for the project which has now been announced.

90 groups and organisations responded to the consultation.



2. Document purpose and structure

The aim of this document is to present the feedback received during the A66 Northern Trans-Pennine Project options consultation. The feedback has been used to inform the preferred route.

The report has the following structure:

Section 1. Executive Summary. Provides a summary of the consultation responses and the key findings from the consultation.

Section 2. Document purpose and structure. Provides context for the consultation.

Section 3. Background to the project.

Section 4. Consultation Response. Details of the consultation approach and methods used.

Section 5. Responses from Respondent Profile.

Section 6. Consultation Response to Option. Attitudinal question responses.

Section 7. Suggestions raised from the Consultation.

Section 8. Summary and Next Steps. Summary of the data findings, plus next steps.

Our objectives in developing the A66

By introducing a consistent standard of dual carriageway with the same speed limit throughout, we aim to **reduce the number of accidents**.

Use of the 'old' A66 as part of the local road network will **deliver safer, more enjoyable journeys for cyclists and pedestrians**.

The preferred route also **re-connects communities** and links villages along the route. It also **improves connections for local people** living and working nearby providing **better access to services** such as healthcare, jobs and education.

Dualling of all the single carriageway sections will **reduce congestion and improve the reliability** of people's journeys between the M6 at Penrith and the A1(M) Scotch Corner and nationwide.

The dualling will **improve strategic regional and national connectivity**, particularly for hauliers. Heavy goods vehicles account for around a quarter of all traffic on the road and any delays to journeys can have an extremely negative effect on business, including lost working time and missed shipment slots.

The improvement works will also **reduce delays and queues** during busy periods and **improve the performance of key junctions** such as the A66/A6 and the M6 junction 40.

Also, having a dual carriageway enables us to close lanes where required due to accidents or break downs and **keep traffic moving**.

By making the route more reliable we **can improve connectivity** between the key employment areas of Cumbria, Tees Valley and Tyne and Wear and **improve access to key tourist destinations** such as the North Pennines, Lake District and North Yorkshire.

Better road standards and consistent speeds will **minimise noise levels** for people living and working near the route and the preferred route aims to **reduce the visual impact** of the new A66.

Our preferred route has been chosen to **minimise negative impacts on the natural environment** and landscapes of the North Pennines and Lake District.

It is also the best option for **reducing the impact on nearby homes** and minimising the number of properties which will need to be acquired or demolished.

Background to the project

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways – engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe.

We have been commissioned by the Department for Transport (DfT) to investigate the potential to improve the A66 between M6 junction 40 at Penrith and the A1(M) at Scotch Corner. This is in order to address the lack of east / west connectivity across the Pennines in the north of England.

The A66 Northern Trans-Pennine Project will involve dualling the remaining single carriageway sections between M6 junction 40 at Penrith and the A1(M) at Scotch Corner.

As part of this project other improvements are proposed along its length, such as at Kemplay Roundabout and the junctions with the M6 and A1(M).

The project will be critical to improving safety by providing a consistent driving experience at the same speed limit along the full route from Penrith to Scotch Corner. Reconnecting villages and providing better connections between communities and better access to tourism destinations will also be benefits of the project.

Most of the A66 has been upgraded, from single to dual carriageway, in a number of stages since the 1970s, with the most recent dual section, the Temple Sowerby Bypass, opening in 2007. Seven sections of single carriageway remain, making the route accident-prone and unreliable.



3. Introduction to the project

In 2014, the Government announced that it intended to examine the case for dualling one of the routes across the Pennines in the north of England. In 2017, it was announced that the A66 had presented the strongest case for an upgrade and that plans for full dualling between the M6 junction 40 and the A1(M) at Scotch Corner would be developed for the next Road Investment Strategy.

The A66 between M6 junction 40 and A1(M) at Scotch Corner is 50 miles long, 18 miles of which is made up of single carriageway sections.

It is both a key local road and a national and regional strategic link, carrying high levels of freight traffic, as well as being an important route for tourism. Additionally, the route not only links the east and west but is the best available option for traffic travelling between the east of England and the west of Scotland.

Our plans will ensure the entire route has two lanes in both directions along the full 50-mile route making it the only fully-dualled east/west route across the Pennines north of the M62.

Despite several upgrades to the route since the 1970s, the A66 still suffers from congestion, unreliable journey times and a higher-than-average number of accidents. Bad weather can severely impact conditions on the road, resulting in closures which are frustrating for road users, including hauliers.

This project will deliver a number of benefits for local communities with faster journey times, improved accessibility and better local connectivity through utilising the 'old' A66 and connecting to the local road network.

For full details about the options presented at consultation and the full benefits, please see our consultation brochure and response form at Appendix A.

The A66 between M6 junction 40 and A1(M) at Scotch Corner is 50 miles long, 18 miles of which is in single carriageway sections.

Discounted options

The options brought forward for consultation have been shortlisted from a much longer list of options which have been considered against a list of constraints and conflicts covering matters such as environmental designations and planning policy compliance.

Following a number of assessments carried out in developing this project, various options were discounted prior to consultation as they were considered not to be feasible. Typically, these were options which would have presented such serious environmental impacts that they would have been unacceptable at the planning stage as they are contrary to planning policy.

Where multiple similar options existed, only the most feasible options have advanced to the shortlist presented at consultation.

A single option is proposed at Bowes because the village had already been bypassed by a single carriageway route in 1983, limiting other

options which are available. Options were also constrained by existing bridges at Clint Lane and at the A67.

On the Appleby to Brough section a single proposal has been brought forward following five other options being discounted due to impacts on the Area of Outstanding Natural (AONB), the Warcop Roman Camp, the local environment and the Eden Valley railway.

This process of shortlisting our options avoided unnecessary spending of public funds on more detailed design and appraisal for options which were unlikely to be environmentally acceptable or meet planning policy requirements.

Further details on all the discounted options and the rationale for why they have been discounted can be found in the consultation brochure which you can see at highwaysengland.co.uk/a66-northern-trans-pennine under the consultation tab.



4. Options for consultation

This consultation specifically invited views on the preferences of respondents around options for certain route sections.

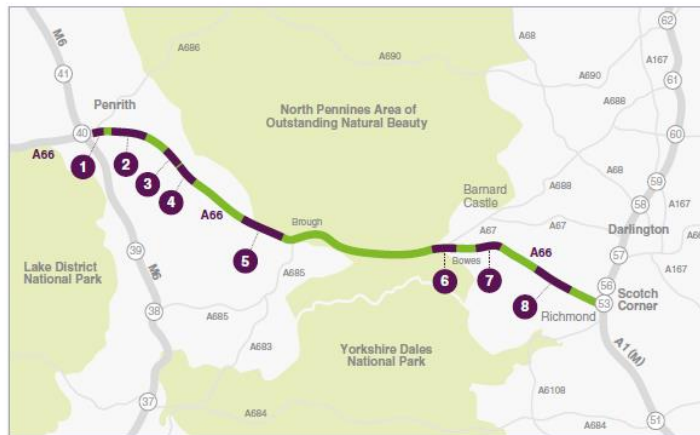
We propose to introduce dualling on seven sections of single carriageway. Of these seven sections, five have route options and the remaining two offer a single proposal. There is also an underpass or overpass choice at Kemplay Bank roundabout. In total, there were 15 different options for respondents to comment on.

The aim of the consultation was to understand which option was preferred by respondents (where there were options) but also to gather feedback on the route to inform the design stage.

Comments on the single option proposals are therefore also valuable in the design process.

While we invited comments on the major junctions at each end of the consultation area – M6 junction 40 and the A1(M) at Scotch Corner, we did not formally consult or provide options for these junctions. We will be engaging further around these major junctions and the smaller local access points along the route at a later date.

The maps in this section show each of the options presented at consultation. (These maps have been slightly adjusted since consultation in line with public feedback which was helpful in amending some factual inaccuracies).

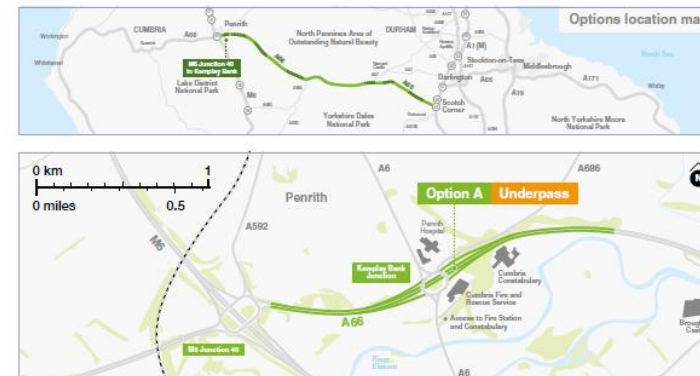


Map 1: Single carriageway sections

M6 junction 40 to Kemplay Bank roundabout

The approach roads and junctions need to be improved and the two options proposed will either introduce a new underpass or overpass through the Kemplay Bank roundabout.

Option A (underpass)

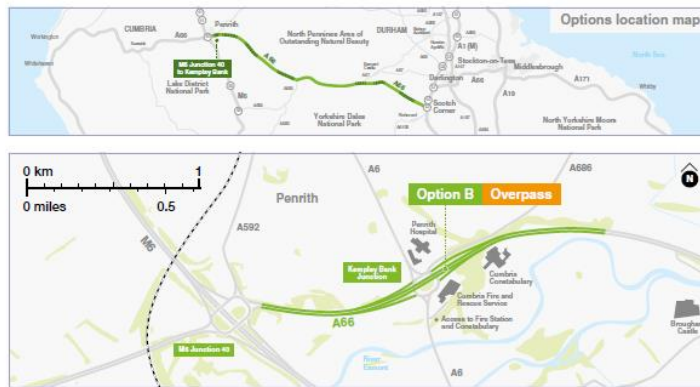


A new dual carriageway under Kemplay Bank roundabout providing an uninterrupted route for the A66 east and westbound. This option would require significant work on each of the arms of the roundabout, new retaining wall and bridge installations and the reconstruction of the roundabout itself.

The underpass serving the police and fire services would need to be removed and an alternative new access road constructed that would link into The Green, providing access to all the facilities in the south east of the junction.



Option B (overpass)



A new dual carriageway over the existing Kempsey Bank roundabout providing an uninterrupted route for the A66 eastbound and westbound.

All other elements of this option would be the same as Option A.



Penrith to Temple Sowerby

We proposed two options to introduce a dual carriageway on this section. One required conversion of the existing single carriageway to dual along its existing alignment and the other the construction of a new dual carriageway to pass to the south of High Barn. A new junction will also be constructed at Center Parcs, providing access to the holiday park and local roads.

Between Brougham Castle and Whinell Park Farm, both options follow the line of the existing A66, utilising the existing carriageway where possible.

Both the options below would involve the realignment of some local roads and alternative routes would be provided to nearby junctions where required, improving ease of access for local road users and safety.

Options C and D



Option C

From Whinell Park Farm the road will divert to the south to avoid the hamlet of Lane End. The road will then re-join the A66 at Swine Gill before continuing to the Temple Sowerby Bypass.

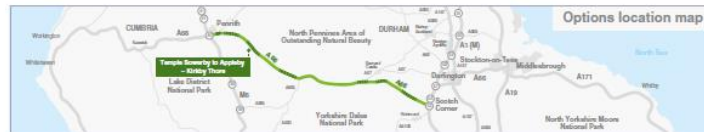
Option D

This option is the same as option C but will not divert the current road away from High Barn and will therefore require the demolition of some buildings.

Temple Sowerby to Appleby – Kirkby Thore

There are two upgrade options which will divert the A66 away from Kirkby Thore either to the north or the south of the village.

Options E and F



Option E (northern bypass)

A new dual carriageway bypass to the north of Kirkby Thore as an extension of the current Temple Sowerby Bypass. It will pass through several fields to the west and then travel away from the village to the north and east. It will mostly be built along a route which is generally lower than the surrounding land which will help preserve the visual outlook of properties in the north of the village.

An additional junction will be created to allow direct access to and from the British Gypsum site and will reduce the level of heavy goods vehicles moving through the village.

Four new bridges will be required over the existing road network at:

- New Kirkby Thore junction, north of the village
- Station Road
- Main Street
- Sleastonhow Lane

It would also require a new bridge over Trout Beck just before the new road returns to the original alignment.

Option F (southern bypass)

A new dual carriageway would be constructed towards the south of Kirkby Thore as a continuation of the Temple Sowerby Bypass. It would cross several fields and follow the path of an old railway line until it re-joins the current A66 just after the BP petrol station near Bridge End Farm.

Additional underpasses would be required to provide access for local farms and pedestrians, walkers, cyclists and equestrians. A new junction would allow access to the former A66 and the village.

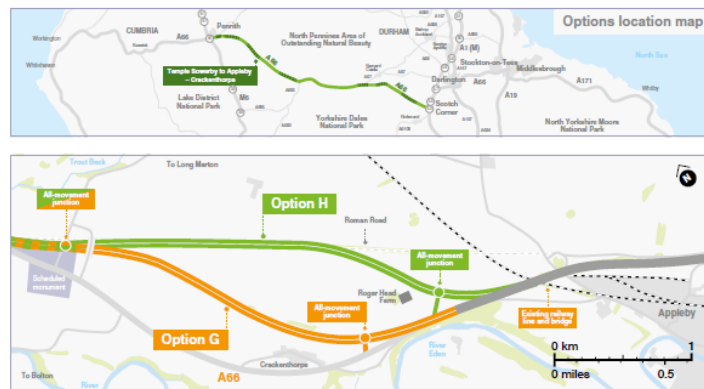
This option would require the demolition of several buildings.



Temple Sowerby to Appleby – Crackenthorpe

There are two upgrade options which will divert the A66 away from Crackenthorpe to the north.

Options G and H



Option G (northern bypass closest to Crackenthorpe)

The route follows the path of the old railway line to the north of Crackenthorpe and two new junctions would be created to serve the villages of Bolton, Crackenthorpe and Long Marton.

It is proposed that the new road will re-join the current A66 just to the west of the Settle-to-Carlisle railway line.

Option H (northern bypass furthest away from Crackenthorpe)

This option proposes a new bypass following the route of the original Roman Road to the north of Crackenthorpe and Roger Head Farm.

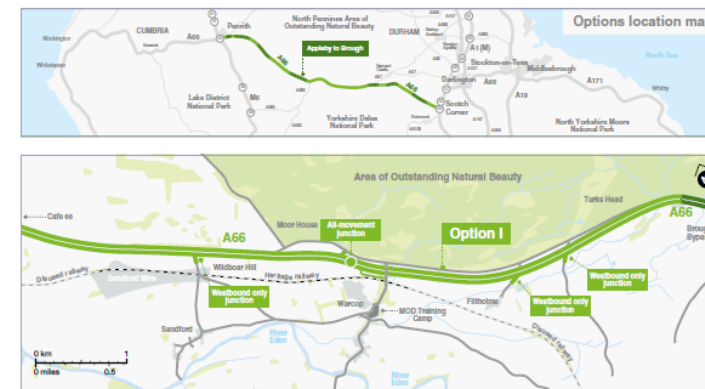
Two new junctions would be created to serve the villages of Bolton, Crackenthorpe and Long Marton.

It is proposed that the new road will re-join the current A66 just to the west of the Settle-to-Carlisle railway line.

Appleby to Brough

Only one proposal exists for this section of the A66 due to the constraints outlined in the Discounted Options section on page 11.

Option I



The current carriageway between Café 66 and Wildboar Hill will be widened and utilised as the eastbound carriageway and a new westbound carriageway will be constructed directly to the south of the current A66.

Between Wildboar Hill and the Brough Bypass a completely new dual carriageway will be constructed directly to the south of the current A66. The existing road will then be used for local access and pedestrians, walkers, cyclists and equestrians.

New culverts will divert streams under the road at Moor Beck and Lowgill Beck. A new junction and bridge will provide access from the new road to Warcop.

Access to the proposed route from local roads is to be limited to junctions at Flitholme, Landrigg, Sandford and Warcop which will make this section much less accident-prone. The existing A66 between Moor House and Turks Head will become part of the local road network for safer local access to nearby villages, especially for pedestrians, walkers, cyclists and equestrians.

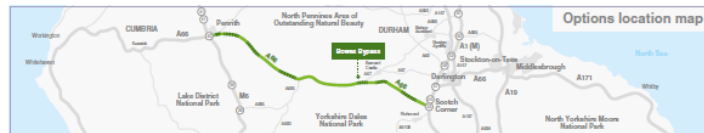
This option minimises the impact on the Area of Outstanding Natural Beauty to the north of the current A66 and provides continued access for local communities during construction.

The new dual carriageway will connect back into the existing A66 at Brough bypass.

Bowes Bypass

Only one proposal exists for this section of the A66 due to the constraints outlined in the Discounted Options section on page 11.

Option J



Option J

We are proposing to widen the carriageway to the north of Bowes village and between Clint Lane Bridge and the junction for the A67 where a new eastbound slip road junction is being considered.

After the A67 junction we are proposing to use the existing carriageway for westbound traffic and construct a new eastbound carriageway north of the current road. This will require new or extended bridges to be built.

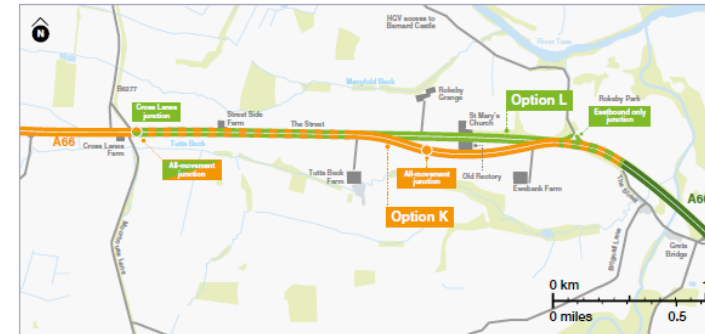
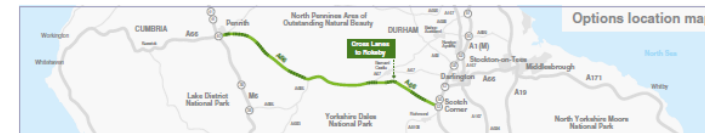
Two new eastbound slip roads will be built, providing access to and from the A67 and the village of Bowes. This would require the demolition of some derelict buildings and a neighbouring barn structure.

The Roman Road known as The Street will be closed to all users and access between Bowes village and the A66 instead provided by the upgraded Bowes junction, making access to the A66 safer for local traffic.

Cross Lanes to Rokeby

A new westbound carriageway to the south of the current A66 between the B6277 junction at Cross Lanes and Rokeby, after which two options exist around the St. Mary's Church buildings.

Options K and L



Option K

Divert both carriageways to the south of The Old Rectory and St Mary's Church before re-joining the existing road at Rokeby.

A new junction will be provided for access to Moorhouse Lane, B6277 for Barnard Castle, Cross Lanes Organic Farm and the listed building Cross Lanes, making access safer and easier.

A new junction west of St Mary's Church is proposed to allow access to the original A66 and Rokeby.

Two new culverts will be constructed to accommodate Tutta Beck.

Option L

This option is similar to Option K but the new westbound carriageway will be constructed next to the current carriageway. This will mean that some buildings to the south of the current A66 will need to be demolished.

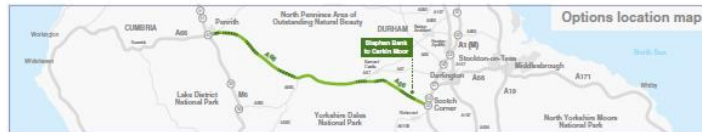
This option would retain local access at Rokeby junction for eastbound traffic. Westbound traffic would be required to utilise Cross Lanes junction and the B6277 for access to Barnard Castle.

Stephen Bank to Carkin Moor

A new dual carriageway at Stephen Bank, followed by three different options that seek to minimise the impact on Fox Hall, Mainsgill Farm and the Carkin Moor scheduled monument.

All the options below will incorporate the dualling of the current A66 between Stephen Bank and West Layton broadly following the line of the existing road.

Options M, N and O



Option M

After West Layton, we propose a new dual carriageway to the south of the existing A66 and the properties at Fox Hall and Mainsgill Farm. It will re-join with the A66 at Carkin Moor Farm beyond the scheduled monument.

A new junction and bridge is proposed at New Lane to provide access to the new A66 for several properties and the villages of East and West Layton and Ravensworth. Several underpasses will be created to maintain land access and public rights of way.

Option N

After West Layton, we propose a new dual carriageway to the north of the existing A66 and the properties at Fox Hall and Mainsgill Farm, before re-joining the A66 at Carkin Moor Farm.

A new junction and bridge on Moor Lane will provide safe and easy access to the old A66, the villages of East and West Layton and Ravensworth and the Mainsgill Farm Shop.

The new dual carriageway is expected to re-join the A66 just after Mainsgill Farm and therefore requires the widening of the road through the scheduled monument.

Option O

This option follows the same route as option M as far as New Lane where it diverts north avoiding Mainsgill Farm shop.

A new eastbound junction is proposed at Fox Hall to provide local access to the old A66 and West Layton. New Lane will be realigned to connect with the new A66 to provide access for Ravensworth.

The proposed route will continue in a northerly direction to a new junction at Moor Lane which will provide access from Mainsgill Farm and the former A66.

The new dual carriageway is expected to re-join the A66 just after Mainsgill Farm and therefore requires the widening of the road through the scheduled monument.



5. Consultation approach

Our consultation methodology was established in our Approach to Public Consultation document which outlined the consultation and established the distribution areas for consultation materials. This document, and the distribution area, were agreed by local authorities along the route. A copy of the approach to public consultation can be seen in Appendix B.

Consultation period

The consultation period ran for eight weeks from 16 May to 11 July 2019.

Early awareness-raising

We undertook some early engagement starting in March 2019 to better understand any constraints as well as priorities for local people and road users around the proposed options for potential dualling. This work built on engagement in previous stages of the project.

A planned and focused approach was adopted to ensure high quality and meaningful engagement. This provided opportunities for sharing complex and technical information and facilitated relationship building with key stakeholders.

We undertook a number of meetings with key stakeholders prior to the consultation period. These included, amongst others, parish and town councils along the route, Cumbria County Council, Durham County Council, North Yorkshire County Council, Tees Valley Combined Authority, Transport for the North, Freight Transport Authority, Environment Agency, Historic England and Natural England.

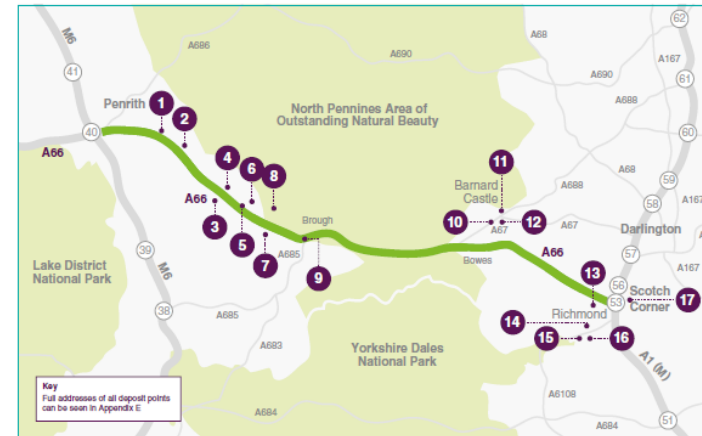
We have also met with landowners and held focus groups with stakeholders spanning business, freight and ports, local authorities, emergency services, environmental interest groups, walkers, cyclist and equestrians.

In March 2019, prior to the pre-election period, we carried out a period of awareness raising to alert local people to the forthcoming consultation events. This activity took the form of advertisements in local newspapers Northern Echo, Teesside Gazette and the Cumberland and Westmorland Herald and flyers distributed through deposit points in publicly accessible buildings along the route (see map opposite). A list of deposit points can be found in Appendix E, while copies of the flyer and press adverts are in Appendices F and G. The adverts and the flyers detailed the events programme and directed people to the project webpage for further details.

Businesses and landowners who might be impacted by the plans were subject to a separate strand of engagement activity (see page 30) and the public and stakeholders had the opportunity to share their views on the options through the public consultation.

This consultation activity is summarised later in this document (see page 28).

The consultation period ran for eight weeks from 16 May to 11 July 2019.



Map 2: Deposit points

Stakeholder Reference Group

The Stakeholder Reference Group (SRG) was originally organised to help us begin the process of gathering local knowledge. We sought an early understanding of the needs, priorities and opinions of local people and groups around the options for dualling the remaining single carriageway sections of the A66.

The group meets at key stages in the project and is designed to be a consultative and advisory group. It currently comprises 136 representatives of organisations such as the emergency services, local authorities, business representative bodies and special interest groups.

In line with feedback, the Stakeholder Reference Group membership also formed the basis for a series of focus groups which were held at the Holiday Inn Scotch Corner in March 2019. The focus groups gave the project team the opportunity to outline the proposed options and explore any local constraints and issues raised by members.

The focus groups were also used as an opportunity to test the consultation materials including the design options which would be used at the public consultation.

Statutory Environmental Bodies

Throughout this stage, the project has engaged with statutory environmental bodies (SEB) to share the emerging options and explore the environmental appraisal of the routes. These bodies comprise the Environment Agency (EA), Historic England (HE) and Natural England (NE) who have been engaged through a series of meetings as the plans have been developing.

Through this engagement, we gained a detailed understanding of the environmental constraints associated with each of the route options. In particular we worked collaboratively with the SEBs to gather additional information on the scheduled monuments along the route, the North Pennines AONB and special habitats. Information gathered on the River Eden Special Area of Conservation (SAC) and the Roman Fort Scheduled Monument at Carkin Moor has been particularly helpful in informing the option selection.

Industry and utilities

Key major industry stakeholders, such as utility companies, have been identified to seek important technical information including constraints associated with existing assets and future development plans. Preliminary enquiries have been made to all utility companies about the locations of their assets to assist with understanding the impact on the proposed route options.

Business engagement

Businesses along each of the route options have been contacted as part of the landowner engagement strategy and a number of meetings have taken place between our team and landowning and tenant businesses.

The project has also engaged with wider industry stakeholders comprising prominent local businesses in the freight and ports sectors, along with membership organisations such as the Chambers of Commerce and the Federation of Small Businesses. These organisations were part of the Business, Freight and Ports workstream which conducted face-to-face, telephone and online interviews in September and October 2019.

26

Consultation event publicity

Due to the size of the consultation area, and the timing of the consultation events (shortly after the local elections in May 2019), the consultation was widely advertised along the route corridor in a second phase after the election period.

The public consultation events were also advertised in the same newspapers which were used in March, ahead of the pre-election period in May 2019. In addition, press releases were distributed to the media advertising the events.

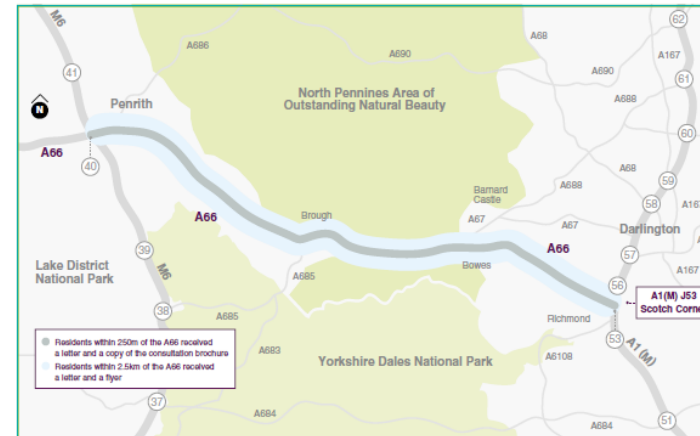
In May 2019 we produced a public consultation brochure, providing context to the A66 Northern Trans-Pennine project and detailing the seven sections of proposed dualing and the route options for each, it also outlined the Kemplay Bank roundabout improvements. The brochure included a detailed table on the benefits and impacts of each section proposed.

Prior to the consultation period, all Parish and Town Councils along the route were invited to one of two briefing meetings which were held in Penrith and Darlington to outline the project and the consultation process.

The consultation

The brochure was mailed to all residents living within 250m of the A66 between the M6 junction 40 and the A1(M) at Scotch Corner to arrive on the first day of consultation (see map 3). It was also made available at 18 publicly accessible deposit points along the route including the Highways England office in Penrith. (See Appendix E).

Two planned consultation dates at the start of the programme were moved to accommodate a consultation launch event attended by the then Secretary of State for Transport, Chris Grayling. An updated project flyer with the amended dates was therefore produced and distributed to all households within 2.5km of the A66 between the M6 junction 40 and the A1(M) at Scotch Corner (See Map 3 for distribution area). The flyer detailed the consultation events with locations and times and signposted to the project page for further details (see Appendix F).



Map 3: Consultation materials distribution area

The brochures were also made available, along with a freepost envelope (for returning the response form), in deposit points. Posters were displayed in the same locations (See Appendix H).

Venue-specific posters were produced for each consultation location, advertising the details of the events which were to be held there. These were displayed in the venues in the run-up to the consultation events.

The online A66 project webpage promoted the consultation and provided details of the consultation events, copies of the brochure, response form and Approach to Public Consultation document which was produced to outline the process. There was also an online response form where people could submit their views.

27

Landowner engagement

Engagement with key landowners, tenants and occupiers – who may be impacted or have land holdings adjacent to options put forward for consultation – was a high priority for the project team. Whilst it was not possible to share the route options in advance of the consultation period, letters were sent in May 2019 to all 224 landowners along all of the route options inviting them to book a one-to-one session with the project team during the consultation period.

A follow-up letter was issued in June 2019 to remind landowners of the opportunity to meet with us during consultation.

A total of 70 meetings were held with landowners and their representatives throughout the consultation period and were attended by a Highways England representative.

Publicity during consultation

Throughout the consultation period, media releases and photocalls generated considerable media coverage locally which further publicised the events. A key element of this activity was the consultation launch, at Gilling West, attended by Chris Grayling MP who was, at the time, Secretary of State for Transport. He spoke with media on the route and addressed key stakeholders in the consultation venue (samples of press coverage can be seen in Appendix I).

In addition, there were regular tweets from @HighwaysNWest and @HighwaysNEast to promote the consultation period and events. Organisations such as local authorities also promoted the events through their social media channels.

Consultation events

In total, 21 consultation events were held during the consultation period to allow the local community to speak with the project team. 20 of these events were open to the public and one was held at the holiday destination, Center Parcs as a major local employer for members of staff.

In addition, on Thursday 16th May 2019, a consultation launch event was held for invited stakeholders such as MPs, local councillors and parish councillors at Gilling West Village Hall. [The invitation letter is included in Appendix C. There were 134 attendees at this event.](#)

The team delivered a workshop for children at Kirkby Thore Primary School. This followed feedback through the local parish council that more engagement in the community would be welcome. The workshop centred on the plans for the A66 and around how Highways England operates and aimed to increase awareness of the consultation with teachers and pupils and, through them, reach out to parents and carers.

At the consultation events, people were invited to sign in and the total number of attendees was recorded for each event. The table opposite shows the details of the event and the numbers of attendees at each session.



Event locations, times and attendees		
Date and time	Venue	Visitors
Thursday 16th May Launch event 11:00 – 13:00	Gilling West Village Hall, High Street, Gilling West, Richmond DL10 5JG	134
Thursday 16th May 13:00 – 19:00	Gilling West Village Hall, High Street, Gilling West, Richmond DL10 5JG	136
Friday 17th May 11:00 – 19:00	Penrith Rugby Club, Winters Park, Penrith CA11 8RQ	184
Saturday 18th May 10:00 – 14:00	Penrith Rugby Club, Winters Park, Penrith CA11 8RQ	119
Wednesday 22nd May 11:00 – 19:00	Gilling West Village Hall, High Street, Gilling West, Richmond DL10 5JG	109
Thursday 23rd May 11:00 – 19:00	Gilling West Village Hall, High Street, Gilling West, Richmond DL10 5JG	97
Wednesday 29th May 11:00 – 19:00	The Appleby Hub, Chapel St, Appleby-in-Westmorland CA16 6QR	154
Thursday 30th May 11:00 – 19:00	The Appleby Hub, Chapel St, Appleby-in-Westmorland CA16 6QR	96
Friday 31st May 11:00 – 19:00	The Appleby Hub, Chapel St, Appleby-in-Westmorland CA16 6QR	154
Saturday 1st June 10:00 – 14:00	The Appleby Hub, Chapel St, Appleby-in-Westmorland CA16 6QR	109
Tuesday 4th June 11:00 – 19:00	Penrith Parish Centre, St Andrews Place, Penrith CA11 7XX	93
Wednesday 5th June 10:00 – 14:00	Penrith Parish Centre, St Andrews Place, Penrith CA11 7XX	69
Thursday 6th June 10:00 – 14:00	Penrith Parish Centre, St Andrews Place, Penrith CA11 7XX	52
Wednesday 12th 11:00 – 19:00	The Witham, 3 Horse Market, Barnard Castle DL12 8LY	94
Thursday 13th June 11:00 – 19:00	The Witham, 3 Horse Market, Barnard Castle DL12 8LY	117
Friday 14th June 11:00 – 19:00	The Witham, 3 Horse Market, Barnard Castle DL12 8LY	114
Saturday 15th June 10:00 – 14:00	The Witham, 3 Horse Market, Barnard Castle DL12 8LY	49
Monday 17th June 10:00 – 14:00	Penrith Parish Centre, St Andrews Place, Penrith CA11 7XX	46
Tuesday 18th June 11:00 – 19:00	Penrith Parish Centre, St Andrews Place, Penrith CA11 7XX	79
Friday 21st June 11:00 – 19:00	The Station, Station Yard, Richmond DL10 4LD	138
Saturday 22nd June 12:00 – 16:00	The Station, Station Yard, Richmond DL10 4LD	127
Tuesday 25th June 10:00 – 14:00	Center Parcs, Whinfall Forest, Penrith CA10 2DW	63

Table 2: Event dates, times, locations and number of attendees

Exhibition panels presenting information about the dualling programme and maps of each of the sections of the A66 with the route options were displayed at the consultation events (copies can be found in the Appendix J).

Members of the project team covering all disciplines were on hand to answer questions or provide more information.

Paper copies of the consultation brochure and response form were handed out to attendees at the events, and facilities were available for visitors to complete the form at the events.

Attendees were also invited to put a pin in a large format map to show their home location. This map was a useful tool to highlight where people had travelled from to attend the consultation. Overwhelmingly, the events attracted a local audience which supported our strategy of holding multiple events in locations along the route.

Consultation response channels

Consultation responses were accepted through the following channels:

- Online, using the online response form
- Submitting a paper copy of the response form at public consultation events
- By post using a freepost address printed on the paper response forms
- Email to the dedicated project email address: A66NTP@highwaysengland.co.uk

The ways in which people could respond to the consultation were widely publicised and made clear in the consultation material as was the deadline for submission. All responses received by 11.59pm on 11 July 2019 were included within the consultation analysis. This was extended until 15 July for postal responses which were posted within the consultation period but not received by July 11.

Data management

Submissions from the online response form were analysed. Hard copies responses were scanned digitally, analysed and the original hard copies were placed in secure storage for the duration of the analysis.

Data processing

We appointed a wholly independent research and analysis organisation to process and analyse the responses. As part of their independent assurance, they reviewed the response form to ensure questions were impartial and not leading prior to consultation.

In line with the Government Digital Strategy, we directed respondents to the online consultation platform. This platform contained links to the consultation material and a link to the secure online survey.

Many respondents could not, or chose not to, respond online or via email. Hard copy versions of the response form and accompanying freepost envelope were made available at the consultation events to supplement those which had been distributed through deposit points and by mail.

This consultation attracted a very high level of paper responses with 46% of the total responses coming in as posted response forms.

Respondents were not limited to using the response form. People responding to the consultation were also able to send their own written response via the freepost address or by email directly to the A66 inbox managed by Highways England. These responses were forwarded to the analysis organisation for inclusion in the analysis.

The table opposite shows the response channels utilised in the A66 Northern Trans-Pennine project consultation.

Response channel	Count
Total public responses	764
Online response form	342
Paper response form	372
Letter	3
Email	47
Total organisation/group responses	90
Online response form	33
Paper response form	19
Letter	1
Email	37

Table 3: Number of responses by channel

Data analysis

Closed question responses (e.g. multiple choice 'tick box' format) were tallied. The open question responses (which contained the free text comments) were each analysed to identify the themes emerging from the consultation. We worked alongside the analysis organisation to consider the responses received and the emerging themes.

The response form included 11 questions in an open-ended format. Responses to each question were reviewed and a codeframe created for each issue raised in the comments. As the codeframes were developed from the responses received, they are unique to the A66 consultation.

The total number of codeframes therefore provides a quantitative measure of the issues being raised and a frequency count of these codes shows the relative importance of this issue in terms of the number of times the issue was raised by respondents.

The full report, A66 Northern Trans-Pennine Project Consultation, Analysis of Findings, written by Ipsos MORI, along with all appendices, codeframes and a full analysis of the responses can be seen in Appendix D.

We have considered the responses and consultation themes identified from the analysis described in the development of a Preferred Route for the A66 which will be taken forward to the design stage and recommended to Government. They will also be considered during the further design and development of the project.

Limits of the information

This report is based on the responses received to the consultation, and therefore does not constitute a technical assessment of the proposed improvements. This report analyses the opinions stated by those who responded to the consultation and, as such, is a self-selecting sample. Therefore, the information in this report is not representative of all in the local community or stakeholders. The value of the consultation is in identifying the issues and views of those who have responded and their perceptions of the proposals.

Three email responses were received outside of the consultation period are not counted in terms of the charts in this report but will be considered as part of the preferred route decision.

This consultation attracted a very high level of paper responses with 46% of the total responses coming in as posted response forms.



6. Responses by respondent profile

A total of 854 responses were received during the public consultation period. A further three were received by email outside the consultation period and have not therefore been included in this analysis but have been considered as part of the preferred route decision.

The feedback form distributed inside the A66 brochure captured some analytical data from respondents to provide some background information about the residents and stakeholders who responded to the consultation. Details of respondent profiles are broken down, by response form question and the submitted answers on pages 35 and 36.

Response channel

Of the 854 unique consultation responses received during the consultation period, 90 responded on behalf of an organisation or group and the remaining 764 responses were from members of the public.

Of the organisational responses, 19 were received as paper response forms, 33 via the online response form, 37 responses were received by email and 1 as posted correspondence.

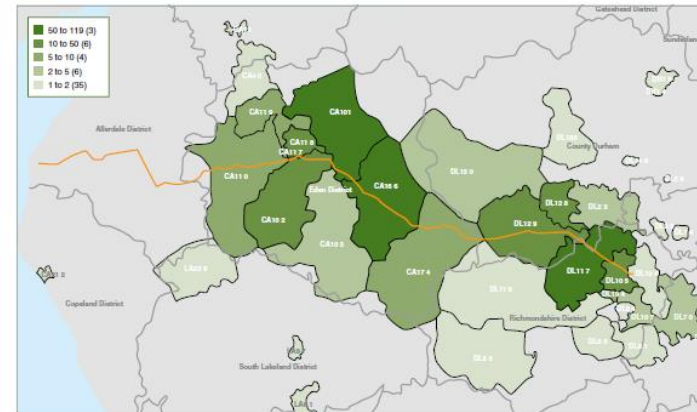
Of the public responses, 372 were received as paper response forms, 342 via the online response form, 47 responses were received by email and 3 as posted correspondence.

It is important to note that while there were 854 responses to the consultation, only 766 of those responded on an online or paper response form so that is the maximum number of responses for the closed questions analysed in sections five and six of this document. Also, not all of these 766 respondents answered every question on the form. The total number of respondents is included in the analysis of each question.



Respondents' postcode information

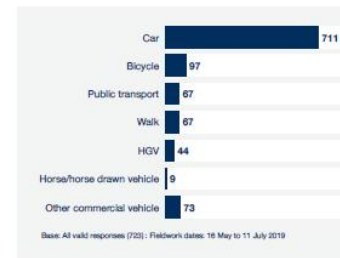
Most responses were generated from postcodes directly on the route of the A66 which supports the strategy of having multiple drop-in sessions along the consultation area corridor. The map below shows the highest response areas by postcode.



Source: A66 Northern Trans-Pennine Project Consultation, Analysis of findings. Ipsos MORI 2019

Road users

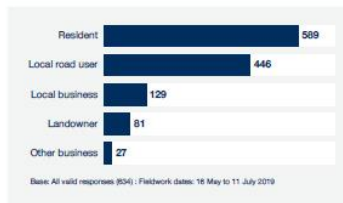
The feedback form asked respondents how they currently used the A66. The responses are shown in the table opposite. Of the 723 responses, the vast majority are using the road in private cars but the table also shows representation from other vehicle users as well as equestrians, cyclists and pedestrians.



Nature of interest in the A66

Respondents asked about their interest in the A66 route and the potential dualling programme. As shown in the chart below, out of the 634 responses received, 589 were submitted by local residents, 446 also said that they regularly use the A66 in the study area, in a private vehicle. It should be noted that respondents could select more than one option for their interest in the consultation.

Q10. What is your interest in the A66?

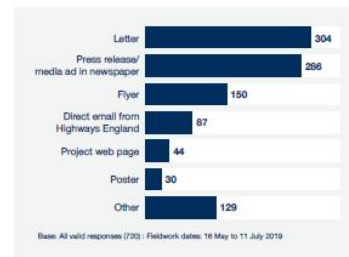


Consultation information

We are keen to ensure that we deliver our consultations in the best way to reach our customers. As part of this we asked respondents about their experience of the consultation process by asking: "How did you hear that the consultation was happening?" 720 people responded to this question.

Information about the consultation was distributed via a number of different channels along the A66 to ensure that as many people as possible heard about the events. We were keen, therefore, to understand which communication had been successful in informing local people about the consultation process. The 'other' category received a high level of responses (129 respondents) and anecdotal feedback at consultation suggested this was word of mouth. This information about how people heard about the events will help inform our future approach to consultation.

Q15. How did you hear the consultation was happening?



Out of the 634 responses received, 589 were submitted by local residents, 446 also said that they regularly use the A66 in the study area.

Questions on the consultation

We also wanted to know if respondents had attended one of our consultation events before filling out their response form.

Out of the 766 respondents completing the form, 718 responded to this question. Of those, 202 said that they had attended one of the consultation events held along the route. A further 198 respondents said that they hadn't attended an event but had reviewed the information online while 272 said they had been to an event and reviewed the online information. Finally, 46 people filled out the response form without reviewing online materials or attending an event. Therefore 66% of respondents completing this question had attended one of the consultation events.

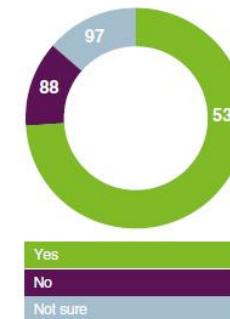
Q13. Did you attend one of the consultation events or did you review the consultation brochure information online?



Finally, we asked respondents if they were happy with the level of detail included in the consultation brochure.

A total of 718 people responded to this question with 74% (531) responding that they were happy with the level of detail. 88 respondents felt there was not enough detail in the brochure and a further 97 were unsure.

Q14. Do you think the consultation brochure contained enough information about the proposed scheme?



7. Consultation responses to options

Respondents were asked their views on a total of 15 options over seven single carriageway sections and Kemplay Bank roundabout. In some sections there are a choice of options and in others a single suggested route.

In the response form people were asked a closed question "To what extent do you agree or disagree with this option?" They were provided with six tick boxes ranging from 'strongly agree' to 'strongly disagree' with an option for 'don't know'. The following graphs are taken from the report A66 Northern Trans-Pennine Project Consultation, Analysis of Findings and show the total number of responses for each question with a total number for

those who agree (those who responded 'strongly agree' or 'tend to agree') and disagree ('strongly disagree' and 'tend to disagree').

In addition, there was an open text question asking respondents to provide more information on which elements of the option they liked or disliked. They were encouraged to give as much detail as possible. The most frequent reason for agreeing and disagreeing with each option, along with the number of mentions, is included.

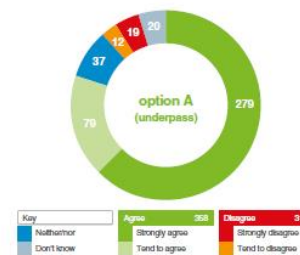
For maps and descriptions of these options see section 4 of this report.



A total of **2,333** people attended the exhibitions and we received **854** responses to the consultation.



M6 Junction 40 Kemplay Bank roundabout – option A



Most frequent reason for support

The underpass would cause minimal visual intrusion – **218 mentions**.

"Underpass will stop all the complaints about views being destroyed."

Local Road User

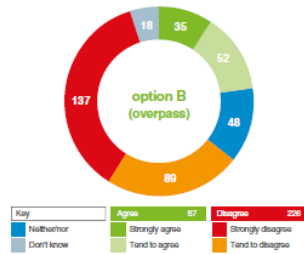
Most frequent reason for not supporting this option

Poor drainage and potential flooding of an underpass – **13 mentions**.

"Beware of underpass flooding. This must be added to your risk assessment. The current roundabout is flat and level and thus the underpass will be 20 feet down and will require a pumping station."

Local Road User

M6 Junction 40 Kemplay Bank roundabout – option B



Most frequent reason for support

An overpass will be better value for money / cheaper / cost less – **7 mentions.**

“The overpass may offer a quicker build and therefore more cost effective, with less disruption to all traffic during construction.”
 Local Resident and Local Road User

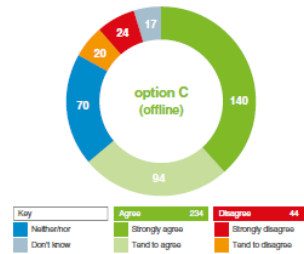
Most frequent reason for not supporting this option

An overpass would be visually intrusive and spoil the character/landscape – **64 mentions.**

“Would be the biggest mistake doing an overpass, it would be seen for miles around like a carbuncle on the Lakes.”
 Local Resident and Local Road User

“From a tourism perspective an underpass would be the preferable option as it would detract less from the area visually.”
 Assistant Director Planning and Economic Development, Eden District Council

Penrith to Temple Sowerby – option C



Most frequent reason for support

A southern diversion does not require the demolition of nearby buildings – **79 mentions.**

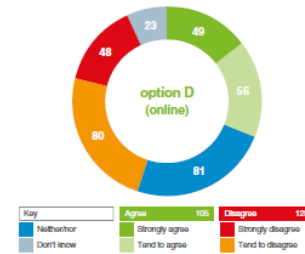
“Option C doesn’t involve demolition of existing buildings and impact the hamlet – there were no other differences between the two so it’s an obvious choice.”
 Local Resident

Most frequent reason for not supporting this option

A southern diversion would result in land take of local farmland – **10 mentions.**

“Option C goes through current wheat-fields, hence objections will be raised.”
 Local Resident

Penrith to Temple Sowerby – option D



Most frequent reason for support

Option D aligns better with the existing A66 route – **13 mentions.**

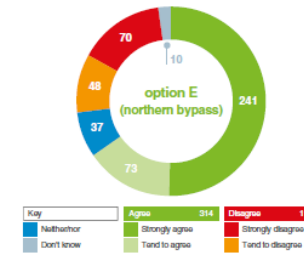
“My preference would be to maintain the alignment with the existing A66 route and preserve the rural character of the surrounding farmland”
 Local Resident

Most frequent reason for not supporting this option

The northern diversion would require the demolition of nearby buildings – **22 mentions.**

“It does seem a pity to demolish buildings which look to have some history.”
 Local Resident

Temple Sowerby to Appleby – Kirkby Thore – option E



Most frequent reason for support

Option E would remove HGVs and other large vehicles from the village of Kirkby Thore – **186 mentions.**

“British Gypsum trucks diverted from a real accident hotspot at Kirkby Thore turning.”
 Local Resident

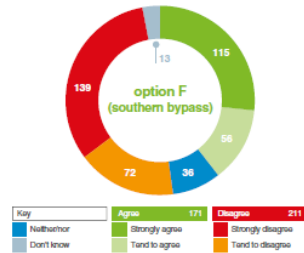
Most frequent reason for not supporting this option

Option E would give poorer access and connections to local areas – **82 mentions**

“The road would run past numerous houses that are not affected by traffic or road noise currently”
 Local Resident

“Option E better serves the requirements of the local community and the HGV access and egress from the British Gypsum facility.”
 Eden District Councillor, Brough Ward

Temple Sowerby to Appleby – Kirkby Thore – option F



Most frequent reason for support

Option F is a more direct route – 64 mentions.

“Option F should be the preferred route as this is most direct route and will not result in significant increased journey times.”

Local Resident and Local Road User

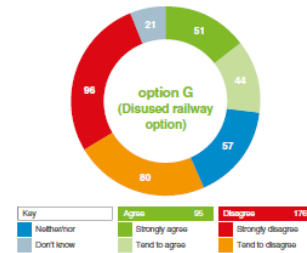
Most frequent reason for not supporting this option

Negative economic impact on local businesses and jobs – 40 mentions.

“The south bypass is much worse because it will send all heavy goods vehicles that are going to the British Gypsum plant right through the village of Kirkby Thore just like now.”

Local Resident

Temple Sowerby to Appleby – Crackenthorpe – option G



Most frequent reason for support

Bypass closest to Crackenthorpe would require least land – 12 mentions.

“Option G reduces the environmental footprint, i.e. by leaving more land outside the trunk road footprint and preserving the tranquillity and beauty of the foothills of the Pennines.”

Local Resident and Local Road User

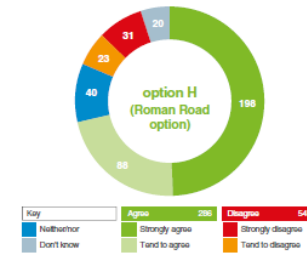
Most frequent reason for not supporting this option

Unsuitability of the land for a new road – 49 mentions.

“Too close to the River Eden... loss of wild woodland and important habitats, especially owls, jays, badgers and deer. Red squirrels also seen here.”

Local Resident, Landowner and Local Road User

Temple Sowerby to Appleby – Crackenthorpe – option H



Most frequent reason for support

Option H takes the road further away from unsuitable land especially in relation to the River Eden and land slips – 65 mentions.

“Option H is the logical solution to incorporate the old Roman Road, resulting in traffic being routed further from Crackenthorpe residents.”

Local Resident

Most frequent reason for not supporting this option

Use of the original Roman Road – 21 mentions.

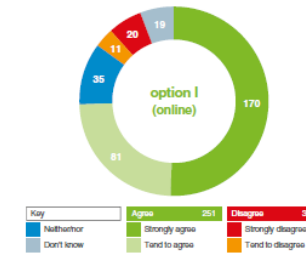
“Option H will destroy one of the last sections of an ancient unspoiled byway, a Roman Road, which will need thorough archaeological investigation, setting the project back for years.”

Local Resident

“With increasing interest in reopening closed railway lines, it may be short-sighted to use the dismantled railway line as a route.”

Town Councillor, Kirkby Stephen Town Council

Appleby to Brough – option I



While only one proposal was brought forward for this section, the feedback received will be utilised in the design phase of the project.

Most frequent reason for support

Improved safety conditions – 33 mentions.

“I like the fact that this part will be widened – this is a dangerous section of road and there has been a number of accidents here due to people getting impatient and trying to overtake. I strongly support the road widening on this part of the road.”

Local Resident

Most frequent reason for not supporting this option

Option I would provide poor access and connections to local villages from A66 westbound – 59 mentions.

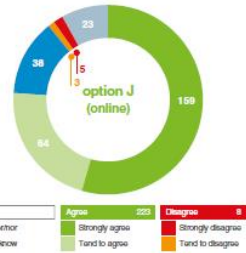
“Whilst we acknowledge that the current junction is not ideal, we do not want to have to drive miles every day if we want to be able to go into Kirkby Stephen by only being allowed to exit left.”

Local Resident

“The A66 Northern Trans-Pennine Project is essential from a highway safety and economic perspective. These improvements will significantly help the delivery of aggregates and asphalt for construction, maintenance and repair of nationally important infrastructure.”
 Estates Manager, Aggregato Industries UK



Bowes Bypass – option J



While only one proposal was brought forward for this section, the feedback received will be utilised in the design phase of the project.

Most frequent reason for support

Option J is the most obvious solution – **51 mentions.**

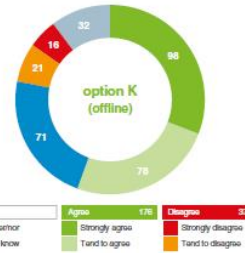
“Option J seems to be a quite straightforward solution to the widening of the existing Bowes Bypass. As I see it, I do not see how this stretch of the A66 could be widened any other way.”
 Local Resident and Local Road User

Most frequent reason for not supporting this option

Would result in poorer access and connections to local area – **17 mentions.**

“Your current option for the Bowes Bypass appears to result in us having no access to the A66. Our suggestion for a safer access to Bowes would be via a service road past Stonebridge to The Street. There is currently a partial road still remaining from previous A66 route.”
 Email response

Cross Lanes to Rokeby – option K



Most frequent reason for support

Option K minimises the need to demolish buildings – **53 mentions.**

“Option K would appear to have less of an impact on cultural heritage. Option K will not require the demolition of buildings (cost, environmental impact).”
 Local Resident

Most frequent reason for not supporting this option

Would result in poorer access and connections to local area – **10 mentions.**

“The problems arise because of the lack of plans to replace the bridge access routes into Barnard Castle and the related need for a town bypass.”
 Local Resident and Local Road User

“Option L would be much better for traffic flows in Barnard Castle with fewer HGVs doing a 270 degree turn around the Buttermarket.” MP for Bishop Auckland (Incumbent at the time of consultation)

Cross Lanes to Rokeby – option L



Most frequent reason for support

Option L is a straighter road with fewer bends – **13 mentions.**

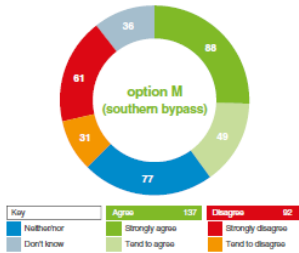
“Option L is the best proposal as it would follow the existing road.”
 Local Resident and Local Road User

Most frequent reason for not supporting this option

Route north of Old Rectory would provide poor access and connections – **81 mentions.**

“Option L would appear to leave HGV traffic with no option other than to drive a significant distance East (potentially to Scotch Corner) in order to travel West. This would add an hour to any journeys in my HGV (I cannot cross County Bridge in Barnard Castle as this has a 7.5t weight limit) and would impact on not just my own journeys but those of the other businesses in town.”
 Local Resident and Local Road User

Stephen Bank to Carkin Moor – option M



Most frequent reason for support

Minimises damage to local heritage sites – 51 mentions.

“I have driven this route over many years, experiencing the evolution of the A66 from totally single carriageway to incremental dualling, preventing fatal and serious casualty rate on this section demands dualling and improved junction arrangements. In my opinion, Option M, involving a new dual carriageway south of the existing A66 and rejoining the original A66 Carkin Moor Farm, offers the most satisfactory outcome.”

Local Resident

Most frequent reason for not supporting this option

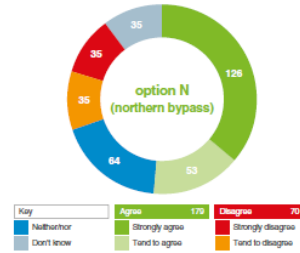
Will cause an increase in traffic noise – 15 mentions.

“Option M would have a severe detrimental effect on Ravensworth Village, bringing the A66 and accompanying noise and pollution towards the village.”

Local Resident

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Stephen Bank to Carkin Moor – option N



Most frequent reason for support

Better access to local villages and places – 61 mentions.

“Option N moves the main road away from Ravensworth and will make turning onto the A66 from Ravensworth much safer. It will also make a much safer junction for visitors to Mainsgill Farm and Fox Hall.” Local Resident and Local Road User

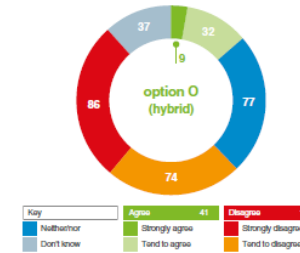
Most frequent reason for not supporting this option

Option N will cause damage to the local scheduled monument – 12 mentions.

“Damage to the Roman fort is regrettable – construction must require archaeological surveys and recording to improve historical record.”

Local Resident and Local Road User

Stephen Bank to Carkin Moor – option O



Most frequent reason for support

Option O is my preferred option / the best / sensible option / logical choice – 4 mentions.

“Option N is feasible but the easiest is Option O with just one all movement junction not east bound only to the south of the existing road. This all movement junction on the new road can take traffic from West Layton, Moor Lane, New Lane and Mainsgill with minimum new roads leading to it. There would be no need for a new all movement junction on Moor Lane.”

Local Resident and Local Road User

Most frequent reason for not supporting this option

Increase in traffic noise – 13 mentions.

“Option O to me seems too ‘twisty’ so might not be as safe as the ‘straighter’ options.”

Local Resident



“Option M appears beneficial in heritage terms... however the potential for possibly numerous and currently unknown archaeological assets to be impacted through the choice of option M appears to have a far greater impact and is therefore our least preferred option.”

Inspector of Ancient Monuments, Historic England

Source: All quotes and graphical data from A66 Northern Trans-Pennine Project Consultation, Analysis of findings. Ipsos MORI 2019

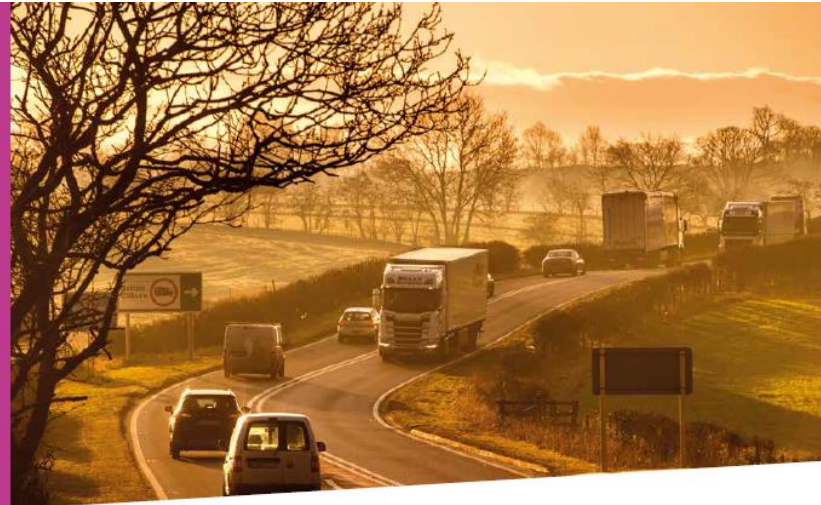
45

8. Your suggestions from the consultation process

In our response form, we provided people the opportunity to provide further details about their feedback and the reason that they agreed or disagreed with each option. In addition, respondents could provide neutral comments or suggestions for each option.

Alongside the options-specific feedback, we have analysed these comments by theme. Where comments relate to potential design of the individual sections of the improved A66, these have been fed back to the design team for consideration in the development of the preferred route.

The numbers opposite in brackets after each comment relate to the frequency at which that subject appeared in the responses.



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M6 junction 40 to Kemplay Bank

There was a large number of positive comments in the free text boxes about the need for improvements in this area. Respondents welcomed plans for the Kemplay Bank roundabout because the improvement works are necessary (27) and would help to improve safety at this critical roundabout (10) and ease congestion and improve traffic flow (30). There were 10 mentions of the need to prioritise improvements at this junction over other areas of the A66.

Respondents on the Kemplay Bank roundabout requested us to review the plan for an underpass in the light of potential flooding issues (5) especially relating to the impact in the water table in this section. Design considerations were important (5) as was the desire to minimise the environmental impact with planting and woodland (5). Respondents also asked us to consider access for the Cumbria Fire and Rescue service (10) and the public rights of way used by cyclists (10).

Signage was also considered to be important in the planning of this junction and clear road markings and electronic signage were mentioned by five respondents. There was also considerable feedback about traffic light sequencing in this area (10) and the potential to remove the lights on this section altogether to improve traffic flow (10).

All these suggestions and considerations have been fed back to the design team. During the preliminary design stage, detailed ground investigation will be commissioned to determine the most appropriate solution for the Kemplay Bank roundabout improvements and a full flood risk assessment (FRA) would be undertaken in order to understand potential flooding issues and inform the design. In addition, consideration will be given to adjacent stakeholders to ensure continuity of access is maintained in any final proposals as well as during construction periods.

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Penrith to Temple Sowerby

The plans for the improvement on this section were welcomed in the general comments particularly with respect to how those works would improve safety on this section (17). Respondents particularly welcomed the plans to improve the access at Center Parcs for both safety reasons (20) and to improve traffic flow and ease congestion (5).

The alternative suggestions on this section also focussed on safety and access with people asking us to review the junction at Center Parcs (6) and at Llama Karma Cafe (5).

All these suggestions and considerations have been fed back to the design team. Safety is paramount to project design and as such, access to the A66 for cyclists, local businesses and villages will be carefully considered. All existing provision will be reviewed and arrangements will either be improved to current design standards or a suitable, safe alternative provided.

Temple Sowerby to Appleby – Kirkby Thore

Generally, relating to both options, there was considerable support for the improvement works in this location. Reasons cited for supporting these plans included that they are necessary (6) with some respondents specifically relating this to safety reasons (19) and how it would ease congestion (9) and improve traffic flow for HGVs through Kirkby Thore (11).

Respondents also asked the design team to consider moving the junction north of Kirkby Thore (14) to Main Street and to provide a link road from Main Street to the British Gypsum access road (13). They also asked us to consider noise impact (11), biodiversity and wildlife (6), the impact on the water table and the potential for flooding (5) and rights of way and access provision for cyclists (9), pedestrians (7) and to local roads through underpasses or overpasses (5).

People were also keen to be engaged and consulted throughout the design process (8). See section 9 for details of further engagement and consultation throughout the project.

A number of respondents felt that both options (E and F) had merit and would work in this location (10).

The designs for Kirkby Thore presented two very different options for improving this section of the A66. More specific comments were therefore received which focussed around the individual sections of the route to the south and the north of the village.

In relation to the southern bypass there were very few comments relating to this option. The only alternative suggestions were to move the bypass further to the south (2) and to consider an all movement junction at the petrol station.

In relation to the northern bypass, 24 respondents asked the team to consider upgrading the junction on Main Street at Kirkby Thore and a further 5 asked for the current road to be retained for local traffic.

While there were very few comments on this section, 3 people mentioned moving the road further to the North and 2 suggested moving it further to the East.

All these suggestions and considerations have been fed back to the design team. The alignment of both the northern and southern options were carefully considered based on a high number of physical and environmental constraints and, as such, there is minimal opportunity for variants of either option. During the preliminary design stage, all comments raised regarding junction locations will be considered as part of the ongoing junction strategy work.

On the environmental points, a detailed noise assessment will be undertaken for the preferred option and appropriate noise mitigation will be incorporated into the design to minimise noise impacts. Engagement with the Environment Agency and Natural England and additional survey work/modelling has helped identify the options least likely to impact on biodiversity and flooding.

Temple Sowerby to Appleby – Crackenthorpe

The plans for dualling at Crackenthorpe received positive feedback with respondents saying they felt the plans were needed (3) especially for safety reasons (7). Connections to local villages such as Bolton and Appleby featured highly in the feedback around these sections of route.

Respondents to this section were keen to see consideration given to mitigating the environmental impact (5).

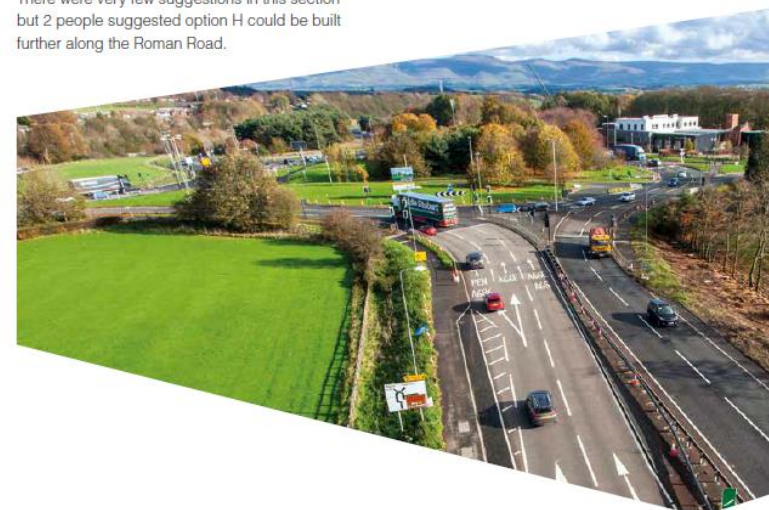
There were very few suggestions in this section but 2 people suggested option H could be built further along the Roman Road.

All these suggestions and considerations have been fed back to the design team. During the preliminary design appropriate mitigation measures will be identified to minimise any adverse environmental impacts. This would be undertaken in collaboration with Statutory Environmental Bodies such as the Environment Agency.

Appleby to Brough

Due to constraints (outlined in section 3) there was only one option presented for the stretch of carriageway between Appleby and Brough. There was a lot of responses around the need for improvements in this area (15) with people welcoming the dual carriageway plans (13). Most of the respondents cited safety reasons (28) for their support.

In this section respondents were keen that the team reviewed access issues along the new dualled carriageway with local towns and villages (5) and farmland (6) getting most mentions.



Feedback on the need for cycleways and cycle crossing points also featured and access to and from Appleby (5) and Brough (6) were specifically mentioned by multiple respondents.

As with other sections, people were keen that we review the water table locally and the potential for flooding in this area (7) while others want us to minimise noise (6) with suggestions including screening (2) and planting (2). Planting was also suggested to minimise environmental impacts (3).

A number of people (14) asked us to consider building the dual carriageway on the Ministry of Defence (MOD) land while others (19) simply stipulated it be built further to the north.

People were also keen that we considered a number of junction improvement works with all movement junctions (6) and connections to farms and fields (6) getting a number of mentions. Suggestions were also put forward around underpasses and overpasses to improve local connectivity with mentions of fields (7), Flitholme (6) and Landrigg (6).

The retention of the detrunked section of A66 was a popular option in this section with 16 people mentioning it in their response.

All these suggestions and considerations have been fed back to the design team. For safety reasons access to the A66 for cyclists, local farms and villages will be carefully considered. All existing provision will be reviewed and arrangements will either be improved to current design standards or a suitable, safe alternative provided.

During the preliminary design, the preferred option will be developed to identify appropriate environmental mitigation measures to minimise any adverse impacts. This would be undertaken in collaboration with Statutory Environmental Bodies such as the Environment Agency.

We have been in discussions with various organisations about the potential to move the alignment further to the north in this section. However, the land to the north of the A66 is within the Area of Outstanding Natural Beauty (AONB) and the current alignment of the A66 is the boundary of that designation. The designation, and the planning restrictions inherent within it, therefore curb any development to the north of the existing alignment. We have been in ongoing dialogue with Natural England throughout the design process to investigate if there is any flexibility within this designation but their view is that there has to be an exceptional planning reason for development within the AONB and that our plans do not meet this standard.

Bowes Bypass

The section bypassing Bowes to the north has only one suggested route (see page 13 for constraints information) which was presented for consultation, therefore there were less comments and suggestions made in relation to this stretch of the A66.

A number of comments were made saying the works were necessary (10) especially in relation to safety (15) and the A66/A67 junction (5).

People also asked the team to be aware of the water table at this location (7) and the potential for flooding. Connectivity and access also featured in the feedback on this option with farms (7) and public rights of ways (7) having a number of mentions.

The potential to retain Bowes Station as a heritage site received 4 mentions and 7 people asked us to think about noise mitigation.

All these suggestions and considerations have been fed back to the design team. Access to the A66 for local farms and villages will be carefully considered as will all public rights of way in this section. All existing provision will be reviewed and arrangements will either be improved to current design standards or a suitable, safe alternative provided.

A full flood risk assessment (FRA) would be undertaken in order to understand potential flooding issues and inform the design.

Cross Lanes to Rokeby

Respondents in this section agreed that works are required to this stretch with safety (11) featuring, specifically around Rokeby (5).

People have asked us to consider what mitigation might be possible in this area with planting (4), screening (5) and minimising land take (4) all being suggested.

While there were lots of suggestions for this section, not many received multiple mentions. The exception was one suggestion to make the junction at Rokeby Park an all-movement junction (11) rather than the eastbound-only junction which is shown in the consultation materials. Other suggestions included under and overpasses and slip roads.

All these suggestions and considerations have been fed back to the design team. All existing access points will be reviewed and arrangements will either be improved to current design standards or a suitable safe alternative provided. During the preliminary design we will identify appropriate mitigation measures to minimise any adverse impacts on landscape and visual receptors such as planting and screening.

Stephen Bank to Carkin Moor

There were three alternative options presented for this section and there was agreement that improvements are required here (8) specifically the dualling programme (5).

Safety (10) was the most cited reason for agreement with Mainsgill Farm access (13), New Lane junction (5) and the Ravensworth road (11) being mentioned as particular areas of concern. People were also concerned about speeding (5) and congestion (8).

Public rights of way were mentioned by a number of respondents to this section with a wide-spread of different user types specified including equestrians (9), cyclists (6) and pedestrians (7).

We also received a number of suggestions for this section where people would like to see the de-trunked A66 maintained for local use (14) and asked the team to consider building the route further south (6) and upgrading junctions (5).

All these suggestions and considerations have been fed back to the design team. All existing access points will be reviewed and current arrangements will either be improved to current design standards or a suitable safe alternative provided. During preliminary design, lengths of A66 to be de-trunked will be identified and proposals for their continued use discussed with the local highway authority.

How we'll use your suggestions

All the feedback we have received through the consultation process has been reviewed, coded and interpreted by our analysis partner. This includes comments received through the online and offline response forms and those received by email and letter.

All this information has been collated into themes and passed to the relevant teams within Highways England. Some of this has been reviewed by the design team who will look at comments you have made about issues such as junctions, access points and road configuration. Other teams will review the comments received around subjects like heritage and ecology.

All the comments and suggestions have been very valuable in the process and we are very grateful to everybody who took part in the consultation.

9. Summary and next steps

Summary of findings

The results of the public consultation exercise have revealed overwhelming support for the need to make improvements to the A66. More than nine out of every ten respondents (492 of 532) stated they were in favour of the project with only 27 individuals being against the dualling.

There seem to be clear forerunners in public preferences for particular options. The total

number of people stating a preference against each option can be seen in the table on page 55 of this report. These are the opinions stated by those who responded to the consultation and, therefore, the information in this report is not representative of all stakeholders.



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In summary there are six sections where there was more than one option for respondents to choose from and for sections Appleby to Brough and Bowes Bypass only one route was proposed. The section, and the public preference for each, can be seen in the table below:

Section	Preference from consultation	Description of the option	Number of respondents agreeing with option	Preferred route
M6 junction 40 to Kemplay Bank	A	Underpass	358	A
Panrith to Temple Sowerby	C	Southern diversion	234	C
Temple Sowerby to Appleby – Kirkby Thore	E	Northern bypass	314	E
Temple Sowerby to Appleby – Crackenthorpe	H	Roman Road northern most route	286	H
Appleby to Brough	I	Single route proposed	251	I
Bowes Bypass	J	Single route proposed	223	J
Cross Lanes to Pockaby	K	Southern diversion	176	K
Stephen Bank to Carkin Moor	N	Northern diversion	179	N

Next steps

We have used the information gathered through the consultation to feed into the preliminary design of the project. We have also used feedback received about the local area to identify any specific constraints we need to be aware of along the route and within the wider study area.

While the results of the consultation are a critical element of the decision-making process, there is also a considerable amount of investigation work, including environmental assessment work, wildlife surveys, planning policy considerations and detailed traffic modelling which have been undertaken before we reached a conclusion on

the preferred route for the A66 between the M6 junction 40 and the A1(M) at Scotch Corner. We have now concluded this work and announced the preferred route

The preferred route has been decided through a combination of the results from the public consultation and the detailed studies into environmental and geological constraints. The preferred route is in line with the preferences expressed through the consultation process.

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Further details of this decision making can be seen in the preferred route leaflet and the scheme assessment report (see the project webpage at highwaysengland.co.uk/a66-northern-trans-pennine for further details).

Our preferred route will now be taken through to the preliminary design stage where we develop the design in more detail and undertake more environmental surveys and detailed investigation works. All the feedback from the consultation will be fed into this design process.

The plans which are brought forward for the next stage of consultation will be underpinned by these detailed assessments which will evolve throughout the process as we update our information. We will carry out a further consultation process as we develop our application for a Development Consent Order

(DCO) and this will give you another opportunity to get involved and share your views prior to our DCO application submission. A Statement of Community Consultation (SoCC) will be developed prior to the statutory consultation which will set out proposals for this process.

The DCO, if granted, will provide development consent to undertake the improvements to the A66. Development consent is required because this project is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008.

Throughout this process, we will continue to work with natural and historic environmental statutory bodies, landowners and stakeholders.

The seven-step process for this project is explained in the table below.

Pre-project	Options phase		Development phase			Construction phase	
0 Strategy shaping and prioritisation	1 Option identification	2 Option selection	3 Preliminary design	4 Statutory procedures and powers	5 Construction preparation	6 Construction, commissioning and handover	7 Closeout



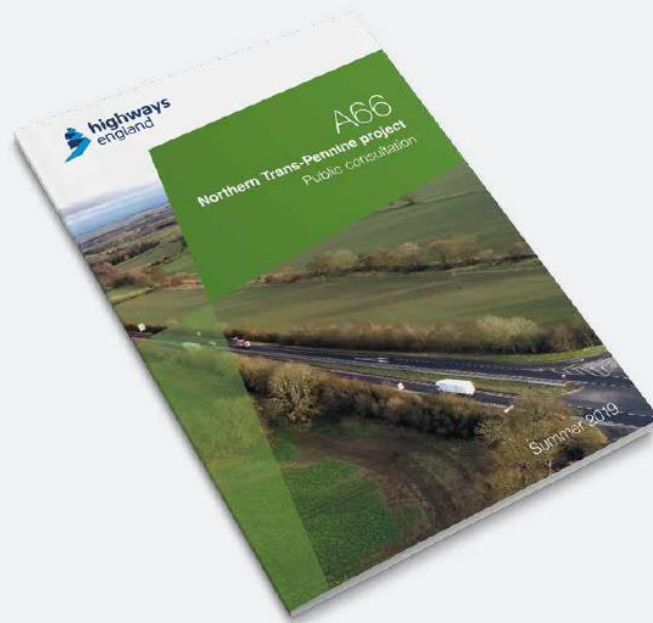
I am behind the change as the volume of traffic warrants a dual carriageway. It's one of the few roads leading into the Lakes and a major road connecting the East to the West.

Quote from consultation feedback



Appendix A

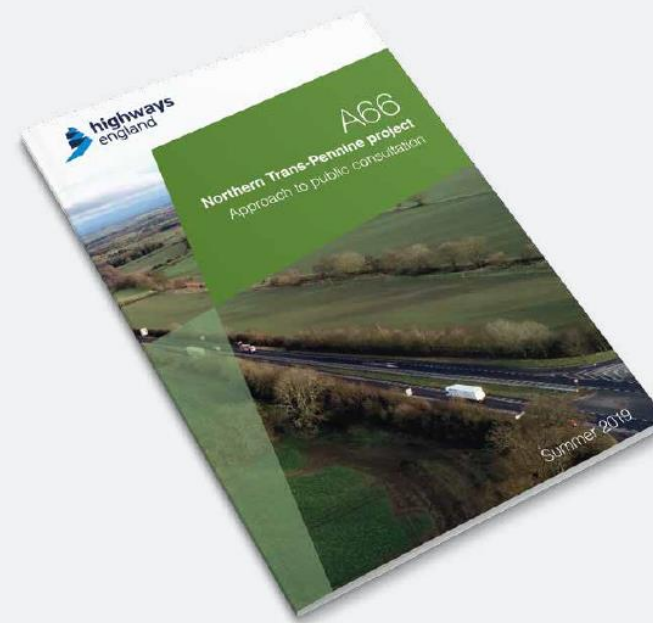
Consultation brochure and response form



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Appendix B

Approach to public consultation document



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Appendix C

Sample invitation letter



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Appendix D

Analysis of findings



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Appendix E

Deposit points

Location	Point	Address
Scotch Corner	Scotch Corner Services	Middleton Tyas, Richmond DL10 6PQ
Middleton Tyas	Middleton Lodge	Middleton Lodge, Kneaton Lane, Middleton Tyas, Richmond, North Yorkshire DL10 6NJ
Gilling West / Richmond	The White Swan pub	The White Swan, 51 High Street, Gilling West, Richmond DL10 5JG
Richmond	Lidl Richmond	Queens Rd, Richmond DL10 4AJ
Richmond	Richmond Town Hall	Town Hall, Market Pl, Richmond DL10 4QL
Richmond	Richmond Post Office	6a Finkle St, Richmond DL10 4QB
Richmond	The Georgian Theatre Royal	Victoria Road, Richmond, North Yorkshire DL10 4DW
Richmond	Richmond Library	10 Queens Rd, Richmond DL10 4AE
Richmond	Richmond Yorks Golf Club	Richmond DL10 5EX
Barnard Castle	Cross Lanes Organic Farm	Cross Lanes, Barnard Castle DL12 9HT
Barnard Castle	Co-Op	Prospect Pl, Barnard Castle DL12 8HL
Barnard Castle	TCR Hub Community Centre	Shaw Cres, Middleton-In-Teesdale, Barnard Castle DL12 8TD
Barnard Castle	Barnard Castle Doctors Surgery	Barnard Castle Surgery, Victoria Rd, Barnard Castle DL12 8HT
Barnard Castle	Morrisons	23 Galgate, Barnard Castle DL12 8EJ
Stainmore	Stainmore Café	A66, Kirby Stephen CA17 4EU
Brough	Brough Community Primary School	Kirky Stephen CA17 4EY
Brough	Brough Castle Ice Cream Parlour and Tearoom	Church Brough CA17 4EJ
Appleyby	Old Hall Veterinary Centre	Cross Croft, Industrial Estate, Appleyby-In-Westmorland CA16 6HX
Appleyby	The Hayberglill Centre	Hayber Lane, Warcop, Appleyby, Cumbria CA16 6NP
Appleyby	Warcop Primary School	Warcop, Appleyby-In-Westmorland CA16 6NX
Appleyby	Café Sixty Six	Ketland Moor, Appleyby-In-Westmorland CA16 6LN
Appleyby	Appleyby Golf Club	Brackenber, Appleyby-In-Westmorland CA16 6LP
Appleyby	Appleyby Leisure Centre	Chapel Street, Appleyby, Cumbria CA16 6QR
Appleyby	Appleyby Sports Centre	Battlebarrow, Appleyby-In-Westmorland CA16 6XU
Kirkyby Thore	Kirkyby Thore Post Office	Somerset House, Kirkyby Thore, Penrith CA10 1UD
Temple Sowerby	Temple Sowerby Medical Practice	Linden Park, Temple Sowerby, Penrith CA10 1RW
Temple Sowerby	Hazel Dene Garden Centre	Hazel Dene Garden Centre, Penrith CA10 1QF
Penrith	Penrith Hospital	Bridge Ln, Penrith CA11 8HX
Penrith	Penrith Cricket Sports and Social Club	27 Wetheriggs Ln, Penrith CA11 8PE
Penrith	Morrisons	24-25 Brunswick Rd, Penrith CA11 7JU, UK
Penrith	Booths	Westgate House, Brunswick Rd, Penrith CA11 7JU, UK

Appendix F

Flyers

highways england

A66

Northern Trans-Pennine project

Public consultation – share your views

May – July 2019

Investing in your roads

At Highways England we believe in a connected country and our network makes those connections happen. We strive to improve our major roads and motorways – engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe.

We have been commissioned by the Department for Transport (DfT) to investigate the potential to improve the A66 between the M6 junction 40 at Penrith and the A1(M) at Scotch Corner to address the east-west connectivity across the Pennines in the north of England.

We are proposing to invest around a billion pounds to dual the remaining single carriageway sections of the A66.

This will significantly improve journeys and connectivity, which is great news for the local, regional and national economy.

This work is important to future growth and will help the economies of both the North East and Cumbria, as well as improve journeys between England and Scotland.

The following locations require improvements or dualing:

- M6 junction 40 to Kempling Bank roundabout (A66/A6 interchange)
- Penrith to Temple Sowerby
- Temple Sowerby to Appleyby – Kirkyby Thore
- Temple Sowerby to Appleyby – Crockershope
- Appleyby to Brough
- Brough Bypass
- Cross Lanes to Kirkyby
- Stephen Bank to Carlin Moor

How we are consulting

We're holding a public consultation on our proposals and we would like to hear what you think, so please share any concerns, ideas or local knowledge that you may have.

The consultation will run between 16 May and 11 July 2019 with public events taking place in May and June. There will be lots of ways you can tell us what you think.

Your comments will help us better understand the local area and any potential impacts our project may have on the community and we look forward to hearing from you.

The H&E opposite sheets where you will be able to see our proposals and provide feedback face to face with us.

We look forward to seeing you.

Alternatively, you can find out how you can take part online at www.highwaysengland.co.uk/A66TransPennine

Event venues, dates and times

- **Gilling West Hall, Richmond**
16 May 2019, 1.30pm – 3pm
- **Penwith Rugby Club, Wintona Park**
17 May 2019, 11am – 7pm
18 May 2019, 10am – 2pm
- **Gilling West Hall, Richmond**
22 May 2019, 11am – 7pm
23 May 2019, 11am – 7pm
- **The Appleyby Hub**
29 May 2019, 11am – 7pm
30 May 2019, 11am – 5pm
31 May 2019, 11am – 7pm
1 June 2019, 10am – 2pm
- **Penwith Parish Centre**
4 June 2019, 1.30pm – 7pm
5 June 2019, 10am – 2pm
6 June 2019, 10am – 7pm
- **The Witham, Barnard Castle**
13 June 2019, 11am – 7pm
13 June 2019, 11am – 7pm
14 June 2019, 11am – 7pm
15 June 2019, 10am – 7pm
- **Penwith Parish Centre**
17 June 2019, 10am – 5pm
18 June 2019, 11am – 7pm
- **The Station, Richmond**
21 June 2019, 11am – 7pm
22 June 2019, noon – 4pm

Appendix G

Sample press advert

highways england **A66 Northern Trans-Pennine project**

Your chance to share your views on the future of the A66 between M6 junction 40 at Penrith and A1(M) Scotch Corner.

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways – engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe.

We have been commissioned by the Department for Transport (DfT) to investigate the potential to improve the A66 between M6 junction 40 at Penrith and the A1(M) at Scotch Corner. This is in order to address the lack of east / west connectivity across the Pennines in the north of England.

We are proposing to invest around a billion pounds to dual the remaining single carriageway sections of the A66. This will significantly improve journeys, safety and connectivity, which is great news for the local, regional and national economy.

We are holding a number of consultation events to explain our proposals and seek your views.

Our team can be contacted at A66NTP@highwaysengland.co.uk.
 More information is available at www.highwaysengland.co.uk/A66TransPennine

Event venues, dates and times

- Gilling West Hall, Richmond**
 - 16 May 2019, 1:00pm – 7pm
- Penrith Rugby Club, Winters Park**
 - 17 May 2019, 11am – 7pm
 - 18 May 2019, 10am – 2pm
- Gilling West Hall, Richmond**
 - 22 May 2019, 11am – 7pm
 - 23 May 2019, 11am – 7pm
- The Appleby Hub**
 - 25 May 2019, 11am – 7pm
 - 30 May 2019, 10am – 3pm
 - 31 May 2019, 11am – 7pm
 - 1 June 2019, 10am – 2pm
- Penrith Parish Centre**
 - 4 June 2019, 11am – 7pm
 - 5 June 2019, 10am – 2pm
 - 6 June 2019, 10am – 2pm
- The Witham, Barnard Castle**
 - 12 June 2019, 11am – 7pm
 - 13 June 2019, 11am – 7pm
 - 14 June 2019, 11am – 7pm
 - 15 June 2019, 10am – 2pm
- Penrith Parish Centre**
 - 17 June 2019, 10am – 2pm
 - 18 June 2019, 11am – 7pm
- The Station, Richmond**
 - 21 June 2019, 11am – 7pm
 - 22 June 2019, noon – 4pm

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Appendix H

Sample poster

highways england **A66 Northern Trans-Pennine project**

Consultation events being held here at The Witham

We are proposing to invest around one billion pounds to dual the remaining single carriageway sections of the A66 between M6 junction 40 at Penrith and the A1(M) at Scotch Corner. This will significantly improve journeys, safety and connectivity, which is great news for the local, regional and national economy.

Public consultation events will be held here on the following dates.

Drop in and have your say

Wednesday 12 June 2019 – from 11am – 7pm
Thursday 13 June 2019 – from 11am – 7pm
Friday 14 June 2019 – from 11am – 7pm
Saturday 15 June 2019 – from 10am – 2pm

For more information, please visit www.highwaysengland.co.uk/A66TransPennine

Can't make these events?
 We're holding a number of events at venues along the A66 route during May and June. To find out where and when they are please visit the web page address above.

Telling someone else about these events?
 To help someone else to find this venue the full address is: The Witham, 3 Horse Market, Barnard Castle, DL12 6LY

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Appendix I

Sample press coverage

Concerns over impact of A66 proposals

AS mentioned in the TM recently, the proposed restriction of traffic from the A66 westbound lane into Barnard Castle via the Abbey Bridge, could reduce the numbers of HGVs using this route, and driving through the town.

However, the concern is then shifted to the use by the large number of non-HGVs on this route which would then have to drive further west and then north on the B6277, from Cross Lanes to the three-way traffic lights and over the County Bridge.

At the consultation in The Witham and in the consultation document, Option K would give a two-way junction at Rokeby, as at present. Option L would make all westbound non-HGV vehicles access the town via Cross Lanes. The B6277 is a narrow road (unlike the Abbey Bridge road) it has at least three concealed road junctions and three significant bends with poor visibility. At the narrowest point in the 30mph section, the only pavement is less than one metre wide which a pushchair, buggy or wheelchair cannot negotiate without moving onto the road. In addition a huge percentage of vehicles drive this section above the speed limit of 30, endangering:

walkers, bikers and other motorists on the blind corners. This extra traffic will also be negotiating the County Bridge and The Bank, with its parking on both sides and difficulty in allowing two vehicles to pass even in normal circumstances.

There is obviously a long way to go with the proposed dualling but I would encourage local people to consider these proposals carefully and reply to Highways England through their consultation document.

Jennifer White
 Barnard Castle

Road chiefs trying to resolve HGV issue on A66

ROAD planners have been set in force in Barnard Castle as part of a public consultation on the dualling of the A66. The four day event, hosted by Highways England at The Witham, was designed to allow people to comment on the proposals. The Witham event was one of 20 planned along the route of the A66. At least 1,500 people have been along to look at the proposals and express their thoughts.

One concern is the access to and from the A66 around Barnard Castle and the problems associated with a proposal to shut the existing point to westbound traffic at the Rokeby junction.

Man Dovesland, senior project manager for Highways England, said: "We are now looking at putting in a junction in the area of Cross Lanes Organ's farm. This would mean traffic travelling from the east wanting to get to Barnard Castle would come off here. It is proposed to put an underpass for the main carriageway at this location as vehicles would re-join the A66 eastbound and exit at the

likely junction on their way to Barnard Castle. This measure would make access safer and easier."

The problem of HGVs blocking Barnard Castle and wanting to head west on the A66 remains. The weight limit on the County Bridge would stop them using the Cross Lanes junction. Mr Dovesland said: "We are aware of the issues and are actively looking at ways to resolve them."

He added: "We want to work closely with Durham County Council over how the A66 will connect with Barnard Castle and the wider road network."

Letters: Whoever will replace John Blackie is fighting for Wensleydale?

"We have just heard the sad news about John Blackie, a man who never ceased working for the Upper Dale, he can't be replaced. When on the first day, he had a great idea of how to look at a problem and how to solve it."

Sometimes conversations, he made some mistakes, but then people who never made a mistake never make anything.

JOY was a brilliant supporter of people living in Wensleydale always fighting to retain, restore and maintain services which are always under threat, be it schools, transport, health services, or housing.

Whoever she chose to replace him, the quality of life for our people is largely put down to John's determination. Who will ever replace him?

Sue Harley, Sculth

Wildflowers

RECENTLY the verges and roundabouts of the Springwood end of the Boddie bypass were a joy of wild flowers, but this was turned into a wasteland of dead and rotting vegetation, one example of many.

We are told that insects are experiencing great difficulties in these times of planetary catastrophe, yet the multiple facilities are deliberately and unnecessarily destroyed at the time of year. Why?

Is it not possible to leave them until flowering and seedling are over, so that birds and small animals may also benefit? (quote from Robert Curzon's *Wildflowers of 1962*)

"In the economy of nature the natural vegetation has its essential place... providing food, cover and nesting areas for birds and animals for many small animals. Such vegetation is also the habitat of wild bees and other pollinating insects. It is more dependent on these wild pollinators than the quality of the soil. These insects, in essence, are our agriculture and, indeed, to our landscape as we know it, depend something better from us than the immediate production of trees and fields."

Mary Cleary, Seabed
 Post office

On a recent Sunday I sat at the newly re-located post office in Horthalton High Street. As I sat there, I noticed the front of the building had been in the middle of the street since I was a child. I was surprised to find that the building was still there. It was a large, old building, but it was still there. It was a large, old building, but it was still there.

The woman behind the counter who had transferred to the new premises said it was actually warmer from the old post office and she liked the light and air. The former post office on Horthalton High Street.

Appendix J

Sample exhibition boards



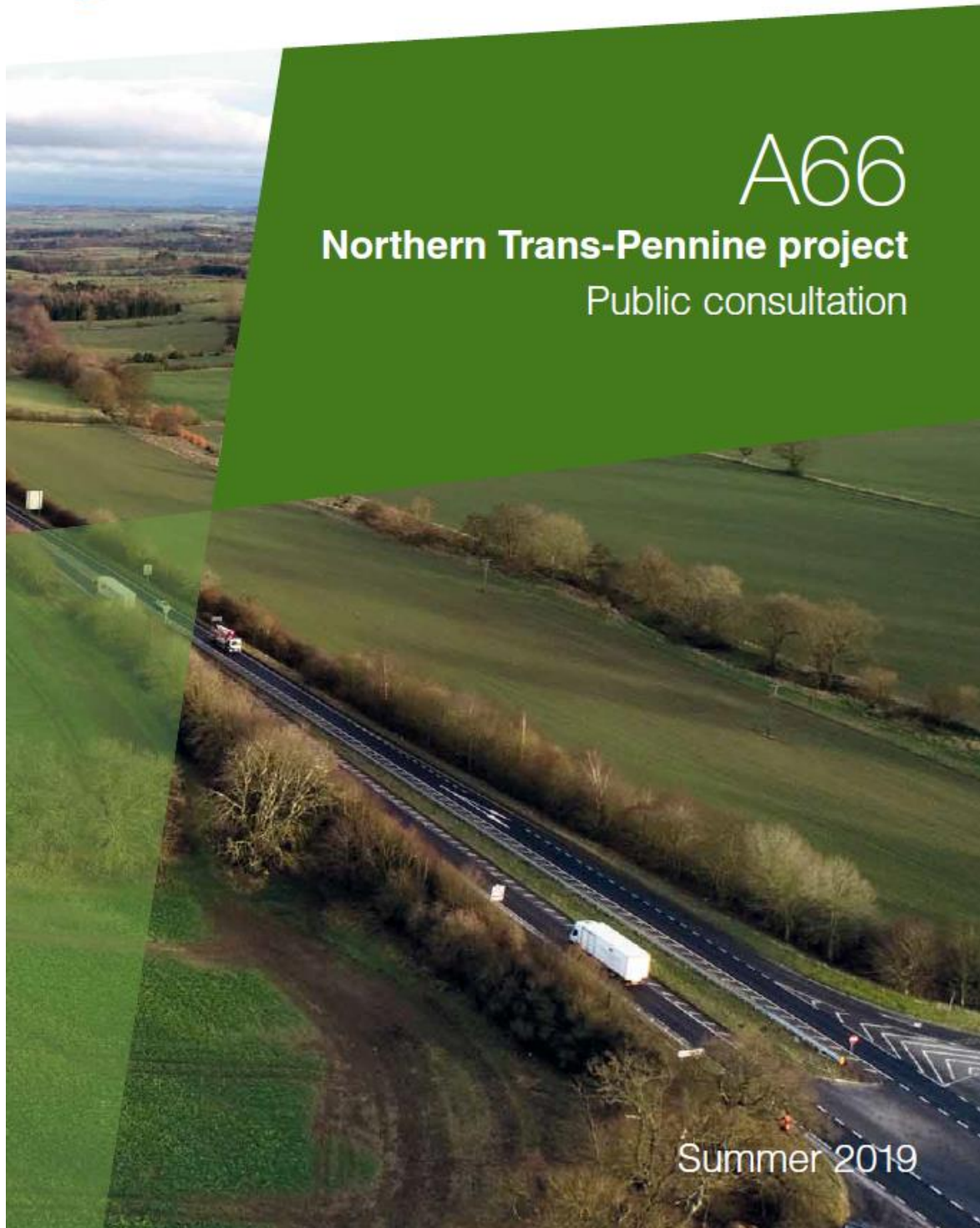
2 Deposit points

Appendix E

Deposit points

Location	Point	Address
Scotch Corner	Scotch Corner Services	Middleton Tyas, Richmond DL10 6PQ
Middleton Tyas	Middleton Lodge	Middleton Lodge, Kneeton Lane, Middleton Tyas, Richmond, North Yorkshire DL10 6NJ
Gilling West / Richmond	The White Swan pub	The White Swan, 51 High Street, Gilling West, Richmond DL10 5JG
Richmond	Lidl Richmond	Queens Rd, Richmond DL10 4AJ
Richmond	Richmond Town Hall	Town Hall, Market Pl, Richmond DL10 4QL
Richmond	Richmond Post Office	6a Finkle St, Richmond DL10 4QB
Richmond	The Georgian Theatre Royal	Victoria Road, Richmond, North Yorkshire DL10 4DW
Richmond	Richmond Library	10 Queens Rd, Richmond DL10 4AE
Richmond	Richmond Yorks Golf Club	Richmond DL10 5EX
Barnard Castle	Cross Lanes Organic Farm	Cross Lanes, Barnard Castle DL12 9RT
Barnard Castle	Co-Op	Prospect Pl, Barnard Castle DL12 8HL
Barnard Castle	TCR Hub Community Centre	Shaw Cres, Middleton-In-Teesdale, Barnard Castle DL12 8TD
Barnard Castle	Barnard Castle Doctors Surgery	Barnard Castle Surgery, Victoria Rd, Barnard Castle DL12 8HT
Barnard Castle	Morrisons	23 Galgate, Barnard Castle DL12 8EJ
Stainmore	Stainmore Café	A66, Kirkby Stephen CA17 4EU
Brough	Brough Community Primary School	Kirkby Stephen CA17 4EY
Brough	Brough Castle Ice Cream Parlour and Tearoom	Church Brough CA17 4EJ
Appleby	Old Hall Veterinary Centre	Cross Croft, Industrial Estate, Appleby-In-Westmorland CA16 6HX
Appleby	The Haybergill Centre	Hayber Lane, Warcop, Appleby, Cumbria CA16 6NP
Appleby	Warcop Primary School	Warcop, Appleby-In-Westmorland CA16 6NX
Appleby	Café Sixty Six	Ketland Moor, Appleby-In-Westmorland CA16 6LN
Appleby	Appleby Golf Club	Brackenber, Appleby-In-Westmorland CA16 6LP
Appleby	Appleby Leisure Centre	Chapel Street, Appleby, Cumbria CA16 6QR
Appleby	Appleby Sports Centre	Battlebarrow, Appleby-In-Westmorland CA16 6XU
Kirkby Thore	Kirkby Thore Post Office	Somerset House, Kirkby Thore, Penrith CA10 1UD
Temple Sowerby	Temple Sowerby Medical Practice	Linden Park, Temple Sowerby, Penrith CA10 1RW
Temple Sowerby	Hazel Dene Garden Centre	Hazel Dene Garden Centre, Penrith CA10 1QF
Penrith	Penrith Hospital	Bridge Ln, Penrith CA11 8HX
Penrith	Penrith Cricket Sports and Social Club	27 Wetheriggs Ln, Penrith CA11 8PE
Penrith	Morrisons	24-25 Brunswick Rd, Penrith CA11 7JU, UK
Penrith	Booths	Westgate House, Brunswick Rd, Penrith CA11 7JU, UK

3 Options consultation brochure





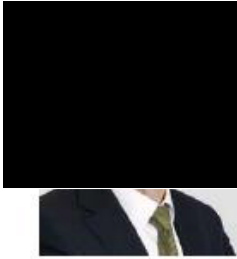
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A66 Northern Trans-Pennine project

Foreword



The A66 is a trans-Pennine link that is a key route between north-eastern England, Scotland and Northern Ireland. It's a hugely important route for freight traffic and it's also important for tourism, giving access to the Lake District and the North Pennines Area of Outstanding Natural Beauty.

But the A66 isn't up to modern standards. Drivers face congestion, delays at key junctions and substandard access to jobs and leisure locations. We are investigating ways to enhance the A66 through a comprehensive programme of improvements that would raise the whole route to dual carriageway standard.

This would deliver a consistent quality of journey for the 50 miles between Penrith on the M6 and Scotch Corner on the A1(M).

A better route would bring benefits across northern England and for Scotland and would also support the development of the Northern Powerhouse.

We recognise the value of the treasured landscapes along the route and the heritage that dates from as far back as the roads built by the Romans. The options in this consultation provide local people with an opportunity to help us choose route options that best balance the needs and environmental impacts of any new infrastructure.

Please read this brochure and come along to one of our consultation events. You can meet the project team and learn more about our ideas. Or please visit our web page or complete the response form in this brochure to give us your views.

With your feedback, we can together shape the future of the A66 so that it better serves road users, local communities and the region for generations to come.

Jim O'Sullivan
Chief Executive, Highways England



Investing in your roads

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe.

We have been commissioned by the Department for Transport (DfT) to investigate the potential to improve the A66 between M6 junction 40 at Penrith and the A1(M) at Scotch Corner. This is in order to address the lack of east / west connectivity across the Pennines in the north of England.

This is one of the most important highways investments in the North of England and will significantly improve journey times and driver experience while drastically reducing the number of accidents on this critical local and national route.

We are proposing to invest around one billion pounds to dual the remaining single carriageway sections of the A66. This will significantly improve journeys, safety and connectivity, which is great news for the local, regional and national economy. Our planned improvements for the road and a modern approach to design will help protect the local environment and important designated areas such as local historic sites.

The project will involve dualling multiple sections of single carriageway between M6 junction 40 at Penrith and the A1(M) at Scotch Corner. Other improvements are proposed along its length, such as at Kemplay Roundabout and the junctions with the M6 and A1(M). This work is important to enable future growth and will help the economies of both the North East and Cumbria, as well as improving journeys across the country.

The A66 has been upgraded from single carriageway to dual in a number of stages since the 1970s, with the most recent dual section, the Temple Sowerby Bypass, opening in 2007. However, more than 18 miles of single carriageway remain making the route accident-prone and unreliable.

In 2014, the government announced that it intended to examine the case for dualling one of the routes across the Pennines in the north of England. In 2017, it was announced that the A66 had presented the strongest case for an upgrade and that plans for full dualling between the M6 junction 40 and the A1(M) at Scotch Corner would be developed for the next Road Investment Strategy.

Our plans will ensure the entire route has two lanes in both directions along the full 50-mile route.

In 2003, we consulted on similar proposals but were unable to progress these at the time. However, the feedback we received has been very useful and has helped us to develop the current proposals.

In this brochure we explain our proposals and provide maps with further information. We will also give details of how you can give us your feedback during this public consultation.

This is a non-statutory public consultation on our options for the project, the results of which will help to inform our decision about which option to take forward. It is not the only time we'll be consulting on the A66 improvements.

While there is no legal obligation for us to undertake a non-statutory consultation, we are passionate about understanding people's views on our proposals early in the process, enabling us to refine the design by involving the community before we carry out a further consultation process on the design of our preferred route. This will give you another opportunity to get involved and share your views.

Following this, we will then make an application for a Development Consent Order (DCO) to obtain planning permission to build it. This is required because this project is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008.

How to respond

We're holding a public consultation on our proposals and we'd like to hear what you think, so please share any concerns, ideas or local knowledge that you may have.

The consultation will run for eight weeks from **16 May 2019 to 11 July 2019** and there are lots of ways you can tell us what you think. You can come along to one of our public consultation events or you can write to us by post or email. Details of how you can respond are below.

Your comments will help us better understand the local area and any potential impacts our project may have on the community. We will listen to everyone's feedback and we'll consider these before we select a preferred option.

Please respond using one of the following methods by midnight on Thursday 11 July 2019.

- **Online:** complete the response form online at www.highwaysengland.co.uk/A66TransPennine
- **Response form:** Complete the consultation response form in this brochure and return it using the Freepost envelope provided
- **Email:** send your response by email to: A66ntp@highwaysengland.co.uk
- **Post:** write to us at **Freepost A66 NORTHERN TRANS-PENNINE PROJECT**

All responses should be returned by the date and time above to ensure we can consider them when we are refining the design.

Consultation events

One of the best ways to find out more about our proposals and have your say is to come to one of our consultation events. This is a major investment and we are keen to talk to as many people as possible to ensure all the positive benefits are realised and to minimise any impacts on local people.

At the events, you'll be able to find out more about this transformational project and speak to members of the project team, who will be happy to answer any questions.

We will be at key locations listed below. These are drop-in events so there is no need to book an appointment.

All venues are fully accessible.

Thursday 16 May, 1.30pm – 7pm
Gilling West Village Hall, High Street,
Gilling West, **Richmond**, DL10 5JG

Friday 17 May, 11am – 7pm and
Saturday 18 May, 10am – 2pm
AW Jenkinson Suite (ground floor),
Penrith Rugby Club, Winters Park, **Penrith**,
CA11 8RQ

Wednesday 22 May, 11am – 7pm and
Thursday 23 May, 11am – 7pm
Gilling West Village Hall, High Street,
Gilling West, **Richmond**, DL10 5JG

Wednesday 29 May, 11am – 7pm,
Thursday 30 May, 10am – 3pm,
Friday 31 May, 11am – 7pm and
Saturday 1 June, 10am – 2pm
Main Hall (ground floor), The Appleby Hub,
Chapel Street, **Appleby-in-Westmorland**,
CA16 6QR

Tuesday 4 June, 11am – 7pm,
Wednesday 5 June, 10am – 2pm and
Thursday 6 June, 10am – 2pm
The Lake Room (1st floor), The Rooms,
Penrith Parish Centre, St Andrews Place,
Penrith, CA11 7XX

Wednesday 12 June, 11am – 7pm,
Thursday 13 June, 11am – 7pm,
Friday 14 June, 11am – 7pm and
Saturday 15 June, 10am – 2pm
The Witham Room (1st floor), The Witham,
3 Horse Market, **Barnard Castle,**
DL12 8LY

Monday 17 June, 10am – 2pm and
Tuesday 18 June, 11am – 7pm
The Lake Room (1st floor), The Rooms,
Penrith Parish Centre, St Andrews Place,
Penrith, CA11 7XX

Friday 21 June, 11am – 7pm and
Saturday 22 June, 12pm – 4pm
Townsend Suite (1st floor), The Station,
Station Yard, **Richmond,**
DL10 4LD

All of the above venues are well-served by public transport, however, if travelling by car, attendees should be aware of the following parking arrangements.

Penrith Parish Centre – there is no on-site parking so, if travelling by car, please use local car parks. The nearest disabled parking is located on Friargate.

Penrith Rugby Club – free on-site parking for up to 60 cars.

Gilling West Village Hall, Richmond – on-street parking only.

The Appleby Hub – pay and display car parking at Broad Close.

The Witham, Barnard Castle – on-street parking only.

The Station, Richmond – pay and display car parking between 8am and 4pm (free after 4pm)

Where to get further information

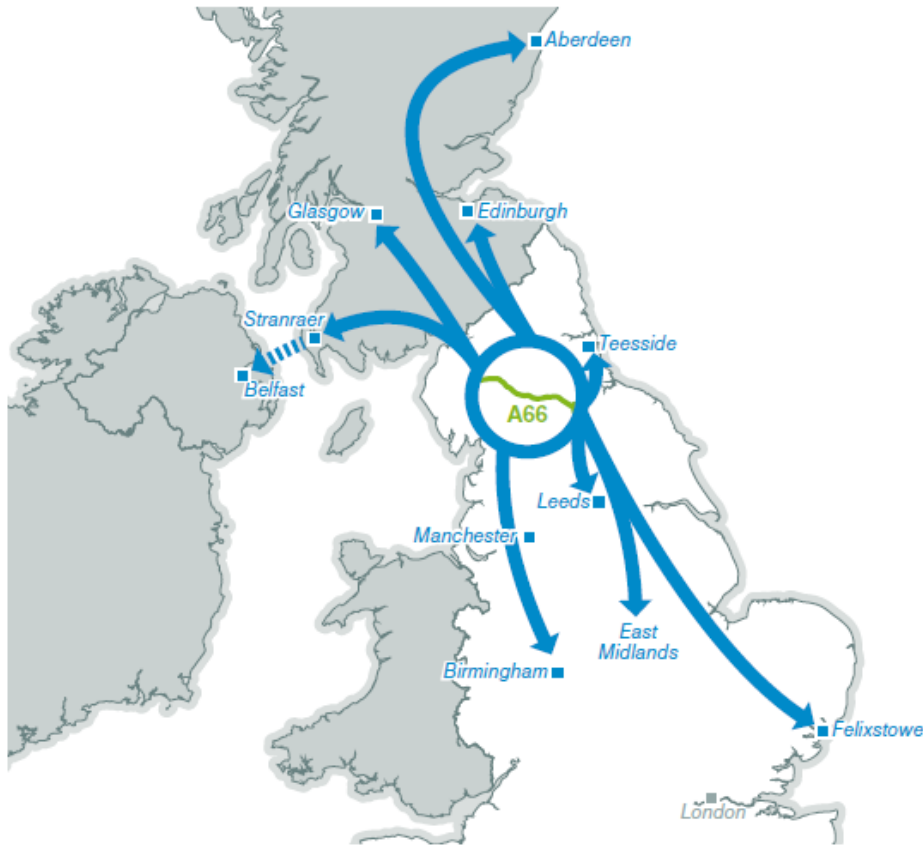
Further copies of this brochure and response form are available at several public locations across the A66 from Thursday 16 May. The full list is available here www.highwaysengland.co.uk/A66TransPennine and availability will depend on opening times of each of the locations.

Responses can be handed in at consultation events or sent to the address provided on the form.

If you wish to read our public consultation strategy on how we are conducting this consultation, please visit www.highwaysengland.co.uk/A66TransPennine



The positive strategic impact of improving the A66



The A66 plays a crucial role in the life of nearby communities. It also has an essential role for journeys across the UK, and the benefits of improvements to the A66 will be felt as far away as Inverness and Ipswich.

The A66 provides the most direct route between the central belt of Scotland and the eastern side of England, connecting cities like Glasgow and Edinburgh with Leeds, Sheffield and Norwich. Traffic from Northern Ireland, landing at the port of Stranraer, uses the A66 as its route onwards to ports such as Hull and Felixstowe.

The road also plays an especially vital role in connecting Cumbria to much of England, and is often at its busiest at the height of the Lake District's tourist season. From the east, it often

provides the route of choice to get from the Tees Valley and Tyneside to Manchester and Liverpool.

On a good day, a journey from Hull to Carlisle is 40 miles and 40 minutes shorter via the A66 than the M62. But the fact that the road repeatedly widens and narrows, and the fact that some sections of road don't match modern standards, makes it prone to congestion and delay, particularly in the holiday season. As a result, many think twice before using the A66, putting more pressure on roads like the M62.

Raising the A66 to a consistent standard would change the way people travel around the UK, and put surrounding communities next to a key national artery.

Why we need this project

The A66 between M6 junction 40 and A1(M) at Scotch Corner is 50 miles long, 18 miles of which is in single lane sections.

It is both a key local road and a national and regional strategic link, carrying high levels of freight traffic, as well as being an important route for tourism. Additionally, the route not only links the east and west but is the best available option for traffic travelling between the east of England and the west of Scotland.

Despite several upgrades to the route since the 1970s, the A66 still suffers from congestion, unreliable journey times and a higher-than-average number of accidents. Bad weather can severely impact conditions on the road, resulting in closures which are frustrating for road users, including hauliers.

This project will deliver a number of benefits for local communities with faster journey times, improved accessibility and better local connectivity through utilising the 'old' A66 and connecting to the local road network.

It will also be good news for all road users who will have greater confidence in getting to their destinations on time.

The objectives of the A66 Northern Trans-Pennine project are split as follows:

Safety – A consistent standard of dual carriageway, with the same speed limit throughout, may reduce the number of accidents. Use of the 'old' A66 as part of the local road network will provide better, safer routes for cyclists and pedestrians.

Connectivity – Improving connectivity for people living and working nearby and creating better facilities for cyclists and pedestrians. Reducing congestion and improving the reliability of people's journeys between the M6 at Penrith and the A1(M) Scotch Corner and nationwide. It also improves connectivity between the key employment areas of Cumbria, Tees Valley and Tyne and Wear.

Environmental – Minimising noise levels for people living and working near the route and reducing the congestion currently occurring in the single carriageway sections. The project is also being designed to minimise any potential negative impacts on the natural environment and landscapes of the North Pennines and Lake District.

Economic – Improving strategic regional and national connectivity, particularly for hauliers. Heavy goods vehicles account for a quarter of all traffic on the road and any delays to journeys can have an extremely negative effect on business and commerce, including lost working time and missed shipment slots.

Tourism – Improving access to key tourist destinations such as the North Pennines and Lake District.

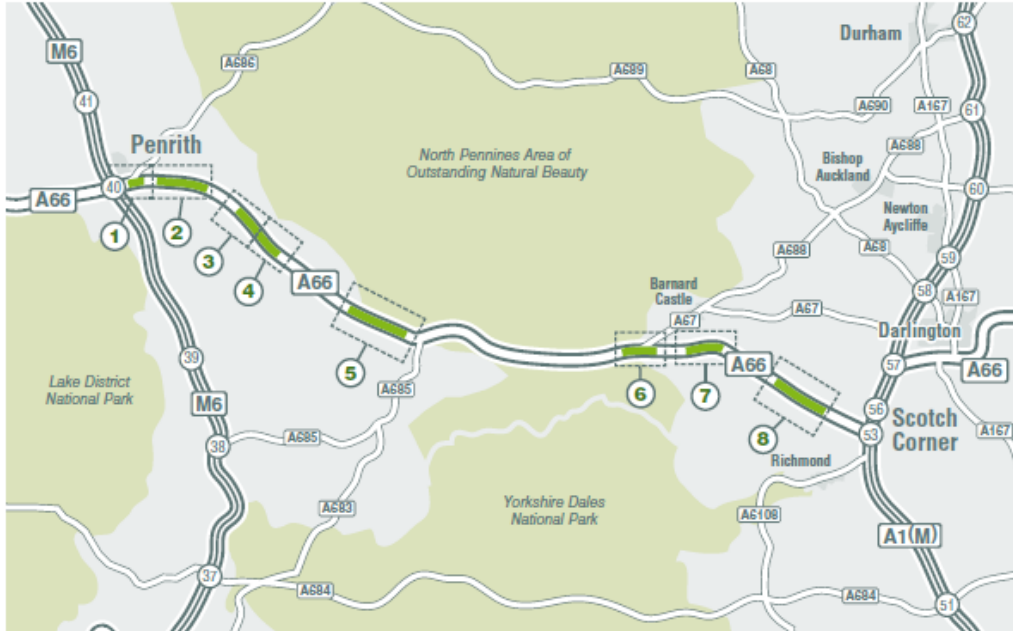
Community – Re-connecting communities and providing better links between settlements along the route as well as improving access to services such as healthcare, employment areas and education.

Capacity – Reducing delays and queues during busy periods and improving the performance of key junctions such as the A66/A6 and the M6 junction 40.

Increasing reliability – An improved A66, with consistent speed limits, will lead to less accidents which, in turn, makes the road more reliable. Also, having a dual carriageway provides the option to close lanes where required due to accidents or break downs and still keep traffic moving.



The options



Our plan is to invest around a billion pounds to dual the remaining single carriageways and improve junctions along the whole of the A66.

Without this investment the issues experienced today would worsen, with journey times getting slower, road conditions becoming more unreliable and risk of accidents increasing.

Areas Identified for upgrade include:

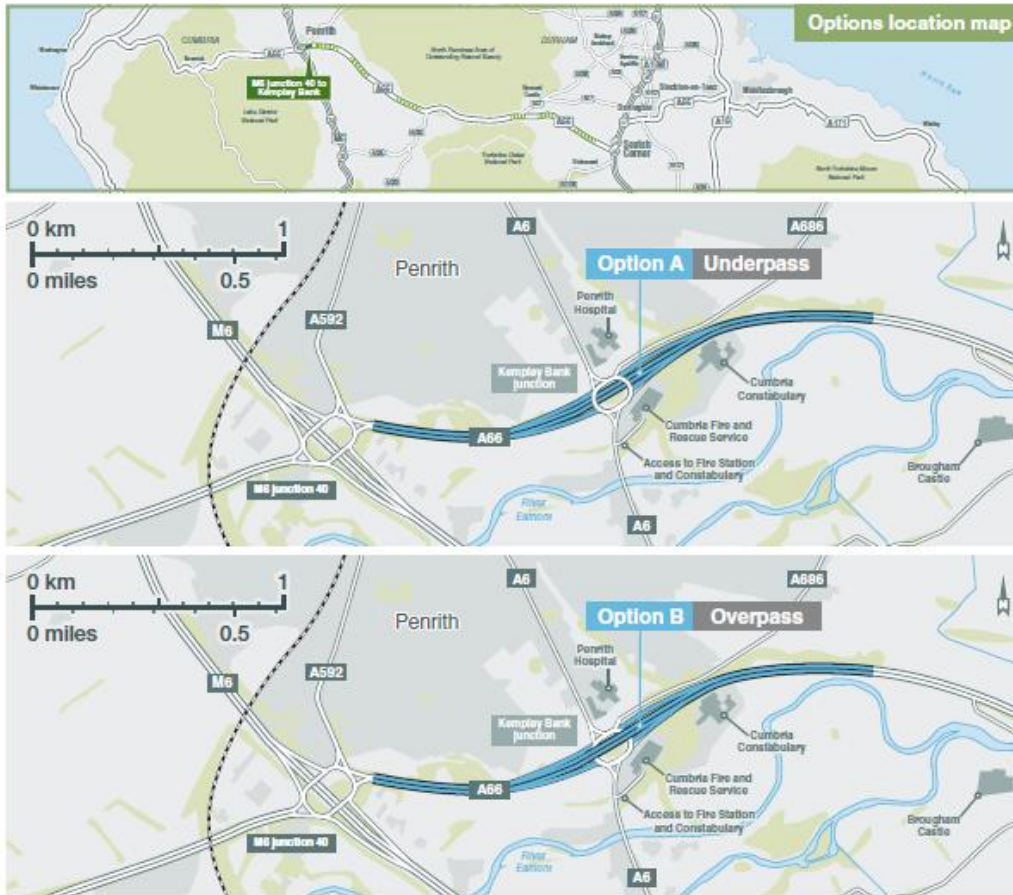
1. M6 junction 40 to Kemplay Bank roundabout (A66/A6 interchange)
2. Penrith to Temple Sowerby
3. Temple Sowerby to Appleby – Kirkby Thore
4. Temple Sowerby to Appleby – Crackenthorpe
5. Appleby to Brough
6. Bowes Bypass
7. Cross Lanes to Rokeby
8. Stephen Bank to Carkin Moor

We are also considering improvement works at M6 junction 40 for Penrith and at the A1(M) at Scotch Corner to improve capacity within the existing junction footprint. Once we have announced the preferred route, we will carry out a further consultation about these proposals and other junction improvements along the route.

We have provided more detail on the options for the areas listed above on the following pages.

A66 Northern Trans-Pennine project

M6 junction 40 to Kemplay Bank roundabout



The roundabout can suffer from high levels of congestion which impacts on the flow of traffic along the A66 and for north and southbound traffic using the A6. This bottleneck can also impact M6 junction 40.

Vehicles slowing down as they approach Kemplay Bank roundabout can lead to potential safety issues, creating problems for both east/west and north/south traffic as it passes through the interchange.

By facilitating free-flowing traffic along the A66 this will also deliver benefits for A6 traffic and local access routes to Penrith and facilities around the junction. This will be a major benefit for local

people in allowing easier access through the junction especially at peak times.

This section carries approximately 30,200 vehicles per day, 19% of which are heavy goods vehicles.

What are we proposing?

The approach roads and junctions need to be improved and the two options we are proposing will either introduce a new underpass or overpass through the Kemplay Bank roundabout.

Option A (underpass)

A new dual carriageway under Kemplay Bank roundabout providing an un-interrupted route for the A66 east and westbound.

This option would require significant work on each of the arms of the roundabout, new retaining wall and bridge installations and the reconstruction of the roundabout itself.

The underpass serving the police and fire services would need to be removed and an alternative new

access road constructed that would link into The Green, providing access to all the facilities in the south east of the junction.

Option B (overpass)

A new dual carriageway over the existing Kemplay Bank roundabout providing an uninterrupted route for the A66 eastbound and westbound.

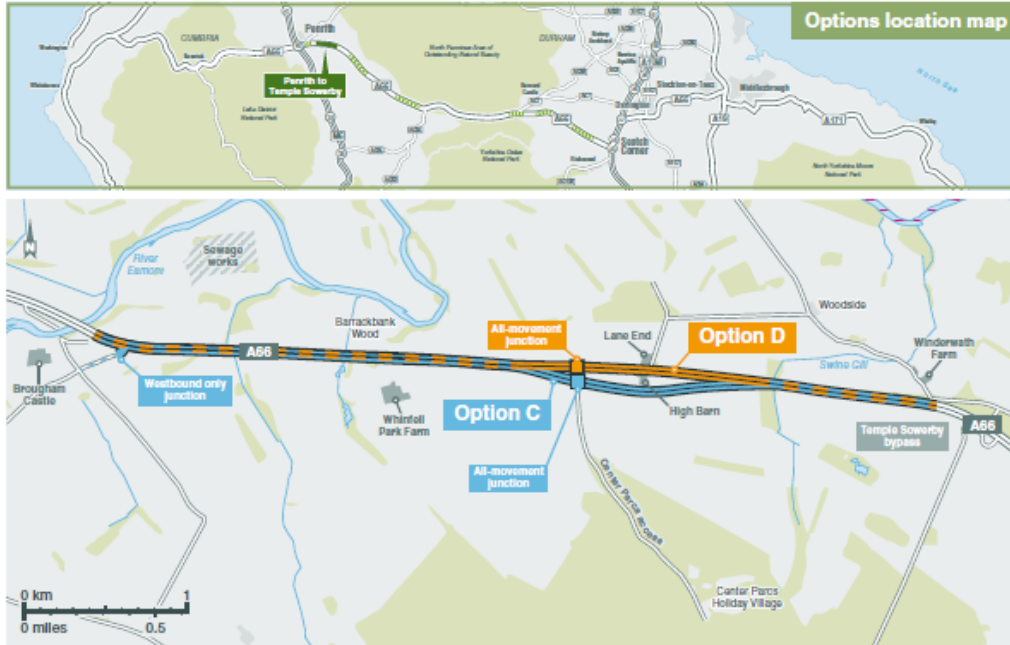
All other elements of this option would be the same as Option A.

Benefits and impacts

In proposing two options for Kemplay Bank interchange our analysis shows there are benefits and potential impacts relating to both the underpass and overpass options. These are presented below to help you share your views with us.

		Option A – Underpass	Option B - Overpass
Future improvements	Journey times	Both options will improve journey times.	Both options will improve journey times.
	Resilience - how the road recovers from incidents, accidents and maintenance work	The route is much less likely to be impacted by delays and closures.	The route is much less likely to be impacted by delays and closures.
	Safety	New road layouts and clearly defined routes will improve safety levels.	New road layouts and clearly defined routes will improve safety levels.
Environment	Air quality	There is no considerable impact on air quality.	There is no considerable impact on air quality.
	Biodiversity	There could potentially be some impacts on protected bird species but measures to reduce these will be put in place.	There could potentially be some impacts on protected bird species but measures to reduce these will be put in place.
	Cultural heritage	Measures such as planting and screening would be developed to mitigate impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape.	Measures such as planting and screening would be developed to mitigate impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape.
	Visual appeal	The underpass would have minimal visual impact.	The overpass will be higher so could have some visual impact.
	Ground conditions (geology)	No impacts on ground conditions are expected.	No impacts on ground conditions are expected.
	Noise levels	Noise levels are likely to increase due to higher use of the improved junction.	Noise levels likely to increase due to higher use of the improved junction. Overpass noise levels likely to be higher than the underpass option.
	Local land	This option is unlikely to result in any significant effects.	This option would require the purchase of local recreation grounds to the north of the roundabout and would temporarily cut off two public rights of way.
	Drainage and water environment	While rates of water run-off from both the underpass and the overbridge are likely to increase, modern design standards would minimise the pollution risk to Thacka Beck and the River Eamont.	While rates of water run-off from both the underpass and the overbridge are likely to increase, modern design standards would minimise the pollution risk to Thacka Beck and the River Eamont.
	Local access and re-connecting communities	Local access routes will be improved as free-flowing traffic prevents tailbacks and standing traffic.	Local access routes will be improved as free-flowing traffic prevents tailbacks and standing traffic.
	Pedestrians, walkers, cyclists and horse riders	New access roads and pedestrian routes will make it easier for people such as pedestrians, walkers, cyclists and horse riders to navigate the roundabout.	New access roads and pedestrian routes will make it easier for people such as pedestrians, walkers, cyclists and horse riders to navigate the roundabout.

Penrith to Temple Sowerby



There is a single carriageway section for three miles with varying widths, causing an inconsistent driving experience and creating safety issues. There are several junctions and numerous private access points, including one for Center Parcs, where it is difficult for cars to join the main highway.

This section carries approximately 19,500 vehicles per day, 24% of which are heavy goods vehicles.

What are we proposing?

We are proposing two options to introduce a dual carriageway on this section. Due to limited space at this location both options require the construction of a new road which is re-routed around the village of High Barn. A new junction will also be constructed at Center Parcs, providing access to the holiday park and local roads.

Between Brougham Castle and Whinell Park Farm, both options follow the line of the existing A66, utilising the existing carriageway where possible.

Both the options below would involve the realignment of some local roads and alternative routes would be provided to nearby junctions where required, improving ease of access for local road users and safety.

Option C

From Whinell Park Farm the road will divert to the south to avoid the hamlet of Lane End. The road will then re-join the A66 at Swine Gill before continuing to the Temple Sowerby Bypass.

Option D

This option is the same as option C but will not divert the current road away from High Barn and will therefore require the demolition of some buildings.

Benefits and impacts

In proposing two options for the Penrith to Temple Sowerby section, our analysis shows there are benefits and potential impacts to both options. These are presented below to help you share your views with us.

		Option C – Avoiding the hamlet of Lane End	Option D – Impacting the hamlet of Lane End
Future improvements	Journey times	Both options improve journey times.	Both options improve journey times.
	Resilience - how the road recovers from incidents, accidents and maintenance work	The new dual carriageway means incidents on one lane would not result in the closure of the road, therefore improving resilience.	The new dual carriageway means incidents on one lane would not result in the closure of the road, therefore improving resilience.
	Safety	Much safer route with consistent speed limits and safer access to the A66 via re-routed local roads.	Much safer route with consistent speed limits and safer access to the A66 from re-routed local roads.
Environment	Air quality	There is no considerable impact on air quality.	There is no considerable impact on air quality.
	Biodiversity	There could potentially be some impacts on protected bird species but measures to reduce these will be put in place.	There could potentially be some impacts on protected bird species but measures to reduce these will be put in place.
	Cultural heritage	Measures such as planting and screening would be developed to reduce impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape. This includes Countess Pillar and the settlement to the north east of Brougham Castle.	Measures such as planting and screening would be developed to reduce impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape. This includes Countess Pillar and the settlement to the north east of Brougham Castle.
	Visual appeal	Neither option will alter the character of the landscape.	Neither option will alter the character of the landscape.
	Ground conditions (geology)	No impacts on the ground are expected.	No impacts on the ground are expected.
	Noise levels	Noise levels are likely to increase between Brougham and Temple Sowerby.	Noise levels are likely to increase between Brougham and Temple Sowerby.
	Local land	Will lead to the loss of some farming land.	Will lead to the loss of farming land. This option will also require the demolition of buildings.
	Drainage and water environment	Potential impacts on the Light Water River and its associated floodplains but measures to reduce these will be put in place.	Potential impacts on the Light Water River and its associated floodplains but measures to reduce these will be put in place.
	Local access and re-connecting communities	Improved junctions will provide safer access.	Improved junctions will provide safer access.
	Pedestrians, walkers, cyclists and horse riders	There is no expected impact.	There is no expected impact.

Temple Sowerby to Appleby – Kirkby Thore



There is a single carriageway for a little over two miles on this section which skirts the village of Kirkby Thore. The carriageway varies in width and local roads are connected by several junctions and private access points along the route where accidents could potentially occur.

There is also an access route through Kirkby Thore village for heavy goods vehicles visiting the British Gypsum site to the north.

This area suffers from high accident levels and speed limits have already been reduced from 60 mph to 40 mph. This section carries approximately 16,500 vehicles per day, 27% of which are heavy goods vehicles, much higher than the national average.

What are we proposing?

There are two upgrade options which will divert the A66 away from Kirkby Thore either to the north or the south of the village.

Option E (northern bypass)

A new dual carriageway bypass to the north of Kirkby Thore as an extension of the current Temple Sowerby Bypass. It will pass through several fields to the west and then travel away from the village to the north and east. It will mostly be built along a route which is lower than the surrounding land which will help preserve the visual outlook of properties in the north of the village.

An additional junction will be created to allow direct access to and from the British Gypsum site and will reduce the level of heavy goods vehicles moving through the village.

Four new bridges will be required over the existing road network at:

- the new Kirkby Thore junction, north of the village
- Station Road
- Main Street
- Sleastonhow Lane

It would also require a new bridge over Trout Beck just before the new road returns to the original alignment.

Option F (southern bypass)

A new dual carriageway would be constructed towards the south of Kirkby Thore as a continuation of the Temple Sowerby Bypass. It would cross several fields and follow the path of an old railway line until it re-joins the current A66 just after the BP petrol station near Spitals Farm.

Additional underpasses would be required to provide access for local farms and pedestrians, walkers, cyclists and horse riders. A new junction would allow access to the former A66 and the village.

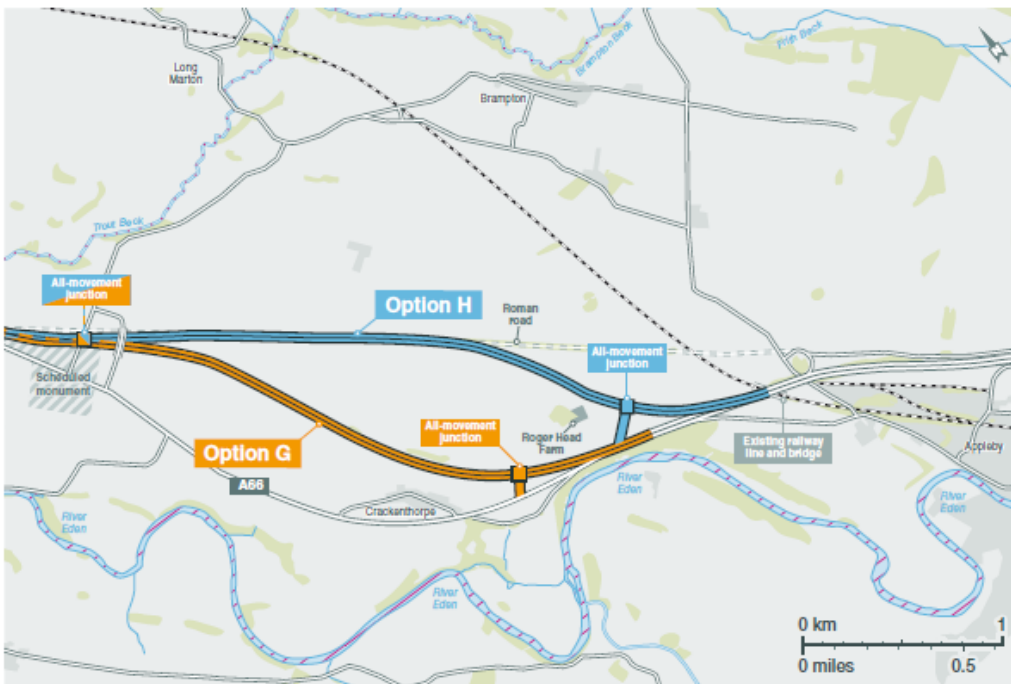
This option would require the demolition of several buildings.

Benefits and impacts

In proposing two options for Kirkby Thore our analysis shows there are benefits and potential impacts for all options. These are presented below to help you share your views with us.

		Option E – northern bypass	Option F – southern bypass
Future improvements	Journey times	Journey time improvements achieved but slower than the southern option.	Provides the shortest route and thus the quickest journey time.
	Resilience - how the road recovers from incidents, accidents and maintenance work	Dual carriageway with multiple turn-around points make the route more resilient when incidents happen.	Even more resilient than the northern bypass as additional diversions are available when incidents happen.
	Safety	The northern bypass will remove heavy goods vehicles from the village of Kirkby Thore.	The new road will be built to a higher safety standard than the existing road.
Environment	Air quality	There is no considerable impact on air quality.	There is no considerable impact on air quality.
	Biodiversity	These options could potentially have impacts on the River Eden and its tributaries, and may impact aquatic invertebrates, fish and birds. It would also require the removal of some important hedgerows. We will work with statutory environmental bodies to mitigate any impacts.	These options could potentially have impacts on the River Eden and its tributaries, and may impact aquatic invertebrates, fish and birds. It would also require the removal of some important hedgerows. We will work with statutory environmental bodies to mitigate any impacts.
	Cultural heritage	Measures such as planting and screening would be developed to reduce impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape. This includes a significant change to the Roman Camp at Kirkby Thore.	Measures such as planting and screening would be developed to reduce impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape. This includes a significant change to the Roman Camp at Kirkby Thore.
	Visual appeal	Could have effects on landscape and visual amenity but measures to reduce these would be developed.	Could have effects on landscape and visual amenity but measures to reduce these would be developed.
	Ground conditions (geology)	This northern route will take into consideration the gypsum mines.	There is no likely negative impact on the ground for this option.
	Noise levels	Noise levels will likely increase to the north of Temple Sowerby but will likely decrease between Temple Sowerby and Appleby West Morland. Measures to reduce this impact will be put in place.	Noise levels will likely increase between Temple Sowerby and Appleby West Morland but will reduce in the area around the current A66. Measures to reduce this impact will be put in place.
	Local land	Loss of some farming land potentially affecting agricultural businesses.	Loss of farming land but will also require the demolition of some buildings.
	Drainage and water environment	Could have an impact on Trout Beck and its associated floodplains but measures to reduce this will be put in place.	Could have an impact on Trout Beck and its associated floodplains but measures to reduce this will be put in place.
	Local access and re-connecting communities	Both options divert the road away from Kirkby Thore and improve current issues.	Both options divert the road away from Kirkby Thore and improve current issues
	Pedestrians, walkers, cyclists and horse riders	Improves the experience for these users by presenting opportunities for new crossing points.	Improves the experience for these users by presenting opportunities for new crossing points and will provide better village to village access via the old A66.

Temple Sowerby to Appleby – Crackenthorpe



There is a single carriageway for two-and-a-half miles on this section which runs alongside the village of Crackenthorpe. The carriageway varies in width with narrow verges and poor alignment which present visibility issues, particularly at junctions. Local roads junctions and private access points along the route create areas where accidents could potentially occur.

What are we proposing?

There are two upgrade options which will divert the A66 away from Crackenthorpe to the north.

Option G (northern bypass closest to Crackenthorpe)

The route follows the path of the old railway line to the north of Crackenthorpe and two new junctions would be created to serve the villages of Bolton, Crackenthorpe and Long Marton.

It is proposed that the new road will re-join the current A66 just to the west of the Settle-to-Carlisle railway line.

Option H (northern bypass furthest away from Crackenthorpe)

This option proposes a new bypass following the route of the original Roman road to the north of Crackenthorpe and Roger Head Farm.

It is proposed that the new road will re-join the current A66 just to the west of the Settle to Carlisle railway line.

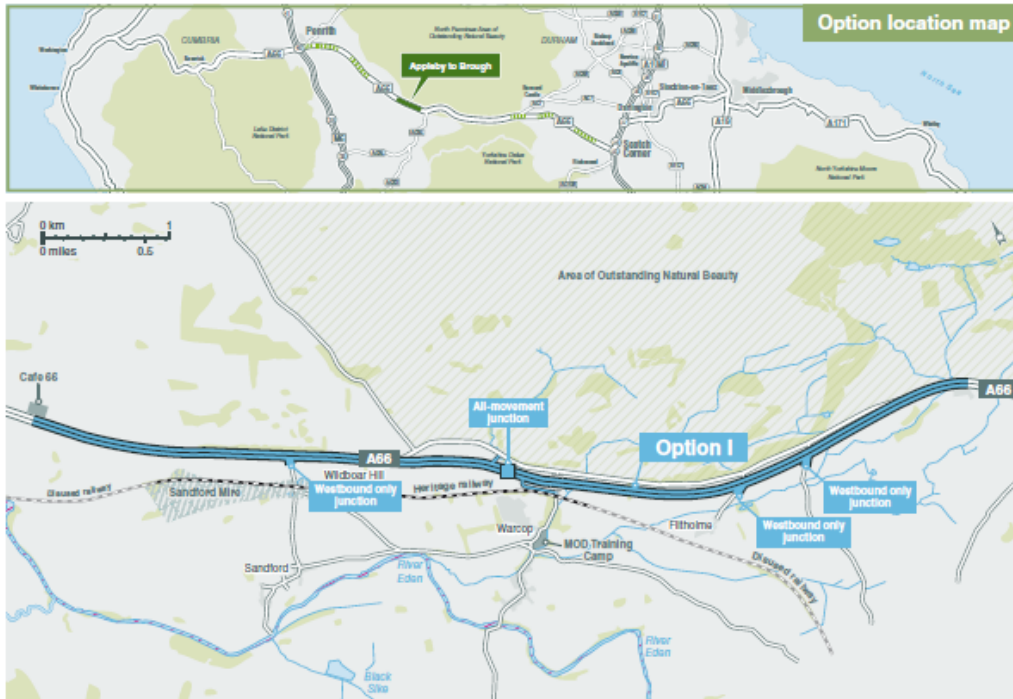
Two new junctions would be created to serve the villages of Bolton, Crackenthorpe and Long Marton.

Benefits and impacts

In proposing two options for Crackenthorpe, our analysis shows there are benefits and potential impacts for all options. These are presented below to help you share your views with us.

		Option G – closest to Crackenthorpe	Option H – further from Crackenthorpe
Future improvements	Journey times	Journey time improvements.	Journey time improvements.
	Resilience - how the road recovers from incidents, accidents and maintenance work	New dual carriageway with multiple turn-around points is more resilient when incidents happen.	Even more resilient as additional diversions are available when incidents happen.
	Safety	The new road will be built to a higher safety standard than the existing road.	The new road will be built to a higher safety standard than the existing road.
Environment	Air quality	There is no considerable impact on air quality.	There is no considerable impact on air quality.
	Biodiversity	Both options could potentially have significant impacts on 'important hedgerow' habitat and protected bird species. Measures will be put in place to reduce these.	Both options could potentially have significant impacts on 'important hedgerow' habitat and protected bird species. Measures will be put in place to reduce these.
	Cultural heritage	Measures such as planting and screening would be developed to reduce impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape. This includes a potential change to the Roman Camp at Kirkby Thore.	Measures such as planting and screening would be developed to reduce impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape. This includes a potential change to the Roman Camp at Kirkby Thore.
	Visual appeal	Could have effects on landscape and visual amenity but measures to reduce these will be developed.	Could have effects on landscape and visual amenity but measures to reduce these will be developed.
	Ground conditions (geology)	The proposed route has previously been impacted by a significant landslip and detailed assessment of the remedial works (2009) needs to be conducted.	No significant effects have been identified.
	Noise levels	Noise levels will likely increase around Powis House and Roman Vale and likely decrease around Crackenthorpe.	Noise levels will likely increase around Powis House and Roman Vale and likely decrease around Crackenthorpe.
	Local land	Both options will lead to the loss of some farming land, potentially affecting agricultural businesses.	Both options will lead to the loss of some farming land, potentially affecting agricultural businesses.
	Drainage and water environment	Depending on the final design, there may be an impact on the River Eden and its associated floodplains. Measures to reduce this will be put in place.	This option will be routed away from nearby watercourses and floodplains.
	Local access and re-connecting communities	Both options divert the road away from Crackenthorpe, improving any current issues. Local access routes will be much safer.	Both options divert the road away from Crackenthorpe, improving any current issues. Local access routes will be much safer.
	Pedestrians, walkers, cyclists and horse riders	Improves the experience for these users by presenting opportunities for new crossing points.	Improves the experience for these users by presenting opportunities for new crossing points as well as providing better village to village access via the old A66.

Appleby to Brough



There is a five-mile stretch of single carriageway on this section with six junctions providing local access to Sandford, Warcop, Flitholme and Great Musgrave.

These local access junctions present safety issues where vehicles are attempting to join the main highway, into a single lane, at high speeds. Drivers can also find themselves in a vulnerable position when attempting to slow and leave the A66, especially when turning right. Variable speed limits also create potential accident spots. The road in this section suffers from poor alignment which also makes it harder to navigate for drivers moving at speed.

This area suffers from high accident levels and speed limits have already been reduced from 60 mph to 40 mph. The route carries approximately 14,600 vehicles per day, 30% of which are heavy goods vehicles.

What are we proposing?

Only one option exists for this section of the A66.

Option I

The current carriageway between Café 66 and Wildboar Hill will be widened and utilised as the eastbound carriageway and a new westbound carriageway will be constructed directly to the south of the current A66.

Between Wildboar Hill and the Brough Bypass a completely new dual carriageway will be constructed directly to the south of the current A66. The existing road will then be used for local access and pedestrians, walkers, cyclists and horse riders.

New culverts will divert streams under the road at Moor Beck and Lowgill Beck. A new junction and bridge will provide access from the new road to Warcop.

Access to the proposed route from local roads is to be limited to junctions at Flitholme, Landrigg, Sandford and Warcop which will make this section much less accident-prone. The existing A66 between Moor House and Turks Head will become part of the county road network for safer local access to nearby villages, especially for pedestrians, walkers, cyclists and equestrians.

This option minimises the impact on the area of outstanding natural beauty (AONB) to the north of the current A66 and provides continued access for local communities during construction.

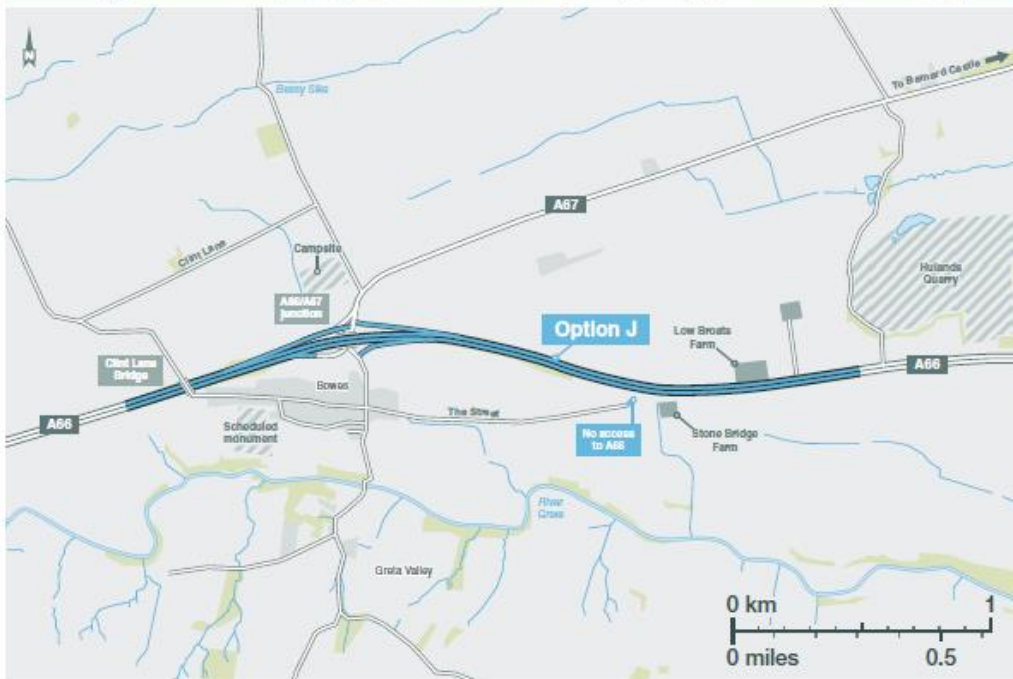
The new dual carriageway will connect back into the existing A66 at Brough bypass.

Benefits and impacts

The table below provides the benefits and potential impacts for the single option available between Appleby and Brough to help you share your views with us.

		Option 1
Future Improvements	Journey times	Journey time improvements will be provided.
	Resilience - how the road recovers from incidents, accidents and maintenance work	A dual carriageway will be provided, meaning incidents on one lane would not necessarily result in the closure of the road.
	Safety	The new road will be built to a higher safety standard than the existing road.
Environment	Air quality	There is no considerable impact on air quality.
	Biodiversity	During construction, the use of North Pennine Moors Special Protection Area (SPA) land will temporarily be required. This could potentially have impacts on the rivers, streams and 'important hedgerow' habitats of the area, affecting protected birds and aquatic invertebrate species. Measures will be put in place to reduce this impact.
	Cultural heritage	Measures such as planting and screening would be developed to mitigate impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape.
	Visual appeal	This option could potentially have significant effects on landscape and visual amenity but measures will be put in place to reduce these.
	Ground conditions (geology)	No significant impacts on the ground are expected.
	Noise levels	Noise levels will likely increase between Sandforth and Brough and Great Ormside and Brough. Outlying homes in Warcop would likely experience a reduction in noise levels.
	Local land	This proposal will lead to the loss of some farming land, potentially affecting agricultural businesses.
	Drainage and water environment	This proposal could potentially impact the Hayber Beck and its associated floodplains. The proposal may have an impact on the existing crossing of the Lowgill Beck, Woodend Sike and Yosgill Sike. Measures will be put in place to reduce this impact.
	Local access and re-connecting communities	Local access routes will be much safer and existing issues improved.
	Pedestrians, walkers, cyclists and horse riders	Improves the experience for these users by presenting opportunities for new crossing points and will provide better village-to-village access via the old A66.

Bowes Bypass



This is a 1.9-mile, single carriageway section which is sandwiched between a dual carriageway to the east and west. A key feature of this section is the junction with the A67 which is currently only accessible to traffic to and from the west.

East-bound traffic approaching may not be aware that one lane at this junction is utilised for the A67 which reduces capacity and also leads to last-

minute lane changes and slowing traffic on the A66 which present safety issues.

This section carries approximately 16,300 vehicles per day, 24% of which are heavy goods vehicles.

What are we proposing?

Only one option exists for this section of the A66.

Option J

We are proposing to widen the carriageway to the north of Bowes village and between Clint Lane Bridge and the junction for the A67 where a new eastbound slip road junction is being considered.

After the A67 junction we are proposing to use the existing carriageway for westbound traffic and construct a new eastbound carriageway north of the current road. This will require new or extended bridges to be built.

Two new eastbound slip roads will be built, providing access to and from the A67 and the village of Bowes. This would require the demolition of some derelict buildings and neighbouring barn structure.

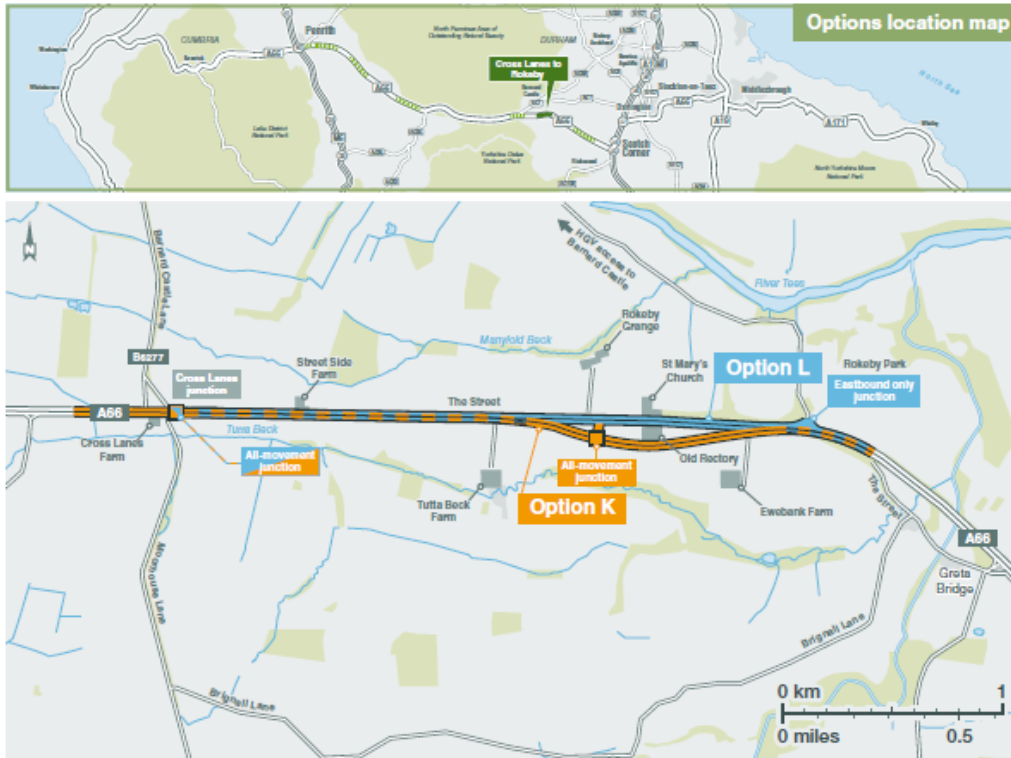
The Roman road known as The Street will be closed and access between Bowes village and the A66 instead provided by the upgraded Bowes junction, making access to the A66 safer for local traffic.

Benefits and impacts

The table below provides the benefits and potential impacts for the single option available for the Bowes bypass to help you share your views with us.

		Option J
Future improvements	Journey times	Journey time improvements.
	Resilience - how the road recovers from incidents, accidents and maintenance work	This section becomes more resilient due to the increase in options for diversion routes and the introduction of more turn-around points.
	Safety	The new road will be built to a higher safety standard than the existing road.
Environment	Air quality	There is no considerable impact on air quality.
	Biodiversity	During construction, the use of North Pennine Moors Special Protection Area (SPA) land will temporarily be required. This option could potentially have significant impacts on the North Pennine Moors SPA and protected birds and species. Measures will be put in place to reduce this impact.
	Cultural heritage	Measures such as planting and screening would be developed to reduce impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape.
	Visual appeal	The western end of this proposal will slightly impact the North Pennines Area of Outstanding Natural Beauty (AONB). During construction it is expected that the surrounding area will be impacted, although the current A66 is already a feature of the landscape.
	Ground conditions (geology)	No significant impacts on the ground are expected.
	Noise land	Noise levels are likely to increase around Bowes.
	Local community	This proposal may lead to the loss of some farming land and potentially the demolition of some buildings. The disused Bowes train station will also be demolished.
	Drainage and water environment	This proposal does not directly impact on any watercourses or floodplains.
	Local access and re-connecting communities	Local access routes will be much safer and existing issues improved. All routes provided for at an improved Bowes junction.
	Pedestrians, walkers, cyclists and horse riders	All current crossing points will be maintained.

Cross Lanes to Rokeby



There is a 1.8-mile stretch of single carriageway in this section which sits between dual carriageway to the east and west. There are two major junctions at each end of this stretch and a further five farms accessing directly onto the A66 and other private access points.

These present considerable safety risks due to mixing fast and slow-moving vehicles, a major cause of road accidents on this stretch. Introducing a dual carriageway to this section would create a consistent road standard.

This section carries approximately 16,900 vehicles per day, 27% of which are heavy goods vehicles.

What are we proposing?

A new westbound carriageway to the south of the current A66 between the B6277 junction at Cross

Lanes and Rokeby, after which two options exist around the St. Mary's Church buildings.

Option K

Divert both carriageways to the south of The Old Rectory and St Mary's Church before re-joining the existing road at Rokeby.

A new junction will be provided for access to Moorhouse Lane, B6277 for Barnard Castle, Cross Lanes Organic Farm and the listed building Cross Lanes, making access safer and easier.

A new junction west of St Mary's Church is proposed to allow access to the original A66 and Rokeby.

Two new culverts will be constructed to accommodate Tutta Beck.

Option L

This option is similar to Option K but the new westbound carriageway will be constructed next to the current carriageway. This will mean that some buildings to the south of the current A66 will need to be demolished.

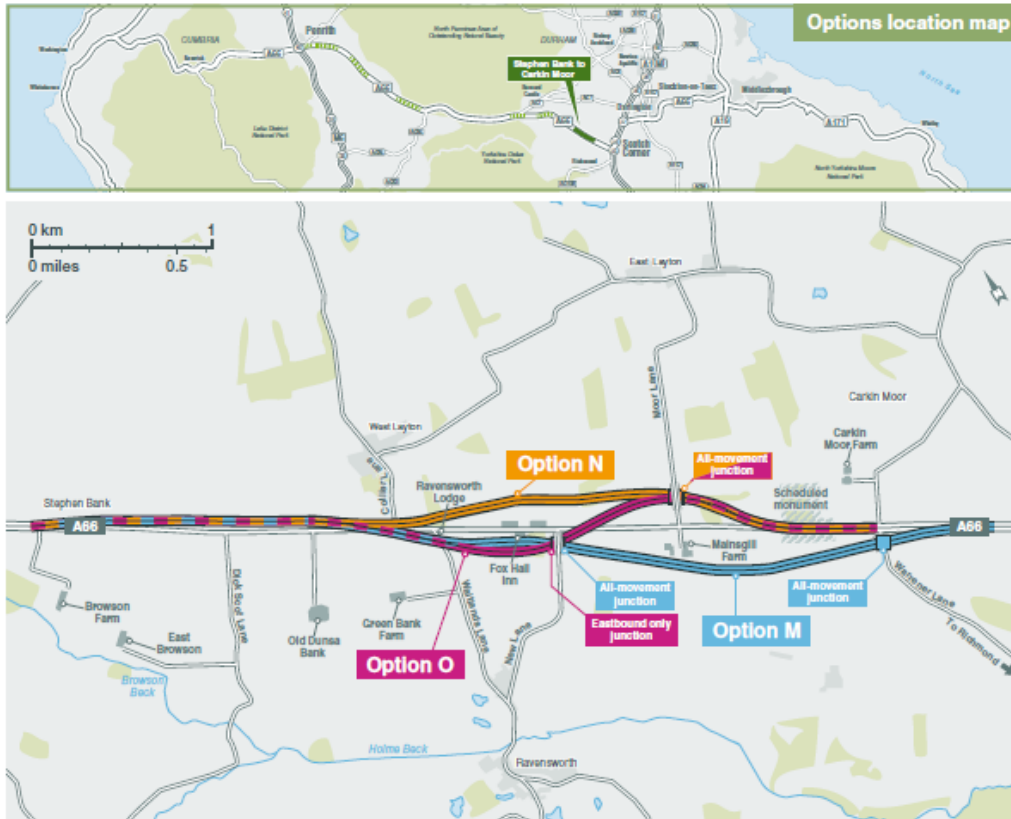
This option would retain local access at Rokeby junction for eastbound traffic. Westbound traffic would be required to utilise Cross Lanes junction and the B6277 for access to Barnard Castle.

Benefits and impacts

In proposing two options for the Cross Lanes to Rokeby section, our analysis shows there are benefits and potential impacts to both options. These are presented below to help you share your views with us.

		Option K	Option L
Future improvements	Journey times	Journey time improvements.	Journey time improvements.
	Resilience - how the road recovers from incidents, accidents and maintenance work	A dual carriageway will be provided, meaning incidents on one lane do not necessarily result in the closure of the road.	A dual carriageway will be provided, meaning incidents on one lane do not necessarily result in the closure of the road.
	Safety	The new road will be built to a higher safety standard than the existing road.	The new road will be built to a higher safety standard than the existing road.
Environment	Air quality	There is no considerable impact on air quality.	There is no considerable impact on air quality.
	Biodiversity	Could potentially impact on protected bird species. Measures to reduce these will be put in place.	Could potentially impact on 'important hedgerow' associated habitat and protected bird species. Measures to reduce these will be put in place.
	Cultural heritage	This option could have a settings impact on Greta Bridge Roman Fort and Rokeby Park. Measures to reduce these, such as planting and screening, would be developed.	This option could have a settings impact on Greta Bridge Roman Fort and Rokeby Park and additionally impact the Church of St. Mary and two milestones. Measures to reduce these, such as planting and screening, would be developed.
	Visual appeal	For both options, roadside trees between the current A66 and Rokeby Park will protect the visual appeal of the immediate area. There will be a short-term impact during construction.	For both options, roadside trees between the current A66 and Rokeby Park will protect the visual appeal of the immediate area. There will be a short-term impact during construction.
	Ground conditions (geology)	No significant impacts on the ground are expected.	No significant impacts on the ground are expected.
	Noise levels	Noise levels will likely increase around Greta Bridge.	Noise levels will likely not increase around Greta Bridge.
	Local land	This proposal will lead to the loss of some farming land, potentially affecting agricultural businesses.	This proposal will also lead to the loss of some farming land and will require the demolition of some buildings.
	Drainage and water environment	Both options could impact Tutta Beck and the River Greta, particularly to the east of the proposals. Measures to reduce these will be put in place.	Both options could impact Tutta Beck and the River Greta, particularly to the east of the proposals. Measures to reduce these will be put in place.
	Local access and re-connecting communities	New junctions will improve safety and ease of access.	New junctions will improve safety and ease of access.
	Pedestrians, walkers, cyclists and horse riders	Improves the experience for these users by presenting opportunities for new crossing points.	Improves the experience for these users by presenting opportunities for new crossing points,

Stephen Bank to Carkin Moor



There is a four-mile stretch of single carriageway in this section and, while the road is relatively straight, it rises and falls in areas, causing visibility issues and forcing heavy goods vehicles to accelerate to navigate steep inclines.

Multiple access points present safety issues where vehicles are attempting to join a single lane at high speeds. Drivers can also find themselves in a vulnerable position when attempting to slow and leave the A66, especially when turning right.

This section carries approximately 17,100 vehicles per day, 27% of which are heavy goods vehicles.

What are we proposing?

A new dual carriageway at Stephen Bank, followed by three different options that consider the impact on Foxhall, Mainsgill Farm and the Carkin Moor scheduled monument.

All the options below will incorporate the dualling of the current A66 between Stephen Bank and West Layton broadly following the line of the existing road.

Option M

After West Layton, we propose a new dual carriageway to the south of the existing A66 and the properties at Foxhall and Mainsgill Farm. It will re-join with the A66 at Carkin Moor Farm beyond the scheduled monument.

A new junction and bridge at New Lane to provide access to the new A66 for several properties and the villages of East and West Layton and Ravensworth. Several underpasses will be created to maintain land access and public rights of way.

Option N

After West Layton, we propose a new dual carriageway to the north of the existing A66 and the properties at Foxhall and Mainsgill Farm, before re-joining the A66 at Carkin Moor Farm.

A new junction and bridge on Moor Lane will provide safe and easy access to the old A66, the villages of East and West Layton and Ravensworth and the Mainsgill Farm Shop.

The new dual carriageway is expected to re-join the A66 just after Mainsgill Farm and therefore requires the widening of the road through the scheduled monument.

Option O

This option follows the same route as option M as far as New Lane where it diverts north avoiding Mainsgill Farm shop.

A new eastbound junction at Foxhall to provide local access to the old A66 and West Layton. New Lane will be realigned to connect with the new A66 to provide access for Ravensworth.

The proposed route will continue in a northerly direction to a new junction at Moor Lane which will provide access from Mainsgill Farm and the former A66.

The new dual carriageway is expected to re-join the A66 just after Mainsgill Farm and therefore requires the widening of the road through the scheduled monument.

Benefits and impacts

In proposing three options for the Stephen Bank to Carkin Moor section, our analysis shows there are benefits and potential impacts to each option. These are presented below to help you share your views with us.

		Option M	Option N	Option O
Future improvements	Journey times	Improved journey times.	Improved journey times.	Improved journey times.
	Resilience - how the road recovers from incidents, accidents and maintenance work	The route is much more resilient with the dual carriageway meaning incidents on one lane would not result in the closure of the road. The original A66 will also provide additional diversion routes.	The route is much more resilient with the dual carriageway meaning incidents on one lane would not result in the closure of the road.	The route is much more resilient with the dual carriageway meaning incidents on one lane would not result in the closure of the road.
	Safety	The new road will be built to a higher safety standard than the existing road.	The new road will be built to a higher safety standard than the existing road.	The new road will be built to a higher safety standard than the existing road.

Table continues overleaf

A66 Northern Trans-Pennine project

		Option M	Option N	Option O
Environment	Air quality	There is no considerable impact on air quality.	There is no considerable impact on air quality.	There is no considerable impact on air quality.
	Biodiversity	Could have impacts on 'important hedgerow', associated habitats and protected bird species. Measures to reduce these will be put in place.	Could have impacts on 'important hedgerow', associated habitats and protected bird species. Measures to reduce these will be put in place.	Could have impacts on 'important hedgerow', associated habitats and protected bird species. Measures to reduce these will be put in place.
	Cultural heritage	Will not impact the Roman Fort and prehistoric settlement.	Will result in physical impacts to the Roman Fort and prehistoric settlement.	Will result in physical impacts to the Roman Fort and prehistoric settlement.
	Visual appeal	These options could potentially have significant effects on landscape and visual amenity. Measures to reduce these will be put in place.	These options could potentially have significant effects on landscape and visual amenity. Measures to reduce these will be put in place.	These options could potentially have significant effects on landscape and visual amenity. Measures to reduce these will be put in place.
	Ground conditions (geology)	No significant impacts on the ground are expected.	No significant impacts on the ground are expected.	No significant impacts on the ground are expected.
	Noise levels	Noise levels will likely increase around Dalton, Gilling West, Ravensworth and Greta Bridge. Measures to reduce these will be put in place.	Noise levels will likely increase at Greta Bridge and Gilling West. Noise is likely to reduce at Ravensworth. Measures to reduce these will be put in place.	Noise levels will likely increase at Greta Bridge and Gilling West. Noise is likely to reduce at Ravensworth. Measures to reduce these will be put in place.
	Local land	This proposal will lead to the loss of some farming land, potentially affecting agricultural businesses.	This proposal will lead to the loss of some farming land, potentially affecting agricultural businesses.	This proposal will lead to the loss of some farming land, potentially affecting agricultural businesses.
	Drainage and water environment	All options are to be constructed across several flood zones. Measures to reduce these will be put in place.	All options are to be constructed across several flood zones. Measures to reduce these will be put in place.	All options are to be constructed across several flood zones. Measures to reduce these will be put in place.
	Local access and re-connecting communities	Local access routes will be much safer and existing issues improved.	Local access routes will be much safer and existing issues improved. Access will be maintained to Ravensworth via the old A66.	Local access routes will be much safer and existing issues improved.
	Pedestrians, walkers, cyclists and horse riders	Improves the experience for these users by presenting opportunities for new crossing points.	Improves the experience for users by presenting opportunities for new crossing points as well as providing better village-to-village access via the old A66.	Improves the experience for users by presenting opportunities for new crossing points.

Junctions

The purpose of this consultation is to seek views on the preferred route options for each section of the A66.

We are not providing options for, or consulting on, the junctions along the A66 or the junctions with the M6 and A1(M) at this stage. This is because junction layouts and positions are dependent on the final chosen route.

Once the route is selected, we will complete more detailed traffic analysis that will provide the data for the design. We will then come back for a further consultation to ask you about our proposals.

The maps provided in this brochure indicate potential locations for local junctions in each section and show whether they are likely to be eastbound, westbound or an 'all-movement junction'. We welcome your views on these early suggestions.

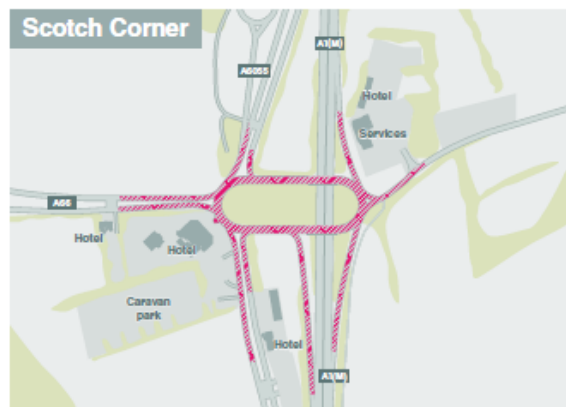
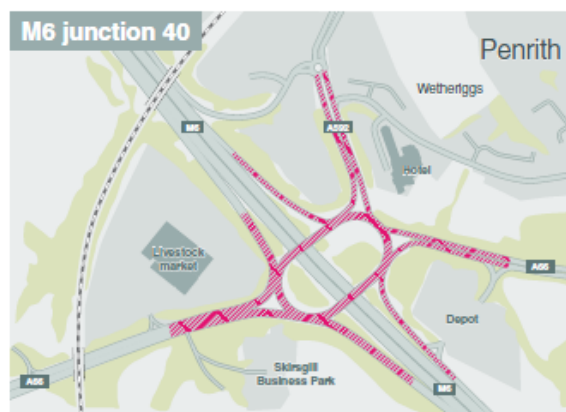
Once we have more detailed information, we will consult with you further in the future, to understand the most appropriate options.

M6 junction 40 In Penrith and A1(M) at Scotch Corner

We have also carried out high-level capacity assessments of both junctions at either end of the project - M6 junction 40 in Penrith and A1(M) at Scotch Corner (pictured) - and they confirm that the existing junctions would not provide adequate capacity in their current form for the expected traffic levels once the project is built.

These two junctions will be delivered as part of this investment project and will include measures to increase capacity and traffic flow at each location.

The diagrams below show the parts of each junction which will likely be impacted by the project.



How we propose to reduce impacts (mitigation)

We are committed to reducing the overall impact of our road projects on the local environment, during the early development of the project, construction and after it has been built. That's why we are already thinking about the environment at this early stage in the project, well before construction is due to start.

We work closely with statutory bodies, such as Environment Agency, to understand environmental impacts and plan for them, putting mitigation at the forefront of deciding routes and designing roads and structures.

We have analysed the benefits and impacts for each proposed option presented in this consultation with the below mitigation measures in mind.

Where we anticipate the need to acquire or utilise land or demolish buildings, we will seek to engage privately with the owners of such assets.



Biodiversity

Where we anticipate impacts on rivers, streams, important hedgerows, natural habitats and protected birds, fish and other species we will undertake further detailed surveys and develop appropriate mitigation measures.

Cultural heritage

Where construction is likely to impact historical sites, we will design and build the preferred route with appropriate temporary and permanent screening to protect the views of heritage areas. We will work closely with county archaeologists to excavate, map and record areas of importance.

Visual appeal

Where construction is likely to impact on the visual appeal of the local area, we will select the most sensitive route and apply appropriate lighting, planting and screening techniques.

Noise levels

Where noise levels are expected to increase, we will develop a suitable noise and vibration plan that will include appropriate design and build techniques, environmental barriers and low-noise surfaces.

Drainage and water

Where road drainage and local water courses are likely to be affected, we will use sustainable drainage systems and water diversions. We will also ensure that where flood plains are impacted there is always adequate capacity to deal with any potential flood issues.

Discounted options

The options outlined in this brochure have been shortlisted from a much longer list of options which have been considered for each section.

Following a number of assessments carried out in developing this project, various options were discounted prior to consultation as they were considered not to be viable. Typically, these were options which would have presented such serious environmental impacts that statutory environmental bodies would have rejected them or required extensive mitigation measures.

Where multiple similar options existed only the most viable options have advanced to the shortlist.

This process of shortlisting our options avoids unnecessary spending of public funds on more detailed design and appraisal for options which are unlikely to be acceptable to consultees.

In total, we have discounted 19 options, described below.

Penrith North Bypass

Dual carriageway bypassing Penrith to the north east, connecting the M6 junction 40 with the A66 at Center Parcs.

This option was discounted because of the significant environmental impact on scheduled monuments, landscape, ancient woodland and biodiversity. The bypass would have also required significant land take and major earthworks leading to high cost and few economic benefits.

Penrith South Bypass

Dual carriageway bypassing Penrith to the south, utilising the line of the disused railway. This option would connect the A66 in Kirkby Thore with the M6 south of junction 40 where a new motorway junction would be required.

This option was discounted due to substantial environmental impacts including direct loss of land within the Site of Special Scientific Interest (SSSI), National Nature Reserve (NNR) and the loss of

ancient woodland. It would have also required a crossing of the West Coast main line of the railway and a junction with the M6 which would lead to high cost and few economic benefits. In addition, results of traffic surveys and modelling show there is lower demand on the stretch between the A66 and M6 south, compared to between the A66 and M6 north.

M6 junction 40 to Kemplay Bank Interchange

A third option was considered that would have seen the A66 pass through the roundabout at ground level with an added fourth lane, creating extra capacity. It was discounted after analysis showed it would not provide enough capacity to meet expected future traffic levels.

This option would have also required the demolition of nearby buildings, including Toll Bar Cottage and the removal of surrounding trees.

Penrith to Temple Sowerby

A third option was considered that would have involved a longer route to completely avoid the hamlet of Lane End. This would have required additional land being purchased in and around Lane End and the construction of new roads and structures in the immediate area. It was not presented at the 2003 consultation and has been discounted this time as it would require a longer, more expensive diversion to avoid the properties of Lane End. Due to the nature of this diversion, it would have further isolated Lane End by removing access to the local road network.

A66 Northern Trans-Pennine project

Temple Sowerby to Appleby

Six discounted options have been considered for this section of the A66.

1. (6A1) A longer, northern bypass of the village of Kirkby Thore was considered but discounted because it would have resulted in longer journey times, affecting the economic benefits of the project and bringing significant impacts on the landscape and agricultural land. Construction costs were higher and there were increased risks due to the close vicinity of underground mines. It was not taken forward for the 2003 consultation.
2. (6B1) An alternative route for the new carriageway was considered but discounted as it would have negatively impacted local historical monuments, required the compulsory purchase and demolition of a significant amount of buildings and the need to construct multiple local access routes. Noise pollution would have increased for the residents of Kirkby Thore. This option was considered in the 2003 consultation.
3. (6C1) Using and widening a longer stretch of the current A66 was considered but discounted as it would have affected several local access points and commercial and residential frontages. In the 2003 consultation, a similar option was considered but only received support from 2% of respondents.
4. (6D1) A more direct alternative route was considered but was discounted due to the severe negative impacts on local historical monuments and the village of Kirkby Thore. Several Grade II listed buildings would have been affected and high levels of demolition would have been required. This option would have also decreased local connectivity. This option was not considered in the 2003 consultation.
5. (6A2) An additional northern bypass of Crackenthorpe was also considered but this would have resulted in longer journey times, would have negatively affected the landscape and foot and bridal paths and would have disconnected Crackenthorpe Stud from the road network. Ecology issues were also

considered too detrimental and does not demonstrate value for money. This option was not considered in 2003.

6. (6B2) Widening of the current A66 at Crackenthorpe was investigated but discounted due to its potential encroachment on the Redlands Bank monument site and the removal of trees from the Chapel Wood ancient woodland. The Grade II listed Milestone would have needed to be relocated and several buildings close to Crackenthorpe would have needed to be demolished whilst multiple new access points constructed. This option was considered in 2003.

Appleby to Brough

All these options have been considered.

1. (8A1) A similar version to the current widening proposal was considered but discounted due to the difficulty of construction, the impact on the nearby Area of Outstanding Natural Beauty (AONB) and the encroachment on the site of the Warcop Roman Camp and road.
2. (8B1) An option was considered that would see a new route constructed directly through the Warcop Roman Camp, resulting in the complete loss of this historical site. Additional land would have been required from the North Pennine Moors AONB and would have negatively affected several properties near Warcop and Warcop Hall.
3. (8D1) A route option was considered that would have utilised 90% of the Eden Valley railway and would have a severe impact on this tourist and heritage attraction. Residents of Warcop village would also have been disadvantaged due to the proximity of the new road. This option was also considered poor value for money.
4. (8B2) A new route was considered that would travel directly through the North Pennine Moors AONB but was discounted for environmental and ecology reasons. Considerable disruption was envisaged during the construction phase.

5. (8C2) A similar option to what is being currently offered around Flithholme junction was considered but discounted due to the impact on the local environment and nearby AOBN. Significant access requirements would have been needed for local properties.

Bowes Bypass

There are no discounted options for this section.

Cross Lanes to Rokeby

An option was considered that would have resulted in the direct loss of an area of woodland adjacent to the existing A66 that forms part of the Rokeby Park Registered Park and Garden. This was also consulted on in 2003 and discounted.



Stephen Bank to Carkin Moor

All these options were considered as part of the 2003 consultation.

All the below options would have required the demolition of the Grade II listed building at Ravensworth Lodge and its attached outbuilding.

1. (14B) A new southern route after West Layton junction was considered but discounted due to the requirement to take land from the nearby historic site, the requirement for the construction of multiple access points and the demolition of Fox Hall Inn.
2. (14C +D) Widening of two small sections of the current A66 was not feasible due to the access requirements for Mainsgill Farm.
3. (14E) An option affecting the Carkin Moor Roman fort was rejected after the 2003 consultation.

A66 Northern Trans-Pennine project

Next steps

Once the consultation closes on **Thursday 11 July 2019**, we'll analyse all responses and compile them into a consultation report. We will then refine the option designs, incorporating the comments provided where practicable, and complete our assessment work.

We will then announce the preferred route for the project which is currently planned to be in Spring 2020.

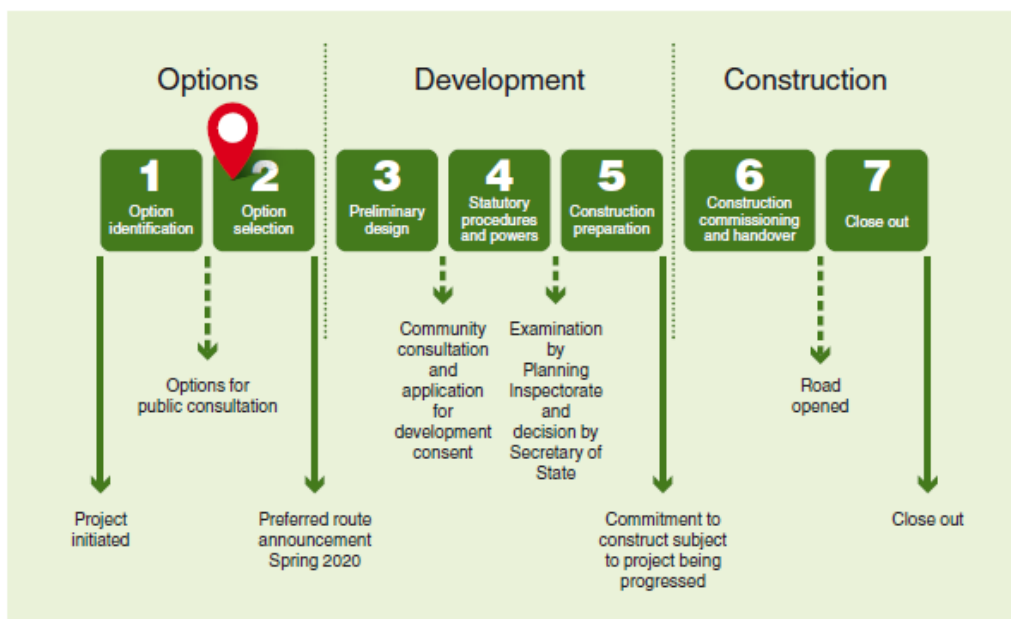
Following this, our preferred route will be taken through to the preliminary design stage. This is when the detail is developed on the overall design and when we complete the detailed environmental assessments. We will carry out a further consultation process in the future on our preferred

route and this will give you another opportunity to get involved and share your views.

We will then make an application for a Development Consent Order (DCO) to obtain planning permission to build it. This is required because this project is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008.

Throughout this process, we will continue to work with environmental and heritage statutory bodies, landowners and stakeholders.

The seven-step process for this project is explained in the table below.





If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.



4 Consultation response form



A66

Northern Trans-Pennine project Consultation response form

Share your views

We want to understand your views on the following topics:

- Our proposals to dual the remaining single sections of the A66.
- Local information, issues and concerns – we'd like to hear about anything that you think would be relevant relating to the local area, any specific issues you'd like addressed, or any concerns you may have about potential impacts.

Please share your views with us by completing this response form here or online at www.highwaysengland.co.uk/A66TransPennine

If you're returning this form to us by post, please use the stamped addressed envelope provided.

The consultation period ends on **Thursday 11 July 2019**, so please ensure your comments arrive with us in time, to help us consider your comments when we're refining the design.

Please provide your name, address and email address.

If you'd prefer your comments to be anonymous, please just let us have your postcode (first five digits), so we can understand where you live in relation to the project.

Name:

Address:

Postcode:

Email address:

Are you responding on your own behalf or on behalf of an organisation or group? Please tick one box only.

- Providing my own response
 Providing a response on behalf of an organisation or group

Continued overleaf



Details of your organisation or group

What is your name, role and the name and address of the organisation/group on whose behalf you are submitting this response?

Your name:

Your role:

Name and address of organisation or group:

Postcode of organisation or group:

What category of organisation or group are you representing?

Please tick all boxes that apply.

- Academic (includes universities and other academic institutions)
- Action group
- Business
- Business representative group (includes CBI, Chambers of Commerce, LEPS)
- Charity/voluntary sector group
- Elected representative (includes MPs, MEPs, and local councillors)
- Environment, heritage, amenity or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups and other community interest organisations)
- Local Government (includes county councils, district councils, parish and town councils and local partnerships)
- Professional body/representative group
- Statutory agency
- Transport, infrastructure or utility organisation (includes transport bodies, transport providers, infrastructure providers and utility companies)

- Other category of organisation or group (If ticked please write below.)

- Prefer not to say

Please use the tick boxes below to indicate the section(s) which are of interest to you. As you can see there are particular sections that focus on your area of interest, however, you can fill in as much or as little of the response form as you like.

M6 junction 40 Kemplay Bank roundabout

- Go to Q1

Penrith to Temple Sowerby

- Go to Q2

Temple Sowerby to Appleby – Kirkby Thore

- Go to Q3

Temple Sowerby to Appleby – Crackenthorpe

- Go to Q4

Appleby to Brough

- Go to Q5

Bowes Bypass

- Go to Q6

Cross Lanes to Rokeby

- Go to Q7

Stephen Bank to Carkin Moor

- Go to Q8

There is also a section for general comments about the project, go to question 9 for this.

Before responding to the following questions, please read the consultation brochure about our proposals for the A66.

M6 junction 40 Kemplay Bank roundabout

Q1a. There are two options for this section of the A66 – option A (new dual carriageway constructed under Kemplay Bank roundabout) and option B (a new dual carriageway constructed over the existing Kemplay Bank roundabout).

For more information about these options, please see **page 10 to page 11** of the consultation brochure.

To what extent do you agree or disagree with each of the options?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Option A (underpass)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option B (overpass)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q1b. Please explain your answer and provide more information about which particular elements of the options you like and dislike. Please include any feedback you have about both options and be as specific as possible.

Penrith to Temple Sowerby

Q2a. There are two options for this section of the A66 – option C (from Whinfell Farm the road will divert to the south to avoid the hamlet of Lane End) and option D (the same as option C but will not divert the current road away from High Barn and will therefore require the demolition of some buildings).

For more information about these options, please see **page 12 to page 13** of the consultation brochure.

To what extent do you agree or disagree with each of the options?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Option C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option D	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q2b. Please explain your answer and provide more information about which elements of the options you like and dislike. Please include any feedback you have about both options and be as specific as possible.

Temple Sowerby to Appleby – Kirkby Thore

Bypassing Kirkby Thore to the north or south

Q3a. There are two options for this section of the A66 – option E (new northern bypass) or option F (new southern bypass).

For more information about these options, please see **page 14 to page 15** of the consultation brochure.

To what extent do you agree or disagree with each of the options?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Option E (north bypass)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option F (south bypass)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q3b. Please explain your answer and provide more information about which elements of the options you like and dislike? Please include any feedback you have about both options and be as specific as possible.

Temple Sowerby to Appleby – Crackenthorpe

Bypassing Crackenthorpe to the north, two options

Q4a. There are two options for this section of the A66 – option G (northern bypass closest to Crackenthorpe) or option H (northern bypass furthest away from Crackenthorpe).

For more information about these options, please see **page 16 to page 17** of the consultation brochure.

To what extent do you agree or disagree with each of the options?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Option G	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option H	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q4b. Please explain your answer and provide more information about which elements of the options you like and dislike. Please include any feedback you have about both options and be as specific as possible.

Appleby to Brough

Q5a. There is one option for this section of the A66– option I (current carriageway will be widened and utilised as the eastbound carriageway and a new westbound carriageway will be constructed directly to the south of the current A66).

For more information about this option, please see **page 18 to page 19** of the consultation brochure.

To what extent do you agree or disagree with this option?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Option I	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q5b. Please explain your answer and provide more information about which elements of the option you like and dislike. Please be as specific as possible.

Bowes Bypass

Q6a. There is one option for this section of the A66 – option J (widening the carriageway to the north of Bowes village, using the existing carriageway for westbound traffic and construct a new eastbound two-lane section north of the current road).

For more information about this option, please see **page 20** to **page 21** of the consultation brochure.

To what extent do you agree or disagree with this option?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Option J	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q6b. Please explain your answer and provide more information about which elements of the option you like and dislike. Please be as specific as possible.

Cross Lanes to Rokeby

Q7a. There are two options for this particular section of the A66 – option K (diverting both carriageways to the south of The Old Rectory and St Mary’s Church before re-joining the existing road at Rokeby) and option L (similar to option K but the new westbound carriageway will be constructed directly adjacent to the current carriageway so would require demolition of some buildings).

For more information about these options, please see **page 22** to **page 23** of the consultation brochure.

To what extent do you agree or disagree with each of the options?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Option K	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option L	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q7b. Please explain your answer and provide more information about which elements of the options you like and dislike. Please include any feedback you have about both options and be as specific as possible.

Stephen Bank to Carkin Moor

Q8a. There are three options for this section of the A66.

Option M (new dual carriageway will be constructed to the south of the existing A66 and the properties at Foxhall and Mainsgill Farm)

Option N (new dual carriageway will be constructed to the north of the existing A66 and the properties at Foxhall and Mainsgill Farm)

Option O (follows the same route as Option M as far as New Lane where it diverts north)

For more information about these options, please see **page 24 to page 26** of the consultation brochure.

To what extent do you agree or disagree with each of the options?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Option M	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option N	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option O	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q8b. Please explain your answer and provide more information about which elements of the options you like and dislike. Please include any feedback you have about the three options and be as specific as possible.

General comments about the A66 Northern Trans-Pennine project

Q9a. Are you in favour of dualling the remaining single carriageway sections of the A66 as shown in the consultation brochure?

Yes No Don't know

Q9b. Do you think our proposals for the A66 will:

	Yes	No	Don't know
Improve connectivity in the region	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Make journeys more reliable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Enhance safety along the route	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve access to tourism	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reconnect local communities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q9c. Please provide any general comments you want to make about the proposed improvements to the A66 as outlined in the consultation brochure.

Q9d. Please provide any general comments about the key junctions located at either end of the A66 (please see page 27 of the consultation brochure).

M6 junction 40

A1(M) Scotch Corner

About you

This section is optional, but we'd be grateful if you'd tell us a little bit about yourself. We won't share this information or use it for any other purpose.

Q10. What is your interest in the A66?

- Resident Landowner Local road user
 Local business Other business

Q11. What method of transport do you use to travel on the A66?

- Car Bicycle Public transport
 HGV Other commercial vehicle
 Walk Horse/horse-drawn vehicle

Q12. How old are you?

- Under 16 16-24 25-34 35-44
 45-54 55-64 Over 65 Prefer not to say

Q13. Did you attend one of the consultation events or did you review the consultation brochure and information online?

- Attended an event only Reviewed information online only
 I did both Neither

Q14. Do you think the consultation brochure contained enough information about the proposed scheme?

- Yes No Not sure

Q15. How did you hear that the consultation was happening?

- Letter Flyer Press release/media ad in a newspaper
 Project webpage Direct email from Highways England Other
 Poster – where was the poster noticed?

Your data, your rights

On 25 May 2018, the General Data Protection Regulations (GDPR) became law. The law requires Highways England to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

Highways England adheres to the government's consultation principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by

Highways England and its appointed contractors until the scheme is complete.

Under the GDPR regulations you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability

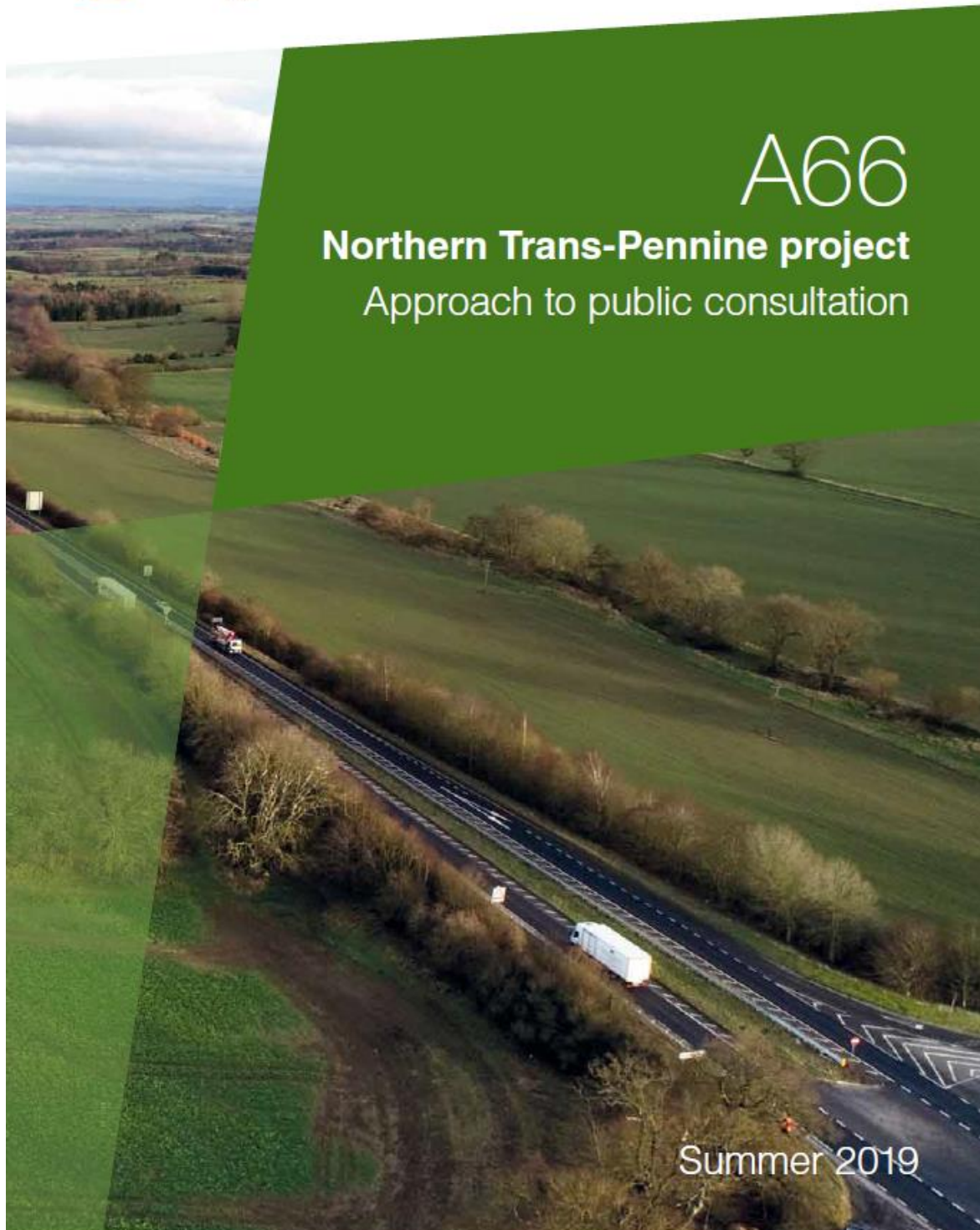
If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.



If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: DataProtectionAdvice@highwaysengland.co.uk

5 Approach to public consultation booklet



A66 Northern Trans-Pennine project

Introduction

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe.

We have been commissioned by the Department for Transport to investigate the potential to improve the A66 between M6 junction 40 at Penrith and the A1(M) at Scotch Corner to address the lack of east / west connectivity across the Pennines in the north of England.

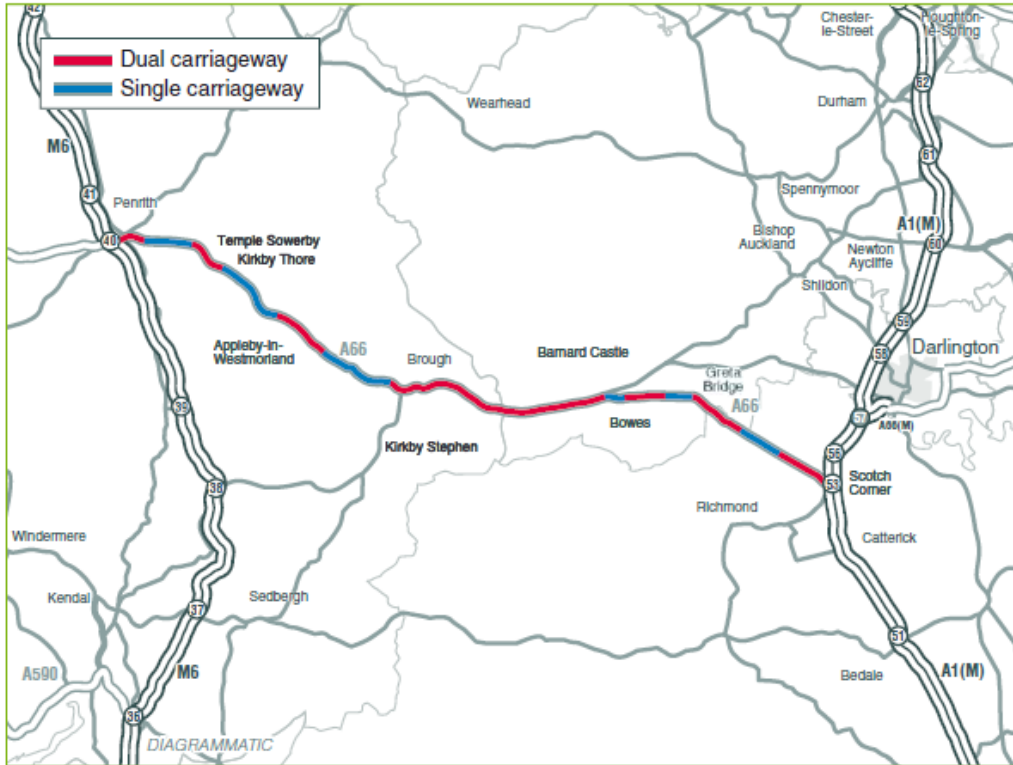
We are proposing to invest around a billion pounds to dual the remaining single carriageway sections of the A66. This will significantly improve journeys and connectivity, which is great news for the local, regional and national economy.

We'll be seeking views on our proposals to dual the A66 between M6 junction 40 at Penrith and the A1(M) at Scotch Corner, and we want to ensure you know how we'll do this. That's why we've produced this document which outlines our approach to the consultation, including the different ways we'll collect feedback. It also provides details about how you can take part and how feedback will be used to influence our proposals.

To make sure we approach our consultation in the very best way, we've developed this document in partnership with Cumbria County Council, Durham County Council and North Yorkshire County Council and other interested parties, to ensure our consultation is as effective and inclusive as possible.



The project



The work we are proposing for the A66 includes dualling the remaining single lane sections of the road between Penrith and Richmond, and making other improvements along its length, such as at Kemplay Bank roundabout and the junctions with the M6 and A1(M).

Additional information about the project, including the options we are consulting on and associated benefits, will be included in our public consultation brochure. Copies of the brochure will be available when the consultation is launched at appropriate local locations and on the project webpage.

Environmental information

An Environmental Assessment Report (EAR) is being carried out to assess the potential environmental effects within the proposed project area to support the process of identifying suitable options for the scheme. At this stage, we have identified fifteen options and the EAR assesses each one on a range of environmental topics.

We will evaluate possible impacts the project could have, considering the existing environment and an initial assessment will be made. Measures to reduce negative impacts, such as screening and noise barriers, will be identified where possible and we will also look into what opportunities there are to improve existing environmental conditions.

A66 Northern Trans-Pennine project

The following range of environmental areas are being assessed:

- Air quality
- Climate change
- Landscape
- Water environment
- Use of materials
- People and communities
- Noise and vibration
- Biodiversity
- Cultural heritage
- Geology and soils
- Cumulative effects

Environmental Impact Assessment screening will be carried out at a later stage, looking at what environmental effects are likely to arise from making the proposed improvements, to determine whether a full assessment of impacts is required.

Approach to public consultation

The purpose of this approach to public consultation document is to explain what you can expect from us and to outline the details of the consultation process. It will be updated regularly as activities for each stage of the consultation are confirmed.

The approach to public consultation will be included on the project webpage and copies will be available locally at suitable locations once the consultation is launched. These are likely to include libraries and community centres and amongst other deposit points in key locations along the A66 in Cumbria, Durham and North Yorkshire counties.

Public consultation is an important part of the delivery of this project and provides a real opportunity to influence our proposals. It also gives us an opportunity to help you fully understand the project and resolve any concerns.

We will be carrying out non-statutory public consultation over the summer on our design options for the scheme, the results of which will help to inform our decision about which option to take forward. It is not the only time we'll be consulting on this project. We will engage in

a further round of consultation once we have our preferred design option, giving you another opportunity to get involved and share your views.

Why and when will we consult?

Your comments will help us better understand the local area and any potential impacts the project may have on road users and the local community. We will listen to everyone's views and we'll consider your opinions before we select a preferred option for the project.

From the outset, we recognised the need for early engagement and have had a number of meetings with Cumbria County Council, Durham County Council, North Yorkshire County Council, Tees Valley Combined Authority, Transport for the North, Freight Transport Authority, Environment Agency, Historic England and Natural England. We have also met with large landowners and held focus groups with stakeholders spanning business, freight and ports, local authorities, emergency services, environmental interest groups, walkers, cyclists and horse-riders.

Options for the project will be consulted on between 16 May and 11 July 2019. At least 20 consultation events will be held in key locations along the A66 where people will be able to meet the team and ask questions about our proposals.

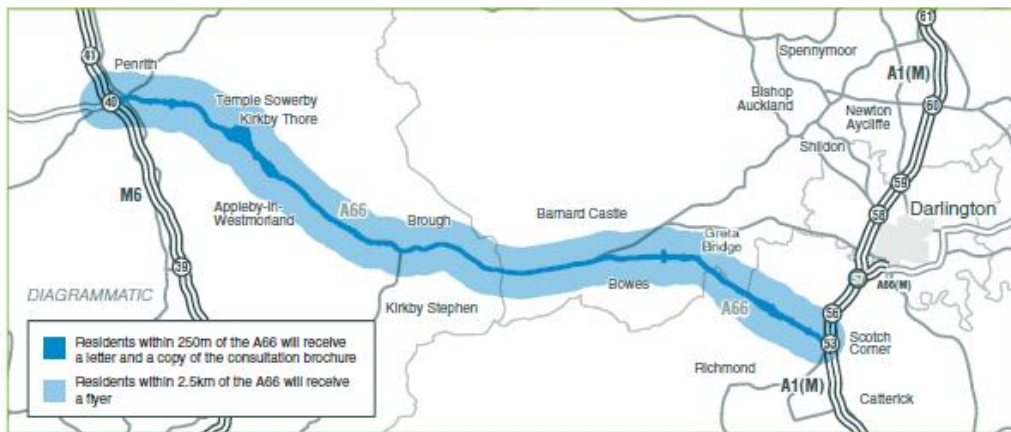
Details of these events will be given in advance of the consultation starting.

Who will we consult?

Working with Cumbria County Council, Durham County Council, North Yorkshire County Council and other interested parties, we have developed a consultation target area for the distribution of our consultation materials. This is based on who we think will be interested in or affected by our proposals. We'll let people living or working in

this area know about our consultation by posting information in advance.

We will also work with local authorities to identify groups who are traditionally hard to reach to ensure we reach all those who could be affected by our proposals.



Who can take part?

Anyone who is interested in this project is welcome to take part. We welcome all views and will take them into account to help shape and improve our project design.



A66 Northern Trans-Pennine project

How will we consult?

We will use the following methods to promote our public consultation:

Method	Detail
Public consultation events	Events at local venues where members of the team will be available to answer questions about the proposals. Visitors to the events will be able to submit their consultation responses if they choose to.
Project webpage	A full summary of the project, the public consultation brochure and the online response form, will be available on the project webpage.
Public consultation brochure	We'll deliver our public consultation brochure containing details of the events to directly affected homes and businesses. Flyers or letters will be sent to people who may be interested in, but not directly affected by the project. Copies of both these documents will also be available from local libraries and other locations identified in conjunction with local authorities and other stakeholders.
Council and community / area forum briefings	If required at any stage, we will consider any briefings as appropriate outside of our usual stakeholder group meetings.
Stakeholder briefings	If required at any stage, we will consider conducting individual stakeholder briefings outside of our usual stakeholder group meetings on a case by case basis.
Stakeholder groups	We currently hold a number of stakeholder reference group meetings throughout the year and a number of individual focus group sessions which includes targeted groups such as local authorities, emergency services, walkers, pedestrians, cyclists, horse-riders and others. If anything further is required we will review as appropriate.
Consultation response	Comments can be submitted online by completing the online response form at www.highwaysengland.co.uk/A66TransPennine , in writing to the following freepost address: Freepost A66 NORTHERN TRANS-PENNINE PROJECT or by visiting a consultation event. All responses must be received by 11 July 2019.
Media	The public consultation will be advertised in locally-circulating newspapers, including the Northern Echo, Gazette Live and Cumberland and Westmoreland Herald. Adverts will be placed in local newspapers to promote the launch of the consultation and reminders will be placed ahead of the events. Press releases detailing the public consultation period and how the community and road users can get involved will be issued.
Social media - Twitter	The public consultation and associated events will be tweeted from @HighwaysNWest and @HigwaysNEast

What will happen to the consultation responses?

All responses received during the public consultation will be recorded and analysed. The content of each response will be categorised and broken down by sentiment, themes and respondent profile – helping us understand your comments and why you have made them. Where it is possible to do so, we will use your feedback to help influence the project design or to help identify ways to address concerns about the impacts of the project.

We'll summarise our findings in a consultation report which will explain our analysis and how it influenced our proposals.

The consultation report and detailed area research such as ground investigation surveys and traffic assessments will help us identify, and subsequently announce, our preferred route.

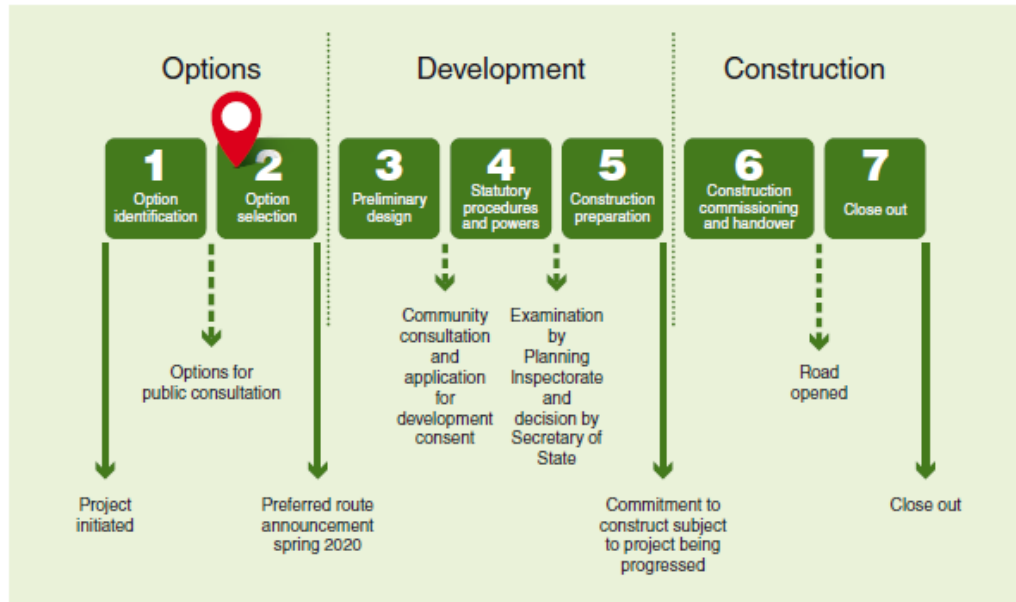
Application process and project development

There are differing levels of permission that dictate the consenting route a project must follow to obtain permission.

apply for a Development Consent Order under the Planning Act 2008. This will include a further consultation period and a hearing conducted by the Planning Inspectorate.

This project is categorised as a Nationally Significant Infrastructure Project. We will need to

The process for this is explained in the table below.



For more information visit www.highwaysengland.co.uk/A66TransPennine where you can also sign up for email alerts whenever the webpage is updated. If you have any queries about this project, please contact the project team directly by emailing A66NTP@highwaysengland.co.uk

If you need help accessing this or any other Highways England information, please call 0300 123 5000 and we will help you.



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6 Public consultation leaflet



Investing in your roads

At Highways England we believe in a connected country and our network makes these connections happen.

We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow.

We want to make sure all our major roads are more dependable, durable and, most importantly, safe.

We have been commissioned by the Department for Transport to investigate the potential to improve the A66 between the M6 junction 40 at Penrith and the A1(M) at Scotch Corner to address the east/west connectivity across the Pennines in the north of England.

We are proposing to invest around a billion pounds to dual the remaining single carriageway sections of the A66.

This will significantly improve journeys and connectivity, which is great news for the local, regional and national economy.

This work is important to future growth and will help the economies of both the north-east and Cumbria, as well as improve journeys between England and Scotland.

The following locations require improvements or dualling:

- M6 junction 40 to Kemplay Bank roundabout (A66/A6 interchange)
- Penrith to Temple Sowerby
- Temple Sowerby to Appleby – Kirkby Thore
- Temple Sowerby to Appleby – Crackenthorpe
- Appleby to Brough
- Bowes Bypass
- Cross Lanes to Rokeby
- Stephen Bank to Carkin Moor

How we are consulting

We're holding a public consultation on our proposals and we would like to hear what you think, so please share any concerns, ideas or local knowledge that you may have.

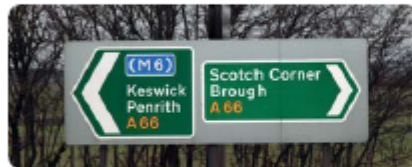
The consultation will run between 16 May and 11 July 2019 with public events taking place in May and June. There will be lots of ways you can tell us what you think.

Your comments will help us better understand the local area and any potential impacts our project may have on the community and we look forward to hearing from you.

The list (opposite) shows where you will be able to see our proposals and provide feedback face to face with us.

We look forward to seeing you.

Alternatively, you can find out how you can take part online at www.highwaysengland.co.uk/A66TransPennine



Event venues, dates and times

- **Gilling West Hall, Richmond**
16 May 2019, 1.30pm – 7pm*
- **Penrith Rugby Club, Winters Park**
17 May 2019, 11am – 7pm
18 May 2019, 10am – 2pm
- **Gilling West Hall, Richmond**
22 May 2019, 11am – 7pm
23 May 2019, 11am – 7pm
- **The Appleby Hub**
29 May 2019, 11am – 7pm
30 May 2019, 10am – 3pm
31 May 2019, 11am – 7pm
1 June 2019, 10am – 2pm
- **Penrith Parish Centre**
4 June 2019, 11am – 7pm
5 June 2019, 10am – 2pm
6 June 2019, 10am – 2pm
- **The Witham, Barnard Castle**
12 June 2019, 11am – 7pm
13 June 2019, 11am – 7pm
14 June 2019, 11am – 7pm
15 June 2019, 10am – 2pm
- **Penrith Parish Centre**
17 June 2019, 10am – 2pm**
18 June 2019, 11am – 7pm**
- **The Station, Richmond**
21 June 2019, 11am – 7pm
22 June 2019, noon – 4pm

* new date ** rearranged date

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7 Venue specific sample poster



Consultation events being held here at The Witham

We are proposing to invest around one billion pounds to dual the remaining single carriageway sections of the A66 between M6 junction 40 at Penrith and the A1(M) at Scotch Corner. This will significantly improve journeys, safety and connectivity, which is great news for the local, regional and national economy.

Public consultation events will be held here on the following dates.
Drop in and have your say.

Wednesday 12 June 2019 – from 11am – 7pm

Thursday 13 June 2019 – from 11am – 7pm

Friday 14 June 2019 – from 11am – 7pm

Saturday 15 June 2019 – from 10am – 2pm

For more information, please visit
www.highwaysengland.co.uk/A66TransPennine



Can't make these events?

We're holding a number of events at venues along the A66 route during May and June. To find out where and when they are please visit the web page address above.

Telling someone else about these events?

To help someone else to find this venue the full address is: The Witham, 3 Horse Market, Barnard Castle, DL12 8LY

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8 Preferred route announcement



A66 Northern Trans-Pennine Project Preferred Route Announcement

Spring 2020



Our improvements will transform east / west connectivity across the Pennines in the north of England. Quicker, safer and more reliable journeys will bring communities together, create new job opportunities and support long term, sustainable growth.



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Introduction

Investing in your roads

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways - engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe.

Sections of the A66 have been upgraded from single carriageway to dual in a number of stages since the 1970s, with the most recent dual section, the Temple Sowerby Bypass, opening in 2007. However, more than 18 miles of single carriageway remain, making the route accident-prone and unreliable.

In 2014, the Government announced that it intended to examine the case for dualling one of the routes across the Pennines to improve east / west connectivity in the north of England.

In 2017, it was announced that the A66 had presented the strongest case for an upgrade and that plans for full dualling between the M6 junction 40 and the A1(M) at Scotch Corner would be developed for the next Road Investment Strategy.

Our plans will ensure the entire route has two lanes in both directions along the full 50-mile route.

We have been commissioned by the Department for Transport (DfT) to investigate the potential to improve the A66 between M6 junction 40 at Penrith and the A1(M) at Scotch Corner which is a corridor of 50 miles. This is in order to address the lack of east / west connectivity across the Pennines in the north of England.



We are proposing to invest around one billion pounds to dual the remaining single carriageway sections of the A66, making this one of the largest and most important highways investments in the north of England. This will significantly improve journeys, safety and connectivity which is great news for the local, regional and national economy. Our planned improvements for the road and a modern approach to design will also help protect the local environment and important historical areas such as the Roman fort at Carlin Moor, Brougham Castle and areas of outstanding natural beauty that surrounds the A66.

The project will involve dualling multiple remaining sections of single carriageway between M6 junction 40 at Penrith and the A1(M) at Scotch Corner. Other improvements are proposed along its length, such as at Kemplay Bank roundabout and the junctions with the M6 and A1(M).

This work is important to enable future growth and will help the economies of the North East, Yorkshire and Cumbria, as well as improving east / west journeys.

In this booklet, we explain the preferred route for the sections of the A66 which are currently single carriageway and the preferred option for improvement work at the Kemplay Bank roundabout at Penrith.

We also explain the reasons for those route choices, the results of the public consultation held from 16 May to 11 July 2019 and give details of what will happen next.



Our objectives in developing the A66

By introducing a consistent standard of dual carriageway with the same speed limit throughout, we aim to **reduce the number of accidents**.

Use of the 'old' A66 as part of the local road network will **deliver safer, more enjoyable journeys for cyclists and pedestrians**.

The preferred route also **re-connects communities** and links villages along the route. It also **improves connections for local people** living and working nearby providing **better access to services** such as healthcare, jobs and education.

Dualling of all the single carriageway sections will **reduce congestion** and **improve the reliability** of people's journeys between the M6 at Penrith and the A1(M) Scotch Corner and nationwide.

The dualling will **improve strategic regional and national connectivity**, particularly for hauliers. Heavy goods vehicles account for a quarter of all traffic on the road and any delays to journeys can have an extremely negative effect on business, including lost working time and missed shipment slots.

The improvement works will also **reduce delays and queues** during busy periods and **improve the performance of key junctions** such as the A66/A6 and the M6 junction 40.

Also, having a dual carriageway enables us to close lanes where required due to accidents or break downs and **keep traffic moving**.

By making the route more reliable we can **improve connectivity** between the key employment areas of Cumbria, Tees Valley and Tyne and Wear and **improve access to key tourist destinations** such as the North Pennines, Lake District and North Yorkshire.

Better road standards and consistent speeds will **minimise noise levels** for people living and working near the route and the preferred route aims to **reduce the visual impact** of the new A66.

Our preferred route has been chosen to **minimise negative impacts on the natural environment** and landscapes of the North Pennines and Lake District.

It is also the best option for **reducing the impact on nearby homes** and minimising the number or properties which will need to be acquired or demolished.

Benefits of the project

A66 Northern Trans-Pennine project provides the opportunity to:

- improve journey times, reliability and resilience on the A66 between the junctions with the M6 and the A1(M)
- improve strategic regional and national connectivity, particularly for freight and tourism
- reduce delays at the A66/A6 junction
- reduce the locations where the A66 is a physical barrier for communities
- improve air quality and noise for those that live and work along the route
- improve connectivity between the key employment areas of Cumbria, Tees Valley and Tyne and Wear
- improve connectivity for residents and workforce living and working in close proximity
- improve amenities for cyclists, horse riders and pedestrians
- improve access to key tourist destinations such as the North Pennines and the Lake District
- contribute to the future economic growth of the north of England, supporting the growth envisaged by the Northern Powerhouse agenda

Without this investment the issues experienced today would worsen with journey times getting slower, road conditions becoming more unreliable and risk of accidents increasing.



“Long overdue improvements. Will improve safety along very dangerous single carriageway sections and result in much better environment in villages along the route.”

Quote from consultation response



The preferred route

We propose to upgrade seven sections of single carriageway to dual carriageway standard along the A66. We developed multiple options for five of these sections, and a single proposal for the remaining two. We also developed options for an underpass or overpass choice at Kemplay Bank roundabout.

In total, we presented 15 different options for respondents to the consultation to comment on.

The following section outlines the preferred route for each of these sections which, in total, cover 18 miles of the current A66.

Choosing the preferred route

In assessing the route options, we considered a number of criteria. Part of this decision making was the preference expressed through the consultation process by members of the public, organisations and statutory bodies and the themes which emerged from their feedback.

In addition, we considered the following:

- economic growth
- connectivity
- road safety
- access for tourism and local services/jobs
- journey time reliability
- resilience (the road's ability to withstand accidents or closures)
- provision for walkers, cyclists and horse riders
- reducing severance of communities (where the road bisects a village)
- cost of option / value for money
- the land required for the development
- property demolition

- impact on property
- construction impacts
- significant risks

Environmental impacts and mitigation was also a considerable factor in the decision-making process. We therefore looked at each option's potential to minimise environmental impacts and optimise environmental improvement opportunities.

To this end we have therefore assessed the following:

- air quality
- noise
- cultural heritage
- water
- landscape
- biodiversity
- water environment and drainage



The preferred route



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M6 junction 40 to Kemplay Bank

The roundabout can suffer from high levels of congestion which affect the flow of traffic along the A66 and for north and southbound traffic using the A6. This bottleneck can also have an impact on M6 junction 40.

Vehicles slowing down as they approach Kemplay Bank roundabout can lead to potential safety issues, creating problems for both east/west and north/south traffic as it passes through the roundabout.

By facilitating free-flowing traffic along the A66, this will also deliver benefits for A6 traffic and local access routes to Penrith and facilities around the junction. This will be a major benefit for local people, including pedestrians and cyclists, in allowing easier access through the junction, especially at peak times.

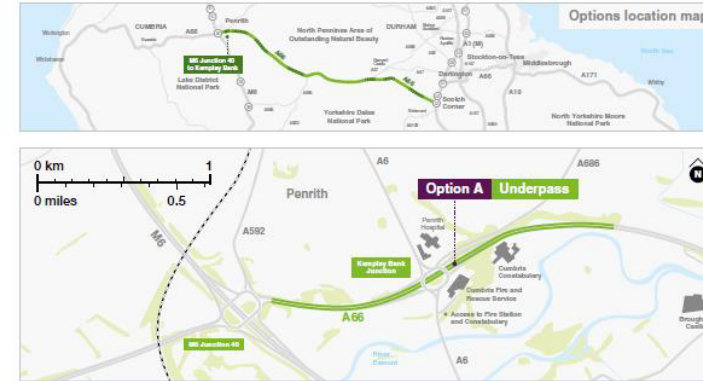
This section carries approximately 30,200 vehicles per day, 19% of which are HGVs.

What did we propose?

We proposed two options that would either introduce a new underpass or overpass through the Kemplay Bank roundabout, allowing free flowing traffic east/west and improving access to Penrith on the A6.



The preferred route: option A



The preferred option

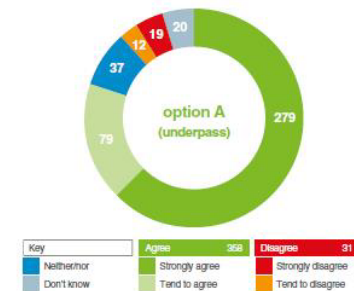
For this section of the A66 we have selected the underpass option A.

The underpass was selected because it has less environmental impact than an overpass.

While noise levels are likely to increase with either option due to higher use of the improved junction, the underpass noise levels are likely to be lower. The underpass would also be less visible from the surrounding areas.

The overpass option would also have required the purchase of a larger area of the local recreation grounds to the north of the roundabout.

Our selected option was most popular with respondents to the consultation, with 358 respondents voting for an underpass. This equates to 80% of the people responding to this question.



Penrith to Temple Sowerby

There is a single carriageway section for 3-miles on this section of the A66 with varying widths, causing an inconsistent driving experience and creating safety issues.

There are also several junctions and numerous private access points, including one for Center Parcs, where it is difficult for cars to join the main highway.

This section carries approximately 19,500 vehicles per day, 24% of which are HGVs.

What did we propose?

We proposed two options to introduce a dual carriageway on this section. A new junction will also be constructed at Center Parcs, providing access to the holiday park and local roads.

Between Brougham Castle and Whinell Park Farm, both options follow the line of the existing A66, utilising the existing carriageway where possible.

Both the options presented would involve the realignment of some local roads and alternative routes would be provided to nearby junctions where required, improving safety and ease of access for local road users.

Option C

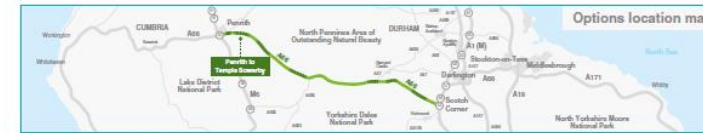
From Whinell Park Farm the road will divert to the south to avoid the hamlet of Lane End. The road will then re-join the A66 at Swine Gill before continuing to the Temple Sowerby Bypass.

Option D

This option is the same as option C but will not divert the current road away from High Barn and will therefore require the demolition of some buildings in order to widen the carriageway.



The preferred route: option C

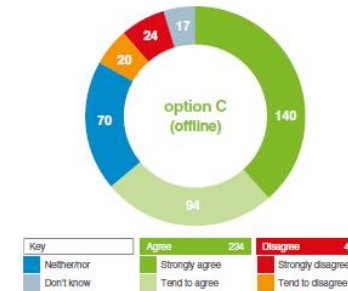


The preferred option

We have selected option C, the southern bypass for this section of the A66.

We selected this option because it will not require the demolition of the buildings in High Barn and the potential impact this would have on businesses. It is also further away from the hamlet of Lane End which will help to mitigate the noise impact on residents.

This southern bypass option was also the most popular with respondents to the consultation with 64% (234) of respondents to this question voting in favour.



Temple Sowerby to Appleby – Kirkby Thore

There is a single carriageway for a little over 2-miles on this section which skirts the village of Kirkby Thore. The carriageway varies in width and local roads are connected by several junctions and private access points along this accident-prone section.

There is also an access route through Kirkby Thore village for HGVs visiting the British Gypsum site to the north.

This area suffers from high accident levels and speed limits have already been reduced from 60 mph to 40 mph.

This section carries approximately 16,500 vehicles per day, 27% of which are HGVs, much higher than the national average.

What did we propose?

We proposed two options for this section which would divert the A66 away from Kirkby Thore either to the north or the south of the village.

Option E (northern bypass)

A new dual carriageway bypass to the north of Kirkby Thore which would pass through several fields to the west and then travel away from the village to the north and east.

It would mostly be built along a route which is lower than the surrounding land which will help preserve the visual outlook of properties in the north of the village.

An additional junction will be created to allow direct access to and from the British Gypsum site and will reduce the level of HGVs moving through the village.

Option F (southern bypass)

A new dual carriageway would be constructed towards the south of Kirkby Thore as a continuation of the Temple Sowerby Bypass. It would cross several fields and follow the path of an old railway line until it re-joins the current A66 just after the BP petrol station near Bridge End Farm.

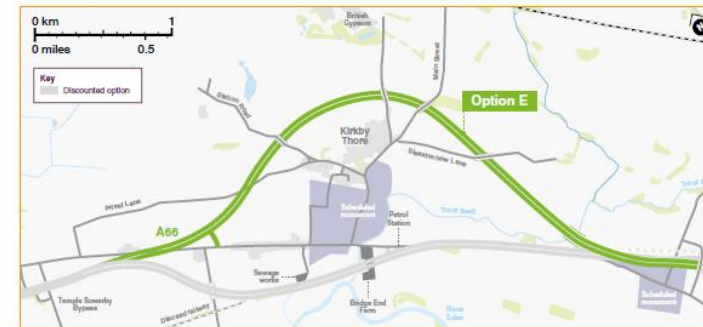
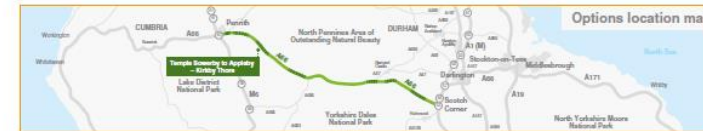
Additional underpasses would be required to provide access for local farms and pedestrians, walkers, cyclists and horse riders. A new junction would allow access to the former A66 and the village.

This option would require the demolition of several buildings.



18

The preferred route: option E



The preferred option

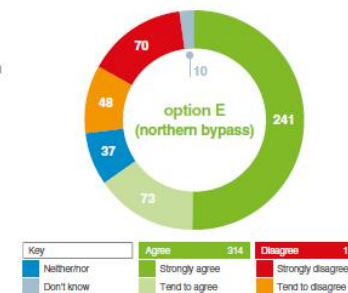
For this section of the A66, we have selected option E, the northern bypass.

We've selected this option as it provides the opportunity to reduce traffic, including HGVs, from the village of Kirkby Thore.

This option also reduces the amount of buildings we need to demolish to improve this section of the A66. It will also not impact on the wildlife corridor on the disused railway line. The southern option also had a greater negative impact on biodiversity and the flood plain.

Option E was also the most popular with respondents at consultation with 66% (314) of respondents voting in favour of this option.

While this route represents a longer journey time of the two options and may be more expensive, it has reduced environmental impacts while still delivering the required improvements.



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Temple Sowerby to Appleby – Crackenthorpe

There is a single carriageway for 2.5-miles on this section which runs alongside the village of Crackenthorpe. The carriageway varies in width with narrow verges and poor alignment which present visibility issues, particularly at junctions.

Local roads junctions and private access points along the route create areas where accidents could potentially occur.

This section carries approximately 16,500 vehicles per day, 27% of which are HGVs, much higher than the national average.

What did we propose?

We proposed two upgrade options which would divert the A66 away from Crackenthorpe to the north.

Option G (northern bypass closest to Crackenthorpe)

The route follows the path of the old railway line to the north of Crackenthorpe and two new junctions would be created to serve the villages of Bolton, Crackenthorpe and Long Marton.

The new road would re-join the current A66 just to the west of the Settle-to-Carlisle railway line.

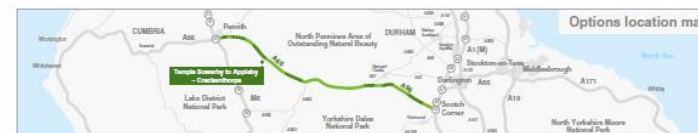
Option H (northern bypass furthest away from Crackenthorpe)

This option proposes a new bypass following the route of the original Roman Road to the north of Crackenthorpe and Roger Head Farm.

Two new junctions would be created to serve the villages of Bolton, Crackenthorpe and Long Marton.



The preferred route: option H



The preferred option

We have selected option H, the northern bypass furthest away from Crackenthorpe, for this section of the A66.

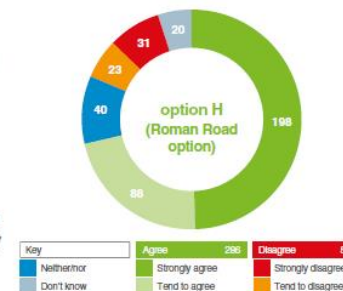
Option H is more resilient as there are diversions available for when accidents happen. It will also avoid an area of potential landslips and the remedial works which may be required to mitigate this issue.

Option G would potentially have had an impact on the River Eden and its floodplains, while Option H will be routed away from nearby watercourses and floodplains.

Our chosen option allows for improved access to Appleby by utilising the 'old' section of road and provides better opportunities for crossing facilities for walkers, cyclists and equestrians.

Option H also has less impact on landowners as it follows a natural feature which marks the boundary of many properties.

Option H was the most popular at consultation with 72% (286) of the respondents to this question opting for the bypass furthest away from Crackenthorpe.



Appleby to Brough

There is a 5-mile section of single carriageway on this section with six junctions providing local access to Sandford, Warcop, Flitholme and Great Musgrave.

These local access junctions present safety issues where vehicles are attempting to join the main highway which is a single lane operating at a higher speed. Drivers can also find themselves in a vulnerable position when attempting to slow and leave the A66, especially when turning right. Changes in speed limits also create potential accident spots. The road in this section suffers from poor alignment.

This area suffers from high accident levels and speed limits have already been reduced from 60 mph to 40 mph. The route carries approximately 14,600 vehicles per day, 30% of which are HGVs.

What did we propose?

We presented just one option to improve this section of the A66.

Only one option was viable for this section because five other options have been discounted due to impacts on the AONB, the Warcop Roman Camp, the local environment and the Eden Valley railway.

Option 1

The current carriageway between Café 66 and Wildboar Hill would be widened and utilised as the eastbound carriageway and a new westbound carriageway would be constructed directly to the south of the current A66.

Between Wildboar Hill and the Brough Bypass a completely new dual carriageway would be constructed directly to the south of the current A66. The existing road would then be used for local access and pedestrians, walkers, cyclists and horse riders.

New culverts (tunnels) would divert streams under the road at Moor Beck and Lowgill Beck. A new junction and bridge would provide access from the new road to Warcop.

Access to the proposed route from local roads would be limited to junctions at Flitholme, Landrigg, Sandford and Warcop which would make this section much less accident-prone. The existing A66 between Moor House and Turks Head would become part of the local road network for safer local access to nearby villages, especially for pedestrians, walkers, cyclists and equestrians.

This option reduces the impact on the AONB to the north of the current A66 and provides continued access for local communities during construction.

The new dual carriageway will connect back into the existing A66 at Brough bypass.

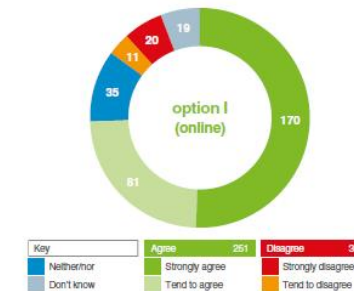
The preferred route: option 1



The preferred option

As only one route was proposed for this section, option 1 will be taken forward to the design phase.

Almost 75% of the respondents to this question agreed that option 1 was a good solution to issues in this section. A further 16% did not express an opinion.



Bowes Bypass

This is a 1.9-mile, single carriageway section which is sandwiched between dual carriageway sections to the east and west. A key feature of this section is the junction with the A67 which is currently only accessible to traffic to and from the west.

East-bound traffic approaching may not be aware that one lane at this junction is used for the A67 which reduces capacity and also leads to last-minute lane changes and slowing traffic on the A66 which present safety issues.

This section carries approximately 16,300 vehicles per day, 24% of which are HGVs.

What did we propose?

We presented just one option for improving this section of the A66.

There is only one proposal at Bowes because the village had already been bypassed by a single carriageway route in 1983. Options were also constrained by existing bridges at Clint Lane and at the A67.

Option J

We are proposing to widen the carriageway to the north of Bowes village and between Clint Lane Bridge and the junction for the A67 where a new eastbound slip road junction would be designed.

After the A67 junction we are proposing to use the existing carriageway for westbound traffic and construct a new eastbound carriageway north of the current road. This will require new or extended bridges to be built.

Two new eastbound slip roads will be built, providing access to and from the A67 and the village of Bowes. This would require the demolition of some derelict buildings and neighbouring barn structure.

The Roman Road known as The Street will be closed and access between Bowes village and the A66 instead provided by the upgraded Bowes junction, making access to the A66 safer for local traffic.



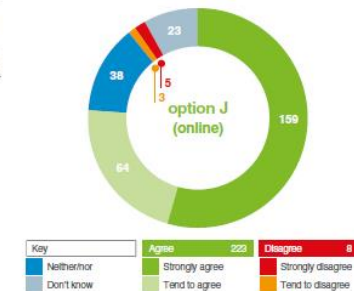
The preferred route: option J



The preferred option

As only one option was proposed for this section, option J will be taken forward to the design phase.

76% of the respondents to this question agreed that option J was a good solution to issues in this section. A further 21% did not express an opinion.



Cross Lanes to Rokeby

There is a 1.8-mile section of single carriageway in this section which is sandwiched between dual carriageway to the east and west. There are two major junctions at each end of this section and a further five farms accessing directly onto the A66 and other private access points.

These present considerable safety risks due to mixing fast and slow-moving vehicles, a major cause of road accidents on this section. Introducing a dual carriageway to this section would create a consistent road standard.

This section carries approximately 16,900 vehicles per day, 27% of which are HGVs.

What did we propose?

A new westbound carriageway to the south of the current A66 between the B6277 junction at Cross Lanes and Rokeby, after which two options exist around the St. Mary's Church buildings.

Option K

This option would divert both carriageways to the south of The Old Rectory and St Mary's Church before re-joining the existing road at Rokeby.

A new junction would be provided for access to Moorhouse Lane, B6277 for Barnard Castle, Cross Lanes Organic Farm and the listed building Cross Lanes, making access safer and easier.

A new junction west of St Mary's Church is proposed to allow access to the original A66 and Rokeby.

Two new culverts would be constructed to accommodate Tutta Beck.

Option L

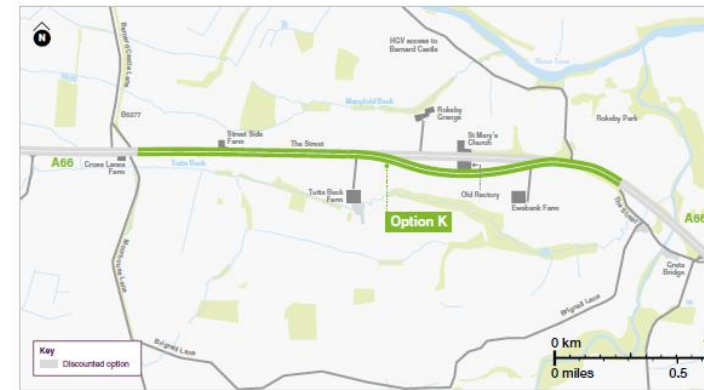
This option is similar to option K but the new westbound carriageway would be constructed next to the current carriageway. This would mean that some buildings to the south of the current A66 would need to be demolished.

This option would retain local access at Rokeby junction for eastbound traffic. Westbound traffic would be required to utilise Cross Lanes junction and the B6277 for access to Barnard Castle.



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The preferred route: option K

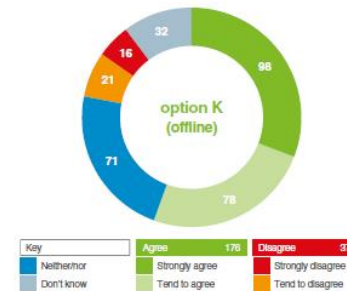


The preferred option

For this section of the A66, we have selected option K, the southern bypass.

We selected option K because it does not impact on the setting of St Mary's Church or require the demolition of the Old Rectory. The section of the A66 would also allow HGVs to easily travel in both directions on the A66 via the new all movement junction.

Option K was the most popular with respondents at consultation with 176 respondents to this question voting in favour of the southern bypass. This equates to 56% of respondents.



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Stephen Bank to Carkin Moor

There are 4-miles of single carriageway in this section of the A66 and, while the road is relatively straight, it rises and falls in areas, causing visibility issues and forcing HGVs to accelerate to navigate steep inclines.

Multiple access points present safety issues where vehicles are attempting to join a single lane at high speeds. Drivers can also find themselves in a vulnerable position when attempting to slow and leave the A66, especially when turning right.

This section carries approximately 17,100 vehicles per day, 27% of which are HGVs.

What did we propose?

A new dual carriageway at Stephen Bank, followed by three different options that consider the impact on Fox Hall Inn, Mainsgill Farm and the Carkin Moor scheduled monument.

All the options would incorporate the dualling of the current A66 between Stephen Bank and West Layton broadly following the line of the existing road.

Option M

After West Layton, we proposed a new dual carriageway to the south of the existing A66 and the properties at Fox Hall and Mainsgill Farm. It would re-join with the A66 at Carkin Moor Farm beyond the scheduled monument.

A new junction and bridge at New Lane would also be required to provide access to the new A66 for several properties and the villages of East and West Layton and Ravensworth. Several underpasses would be created to maintain land access and public rights of way.

Option N

After West Layton, we proposed a new dual carriageway to the north of the existing A66 and the properties at Fox Hall and Mainsgill Farm. This would re-join the current alignment of the A66 at Carkin Moor Farm.

A new junction and bridge on Moor Lane would provide safe and easy access to the old A66, the villages of East and West Layton and Ravensworth and the Mainsgill Farm shop.

The new dual carriageway is expected to re-join the A66 just after Mainsgill Farm and therefore requires the widening of the road through the scheduled monument.

Option O

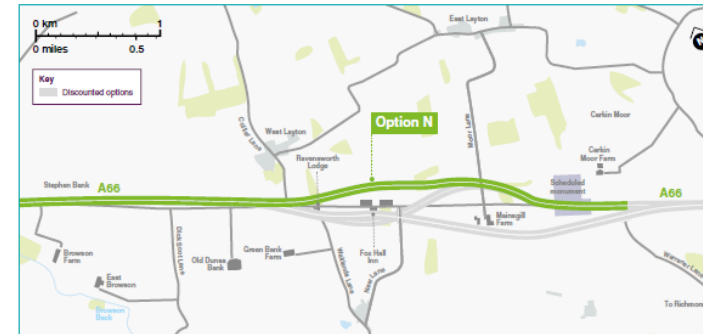
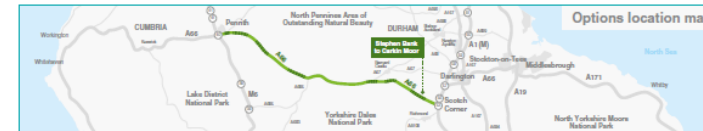
This option follows the same route as option M as far as New Lane where it diverts north to avoid Mainsgill Farm shop.

A new eastbound junction at Fox Hall would provide local access to the old A66 and West Layton. New Lane would be realigned to connect with the new A66 to provide access for Ravensworth.

This proposed route would continue in a northerly direction to a new junction at Moor Lane to provide access from Mainsgill Farm and the former A66.

The new dual carriageway would re-join the A66 just after Mainsgill Farm therefore requiring the widening of the road through the scheduled monument.

The preferred route: option N



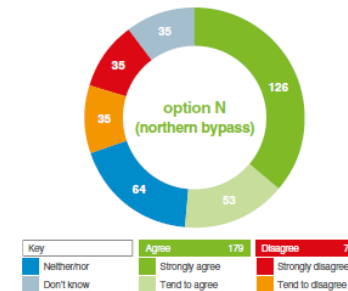
The preferred option

We have chosen option N, the northern bypass to improve this section of the A66.

We selected option N because this route maintained the line of the A66 through the scheduled monument at Carkin Moor. Option N also presented better options for utilising the detrunked section of the A66 to allow safe and easy access to local villages and facilities.

We sought advice from Historic England around the options in this area due to the importance of the scheduled monument. Their view was that the known impact of carefully widening the road through the monument was preferable to the impacts on potentially unknown archaeological assets of constructing a new road to the south.

The northern bypass option N was the most popular at consultation with 179 people voting in favour of this option. This represents 51% of the respondents to this question.



A total of **2,333** people attended the exhibitions and we received **854** responses to the consultation.



Thanks to everyone who took part.
 Your views are important and help shape the project.

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Response to the public consultation

We held a public consultation between 16 May and 11 July 2019 where we presented our outline options for improving the A66. We also conducted an online consultation. This included options for dualling the sections of single carriageway along the A66 and improvement works for the Kemplay Bank roundabout at Penrith. In total, there were 15 different options for respondents to comment on.

We held 21 events in local areas along the route during the consultation. We engaged with key stakeholders to seek their views, such as local authorities, parish councils, ward representatives, landowners, local residents and road users. Since then, we have continued to engage with our customers and representatives of organisations such as the Environment Agency, Natural England and Historic England.

A total of 2333 people attended the exhibitions and we received 854 responses to the consultation.

A total of 394 were received as paper response forms, 375 via the online response form, 84 responses were received by email and 4 as posted correspondence.

The public response to our proposals was overwhelmingly positive with 92.5% of 769 respondents being in favour of dualling the remaining single carriageway sections of the A66.

The following table shows the number of people who agreed with each of the route options presented at consultation. *The options highlighted in green represent the preferred route which will be taken forward to detailed design.

Route section	Route option	Number of respondents who stated 'strongly agree' or 'tend to agree' to each option
M6 junction 40 to Kemplay Bank	A	358
	B	87
Penrith to Temple Sowerby	C	234
	D	105
Temple Sowerby to Appleby Kirkby Thore	E	314
	F	171
Temple Sowerby to Appleby Crackanthorpe	G	95
	H	286
Appleby to Brough	I	251
Bowes Bypass	J	223
Cross Lanes to Rokeby	K	176
	L	85
Stephen Bank to Carkin Moor	M	137
	N	179
	O	41

Note: Not all of the 769 people who completed the response form, responded to every question. Further information about the consultation, the responses and how we'll consider them can be seen in our Consultation Report which is available on the project website (see page 32 for link).

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What happens next?

Now we have announced the preferred route, we will carry out further surveys and investigations to help us design the project in more detail. These surveys and investigations will also be vital in providing information for our assessments which will underpin our future consultations and our subsequent DCO application (see below). As part of this work, you may notice some activity in the area.

We plan to consult on the design of the road and the junctions at a later date giving you a further opportunity to share your views with us.

In the meantime, we will continue to engage with our stakeholders and the local community to help us refine the design before inviting the public to submit further feedback.

Throughout the process we will keep listening and talking to everyone with an interest in the project. There will also be regular updates and information on our website highwaysengland.co.uk/a66-northern-trans-pennine/

Application for a Development Consent Order (DCO)

This project is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. This means that we are required to make an application for a Development Consent Order (DCO) to obtain permission to construct the project.

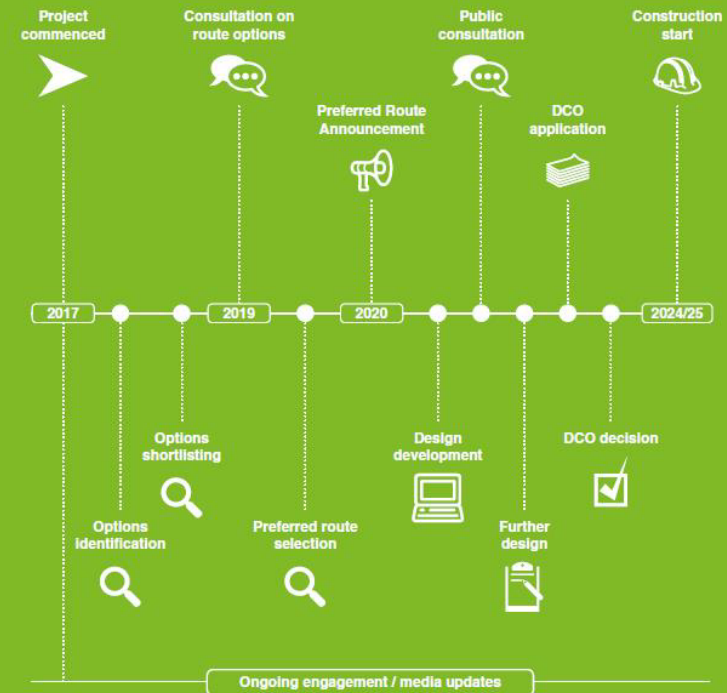
The timeline shows the different stages in this process. Following a further consultation on the design, we will prepare an application for a Development Consent Order that will include an Environmental Statement.

The application will be made to the Planning Inspectorate, who will examine the application. Following the examination, the Examining Authority will make a recommendation to the Secretary of State for Transport, who will decide whether the project will go ahead.



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Project timeline



Find out more

Find out more about the DCO process on the Planning Inspectorate's website:
<http://infrastructure.planninginspectorate.gov.uk>

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