

**A66 Northern Trans-Pennine Project
TR010062**

**4.4 Consultation Report
Annex B: Project update material,
winter 2020**

APFP Regulations 5(2)(q)

Planning Act 2008

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

Volume 4

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

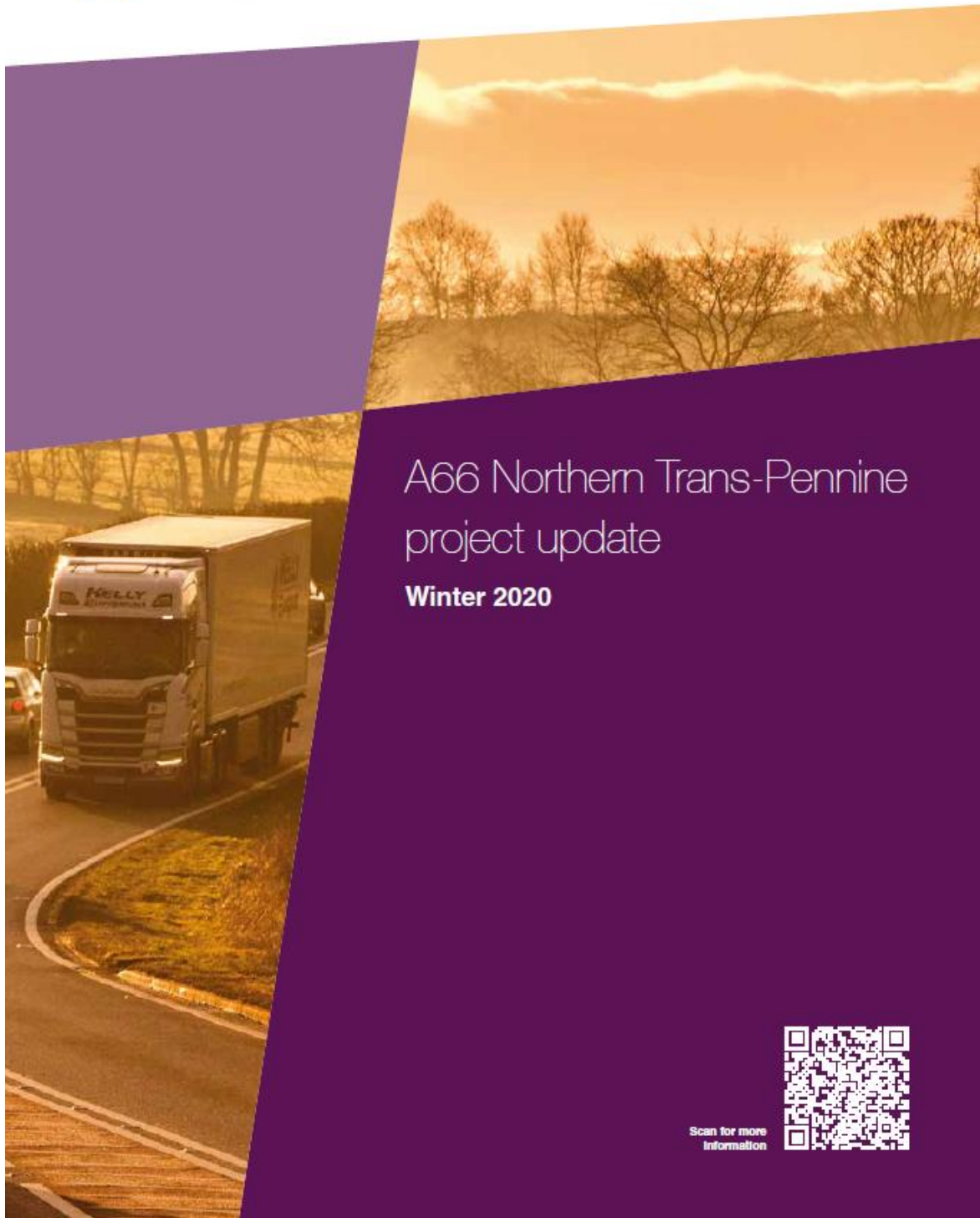
Version	Date	Status of Version
Rev 1	13 June 2022	DCO Application

CONTENTS


CONTENTS	iii
1 Project update, winter 2020	1
2 Awareness raising poster and leaflet relating to project update, winter 2020.....	20

Annex B relates to Chapter 3: Engagement activity between 2020 and 2021 of the Consultation Report.

1 Project update, winter 2020



A66 Northern Trans-Pennine
project update
Winter 2020



Scan for more
information

Improving safety, journey times, reliability
and resilience on the A66 between the
junctions of the M6 and the A1(M)



Foreword

I am a proud Yorkshireman and, as a highways professional, I am passionate about harnessing good road design to create opportunities for all users of our network. For me, this project isn't about pouring concrete, it's about people and the positive difference that we can make to their lives and those of future generations. That's why, central to the project, is the need to create a road that is safe, reliable and efficient for everyone – whether you are a cyclist, a driver, a passenger, pedestrian or live near the A66.

I know that the A66 plays an essential role for journeys across the north of England. It provides the most direct connection between the eastern side of England and the central belt of Scotland. It connects cities like Leeds, Sheffield and Norwich to Glasgow and Edinburgh. Lorries and freight transport rely on the A66, providing access to industrial estates, farms and quarries along the route and across the country. It is important for ports such as Stranraer, Teesport, Hull and Felixstowe. Over 28,000 journeys are made using the A66 every day, a quarter of which are lorries.

Working with the Government, stakeholders and communities, we plan to invest around £1 billion in the A66, dualling the remaining sections of the route between M6 junction 40 at Penrith and the A1(M) at Scotch Corner. Our work will make journeys on the A66 more reliable, improving access to tourist destinations such as the Lake District, the North Pennines Area of Outstanding Natural Beauty and North Yorkshire. We'll also help provide better links to Cumbria, Tees Valley and Tyne and Wear, improving access to jobs and reducing congestion. Our work will unlock economic growth and reduce delays.

In May this year, we announced the preferred route for the upgrade of the A66 and we are currently carrying out environmental and ground investigation surveys in the area to help with our design. We are committed to building on the positive relationships we have with communities that live along the route. We will be engaging and consulting with you as we develop our plans to unlock new educational, health, work and social horizons for people that live alongside the route or rely on it. By acting today to address the problems affecting the A66, we can be more confident of seizing opportunities tomorrow to benefit road users, taxpayers and the country as a whole.

At Highways England we are committed to working with communities when developing our projects and we will be consulting with you further in 2021 before submitting our planning documents. As we engage with our customers and communities about the project in the coming months, we will make sure that all the relevant measures and guidelines for Covid-19 are followed to protect you and our team members.

I hope you and your loved ones keep safe and well during these challenging times.

Matt Iownsend
Highways England

Contents

Introduction	5
Why we need this project	6
Our objectives in developing the A66	7
An update on progress	8
How we will continue to keep you updated	10
Design considerations for a safer A66	11
The preferred route	12
M6 junction 40 to Kemplay Bank	14
Penrith to Temple Sowerby	16
Temple Sowerby to Appleby – Kirkby Thore	18
Temple Sowerby to Appleby – Crackenthorpe	20
Appleby to Brough	22
Bowes Bypass	24
Cross Lanes to Rokeby	26
Stephen Bank to Carkin Moor	28
Major junctions	30
What happens next?	32
Project timeline	33

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.

We are investing around £1 billion 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. For example protecting important historical areas such as the Roman fort at Carkin Moor, Brougham Castle and the areas of outstanding natural beauty that surround the A66.

The A66 upgrades are of national significance as they are essential to the continued development of the economies in the north of England.

Sections of the A66 have been upgraded from single carriageway to dual in several 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 (RIS). We were then commissioned by the Department for Transport (DfT) to investigate the potential to improve this 50-mile corridor.

Our plans will ensure the entire route has two lanes in both directions and we are also investigating the need to improve the junctions at either end of the road.

Improve connectivity for residents and neighbours living and working in close proximity to the route

4

Improve strategic regional and national connectivity, particularly for freight and tourism

5

Why we need this project

The A66 is a key local, regional and national route for east/west journeys in the north of England providing vital connections for freight, tourism and businesses across the UK.

The route carries high levels of freight, with 25% of the traffic being heavy goods vehicles (HGVs), more than twice the national average for a road of this nature.

While the A66 plays a crucial role in the life of nearby communities, it is also essential for journeys across the UK. It offers the most direct route between the central belt of Scotland and the eastern side of England and connects the north east to the north west and Midlands.

It also plays an important role for tourism, providing access to the North Pennines Area of Outstanding Natural Beauty (AONB), the Yorkshire Dales and the Lake District National Park.

But the A66 isn't up to modern standards. Drivers face congestion, delays at key junctions and substandard access to jobs and leisure locations. That is why we are investigating ways to improve journeys on the A66 by raising the whole route to dual carriageway standard.

Investment in the A66 is essential to the continued development of the economy in the north of the country. Dualling the road and making other improvements along its length will support local and national economic growth and development.



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 **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.

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.

An update on progress

Since we announced our preferred route in May 2020, we have been working hard to develop our plans which we will show you at our consultation in spring 2021. You can see full details of our preferred route announcement on our project website www.highwaysengland.co.uk/A66-NTP

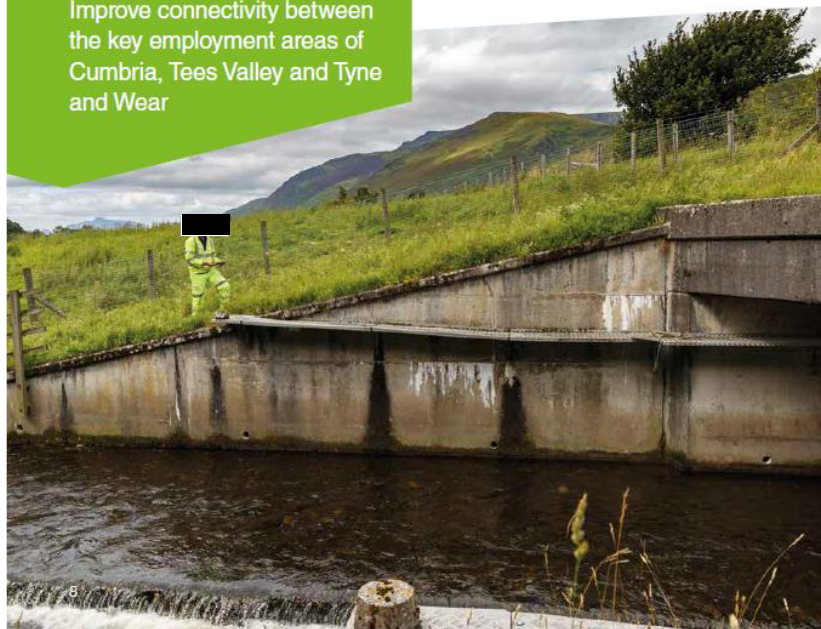
Having listened to your comments during our options consultation, we have been adding further detail to the new junctions along the route. The purpose of this project update is to show you how the proposals for these junctions have developed.

Where possible, we are looking to reduce local access points and small junctions along the route in order to improve safety and reduce the need for vehicles to turn on and off the busy road.

We have been starting to meet with landowners and other affected parties to further understand potential impacts to their land and property, and what we can do to minimise disruption where possible.

The information shown in this brochure provides an update on the project as we move towards the end of 2020. Details are subject to further development and change ahead of our next consultation in spring 2021.

Improve connectivity between the key employment areas of Cumbria, Tees Valley and Tyne and Wear



Since May 2020, our team of designers have been looking at the road in relation to the sections of the A66 we are planning to dual.

They have also been looking at the junctions at each end on the M6 and the A1(M) to determine what upgrades are required to improve traffic flow, capacity and to ease congestion. The nature of these improvements has yet to be confirmed as they are subject to further traffic modelling, design development and environmental appraisal to ensure the proposals are proportionate.

We have been reviewing information including appraisals from earlier stages, feedback from stakeholders, landowners and the options consultation. All this has helped our team progress the design to meet the needs of strategic traffic and to cater for local traffic and other road users.

Our environment team has also been busy carrying out a number of specialist surveys to gain a greater understanding of the ecology and heritage in the area.

You may well have seen our team out along the A66 over the last few months. This work is important as it helps us to identify and protect key sensitive features.

Our ecologists have carried out habitat surveys by walking the route to identify what types of habitats are in the surrounding areas. Approximately 260 surveys have been undertaken so far covering an area of approximately 940 hectares (43% of the route).

Specialist species surveys have also started, including white-clawed crayfish and bats and will continue over the coming months. Extensive geophysical surveys will also take place to assess the archaeology present and surface water monitoring.

Ground investigation surveys will take place over the winter months to look at the ground and soil conditions. We will engage with landowners to enable our teams to excavate trial trenches and drill boreholes along the planned route to better understand the ground conditions and inform the design of structures such as bridges and underpasses.

As well as on-site surveying, the environmental team has been undertaking substantial desk-based assessments and have been working closely with the design team during design development. We will be consulting you on the findings of the preliminary environmental assessment work in spring 21.

All our work will provide preliminary environmental information and assessment of the following environmental topics:

- Air quality
- Biodiversity
- Climate
- Cultural heritage
- Geology and soils
- Landscape and visual effects
- Resources used by the project
- Noise and vibration
- Population and human health
- Road drainage and water environment

Once the survey work has been completed we will prepare the Environmental Statement (ES), utilising survey results and traffic modelling work. The ES will be submitted with the Development Consent Order (DCO).

During this process we will be paying special attention to areas such as Sites of Special Scientific Interest (SSSI), the Area of Outstanding Natural Beauty (AONB), Air Quality Management Areas (AQMA) and Noise Important Areas (NIA).

Throughout this process, we have been working closely with landowners who might be impacted by our plans. It is important to us that we keep landowners informed and updated as the plans for the A66 develop. To make this easier we have employed four dedicated Public Liaison Officers (PLOs) who will be the main point of contact for landowners and other stakeholders as the project develops.

How we will continue to keep you updated

It's been a few months since the preferred route was announced and our design for the A66 has progressed a lot since the consultation we held in summer 2019. Based on the feedback we have received from that consultation, we know that you are keen to understand what is planned for the junctions along the route and want to find out more about how you will be able to access and travel along the A66 in the future.

In normal circumstances, we would organise local events so we could update you face to face. That's not possible right now due to the current pandemic and we are therefore having to do things differently this year.

We have published a detailed project update online, where you can view plans, watch videos and ask questions using our virtual engagement platform. You can also ask questions via email at A66NTP@highwaysengland.co.uk

We understand that some people will not have access to the internet. Therefore, if you would like hard copies of the materials, or have specific questions, you can call us on **0333 090 1192***.

This is an opportunity for you to review the progress we have made so far and preview how our design work for the junctions is developing. Do note that the road design and layouts you'll see in this brochure and online are not yet final. They will be subject to further development before we hold a public consultation to seek your views on them next year.



Improve air quality and noise for those that live and work along the route

*standard rate number

Design considerations for a safer A66

The following maps show some of the new junctions that we are hoping to introduce along the A66. These are emerging designs which are still subject to further development, based on factors such as ground condition surveys and environmental assessment so may well change. However, we thought it would be useful for you to see these designs as they develop so you can feedback about them at our consultation next spring.

We have been considering the alignment of the A66 in relation to junctions, side roads and private means of access (PMAs) in the broader context of providing a safe network.

Where side roads serve local communities, we have generally tried to include all-movement junctions that allow drivers to travel both east and west along the A66. In order to minimise land take and recognising the relatively small traffic numbers, these will be smaller junctions usually with a bridge or underpass. These smaller junctions also encourage vehicles to travel slower therefore making them safer for all users.

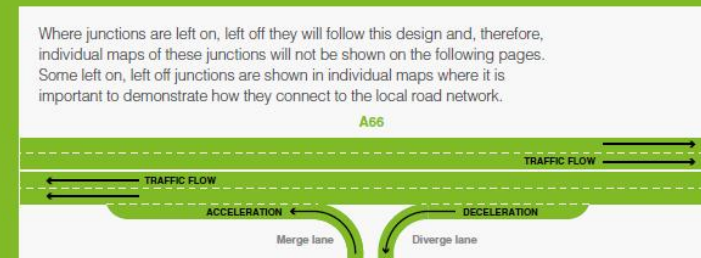
One of the principles of our design planning has been to minimise the number of access points onto the road and to prevent vehicles turning right onto or off the A66 as these are potential causes of accidents. This might mean that some journeys may take a little longer, but this is necessary to provide a safe solution.

Due to the rural nature of the A66, there is a large number of smaller communities, businesses and isolated properties that currently have direct access onto the route. It is our ambition to reduce these and provide safe access by connecting these premises and communities via new links to the local road network and ultimately onto a safer junction on the A66.

In addition, in order to prevent right turn movements, there will be no gaps in the central reserve in the newly dualled sections. In some cases new, left-on, left-off, junctions are currently proposed which feature diverge and merge lanes so that vehicles can safely leave and access the main carriageway (see diagram below). These left-on, left-off junctions have been designed to utilise existing side road connections, minimise earthworks and reduce environmental impacts wherever possible.

Discussions with landowners are continuing so it is likely that these arrangements will develop as further information is received. The design teams will continue to determine the safest and most effective way to facilitate local and strategic traffic as the design develops.

As part of the design development, direct routes onto the A66 are being reviewed and our Public Liaison Officers are working closely with landowners to understand the implications of any changes. This includes lengths of the route immediately beyond the length of new dualing.



M6 junction 40 to Kemplay Bank

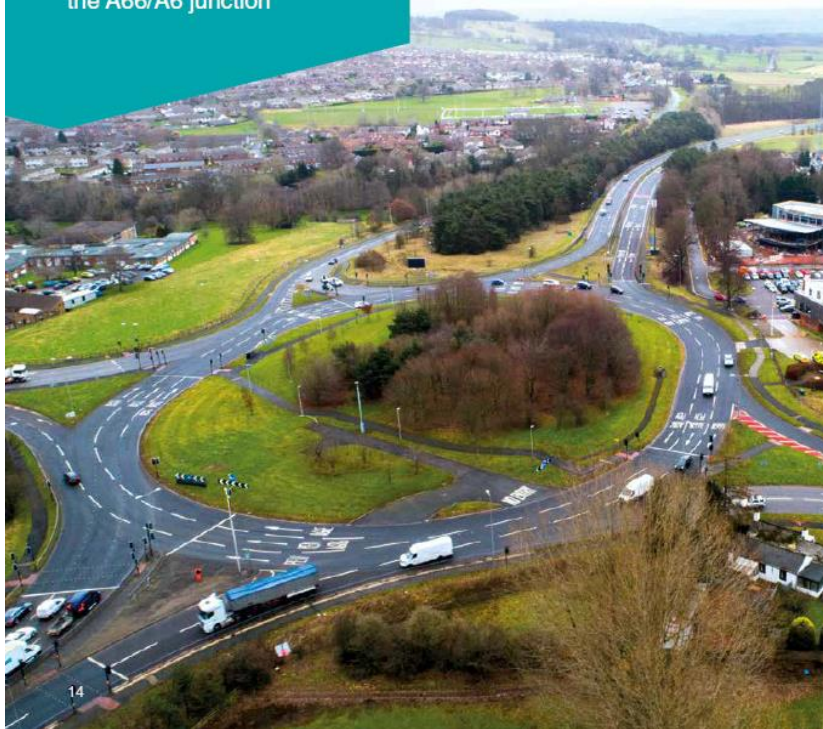
Kemplay Bank roundabout

As part of the preferred route, we have decided to provide an underpass through the existing Kemplay Bank roundabout, allowing free flowing traffic east / west and improving access to Penrith and the A6.

We are proposing new on-slip and off-slip roads for the A66, which will allow users to safely join and leave the A66 in both directions.

We are also proposing to relocate the access to the Cumbria Fire and Rescue Service and Cumbria Constabulary to allow for access from the A6 south of Kemplay Bank roundabout.

Reduce delays at the A66/A6 junction



Route A



Kemplay Bank junction



Scan to visit our virtual consultation room

Penrith to Temple Sowerby

In this section we are proposing one major junction at Center Parcs and a number of smaller improvements.

We are also including a number of left-on, left-off junctions with associated acceleration and deceleration lanes to enable safe access to homes and businesses along this stretch.

For access to the local road network a new left-on, left-off junction will be introduced to the B6262 (see 1) and another will facilitate access to St Ninian's church on the Winderwath estate (2).

Center Parcs junction

We are proposing a new major junction to connect the new alignment of the A66 with Center Parcs, providing access to the holiday park and local roads.

The junction will cater for all movements on and off the A66 making it easier for users to join the main highway and preventing tail backs at peak times.

Improve strategic regional and national connectivity, particularly for freight and tourism



Route C



3 Center Parcs junction



Scan to visit our virtual consultation room

Temple Sowerby to Appleby – Kirkby Thore

In this section of the upgraded A66 we are proposing two new junctions.

Temple Sowerby Bypass junction

We are currently assessing the connections between the existing A66 and the local road network. We are proposing a short road to connect from the Temple Sowerby bypass junction to the old A66 allowing access for local traffic and other road users from Temple Sowerby to Crackenthorpe and beyond (1).

Main Street junction

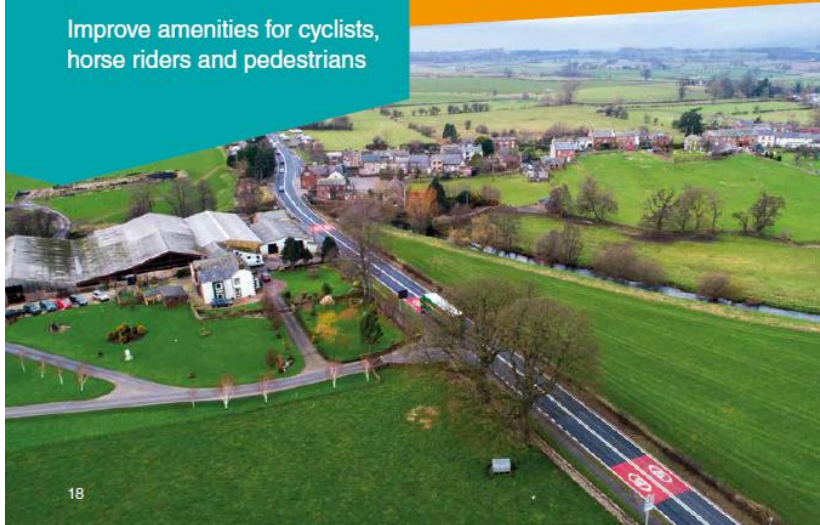
We are proposing a new junction at Main Street to the north east of Kirkby Thore (see 3). Main Street will pass over the proposed A66 alignment on a bridge structure.

This junction will maintain the key local connection onto the A66 and will also provide access to the British Gypsum Plant via a private access road. This will help to reduce the amount of HGVs travelling through the village.

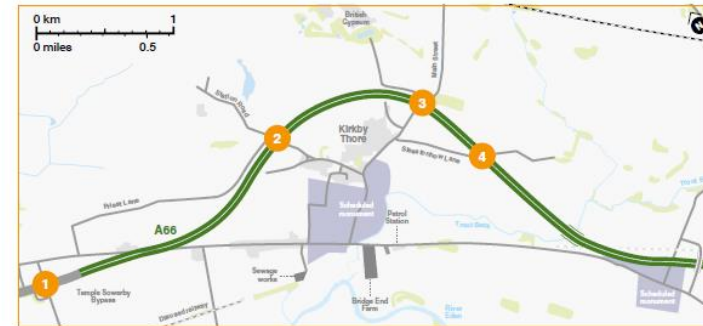
New merge and diverge lanes are currently proposed which will allow users to safely join and leave the A66 in both directions.

In addition there are new bridge structures proposed for both Station Road (2) and Sleastonhow Lane (4) to allow access over the A66. A diversion will lead from Priest Lane to Station Road to maintain local traffic access.

Improve amenities for cyclists, horse riders and pedestrians



Route E



1 Temple Sowerby Bypass junction



2 Priest Lane / Station Road



3 Main Street junction



4 Sleastonhow Lane



Scan to visit our virtual consultation room

Temple Sowerby to Appleby – Crackenthorpe

In this section of the upgraded A66 we are proposing one new junction and a new left-on, left-off access which will link to the local road network.

Long Marton junction

A new Long Marton junction to the to the south east of Kirkby Thore will provide left-on, left-off access to both the eastbound and westbound carriageways of the new A66 alignment (1).

The junction will link to the old A66 (following completion of the new A66 alignment) and an existing minor road, and will provide access to both Bolton and Long Marton. A new bridge to the east of the junction will be provided which will allow users to pass over the new A66 alignment. This will effectively allow access in both directions onto and off the A66 and to the local road network.

New merge and diverge lanes are currently proposed which will allow users to safely join and leave the A66 in both directions.

Crackenthorpe junction

At Crackenthorpe we are proposing a new junction on the westbound carriageway of the new A66 alignment, providing left-on, left-off access (2).

The junction will link to the old A66 (following completion of the new A66 alignment) and the B6542, and will provide access to both Crackenthorpe and Appleby facilitating access in all directions.

New merge and diverge lanes are currently proposed which will allow users to safely join and leave the A66.

Appleby Bypass junction

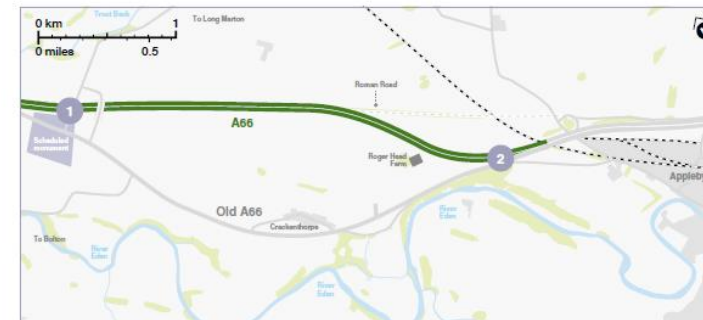
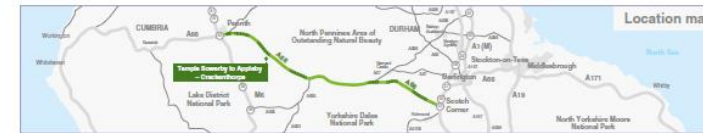
Improvements will be made to the existing eastbound junction with the A66 at the start of the Appleby bypass.

This will make greater use of existing infrastructure.

Improve strategic regional and national connectivity, particularly for freight and tourism



Route H



1 Long Marton junction



2 Crackenthorpe junction and Appleby bypass junction



Scan to visit our virtual consultation room

Appleby to Brough

In this section of the upgraded A66 we are proposing three new or revised junctions.

Sandford (B6259) junction

Through feedback received we understand concerns regarding the original proposal for a westbound left-only junction at Sandford and the potential for this to divert traffic through Warcop and past the primary school. We are therefore proposing a new all-movement junction on the A66 approximately 1km west from its junction with the B6259 at Sandford (1).

The junction has been designed to connect to the B6259 for Sandford and Warcop and to provide access to the new A66 for farms and land on the southern side of the A66 and to the café 66 and land on the northern side.

A new structure will be provided over the new A66. This improves the connectivity between local footpaths and bridleways by providing a route over the new structure. This would improve the link between Great Ormside, Sandford and the North Pennines AONB.

Warcop junction

We are proposing to provide junctions on the westbound and eastbound carriageways at Warcop (2). This will allow access to the A66 in both directions. It will also provide access to Warcop village and the old A66 in order maintain access to the local road network.

On the A66 eastbound carriageway a new left-on, left-off junction will be provided joining to the existing A66 providing access to Warcop Village and properties/land north of the existing A66.

On the A66 westbound carriageway a new left-on, left-off priority junction will be provided joining the road into Warcop village.

The A66 will be elevated in this location above existing ground level and a new structure will be provided under the A66 to improve the connection between local footpaths and linking Warcop, Dogber Tarn and the North Pennines AONB.

The new westbound junction will be screened by the existing Eden Valley railway embankment and will be designed to reduce visual impact.

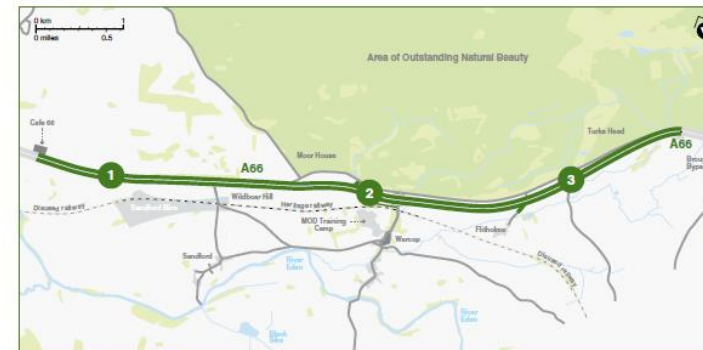
Langrigg junction

We are proposing to maintain access to Langrigg through a left-only junction with diverge and merge lanes on the westbound A66 carriageway to allow users to leave and join safely.

A new local road on the south side of the A66 will be constructed to connect Flitholme to Broom Rigg and will allow Flitholme residents access to new A66 westbound at Langrigg left-only junction.



Route I



1 Sandford (B6259) junction



2 Warcop junction



Scan to visit our virtual consultation room

Bowes Bypass

In this section of the upgraded A66 we are proposing to improve the junction with the A67.

A67 junction

The existing junction to the A67 does not provide eastbound access to the A66 from the A67, or allow for exit from the westbound carriageway of the A66.

The A67 junction will remain, with the existing bridge taking the A66 over the A67 being extended to the north to accommodate the new lanes. However, we are proposing new/improved merge and diverge lanes for the carriageways in

both directions. This will provide better connection to Barnard Castle for road users.

Access to Bowes via The Street will be removed and replaced with the upgraded A67 junction. This will improve the connectivity between the A66 and A67 and avoid the need for strategic traffic to travel through the village of Bowes.

This route will still not permit HGV access into Barnard Castle due to the weight restriction on the bridge over the River Tees. HGVs will continue to access Barnard Castle via the A66 at Rokeby.

Improve access to key tourist destinations such as the North Pennines and the Lake District



Route J



1 A67 junction



Scan to visit our virtual consultation room

Cross Lanes to Rokeby

In this section of the upgraded A66 we are proposing two new junctions.

Cross Lanes junction

In order to improve the safety of the A66, we are proposing to remove the existing junctions which provide access to the B6277, Moorhouse Lane and Cross Lanes Organic Farm. The removal of these junctions will avoid the need for right turn manoeuvres.

Access to these roads will instead be via a new overbridge and road connecting the B6277 and Moorhouse Lane, with new slip roads connecting into this new road which will allow users to safely join and leave the A66 in both directions (1).

Rokeby junction

The existing junction between Barnard Castle Road and the A66 would be removed to improve safety by eliminating right turn manoeuvres.

We are proposing to provide a new junction to the west of St Mary's Church, giving access to the existing A66 and Rokeby. The junction will cross above the A66 via a new overbridge (2).

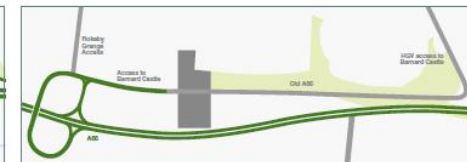
New merge and diverge lanes will be provided which will allow users to safely join and leave the A66 in both directions.

Following the completion of the new A66 alignment south of The Old Rectory and St Mary's Church, the existing A66 will be detrunked between the new junction and Barnard Castle Road to maintain access to properties and the existing HGV route to Barnard Castle.

Contribute to the future economic growth of the north of England, supporting the growth envisaged by the Northern Powerhouse agenda



Route K



1 Cross Lanes junction

2 Rokeby junction



Scan to visit our virtual consultation room

Stephen Bank to Carkin Moor

In this section of the upgraded A66 we are proposing three new junctions.

West Layton / Collier Lane junction

An overbridge will link Collier Lane to the old A66 to the south of the new A66 alignment (1). This will provide local connectivity to the old A66 without the need to access the new A66. Users will be able to join the new A66 in both eastbound and westbound directions at Moor Lane junction.

Moor Lane junction

We are proposing a new junction to the north of Mainsgill Farm (2).

Moor Lane will pass under the proposed A66 via and underpass maintaining access to the local road network.

New merge and diverge lanes will be provided to allow users to safely join and leave the A66 in both eastbound and westbound directions.

Warrener Lane junction

We are proposing to remove the existing junction which currently provides the direct connection onto the A66 from Warrener Lane. The removal of this access reduces right turns across high speed lanes, improving safety (3).

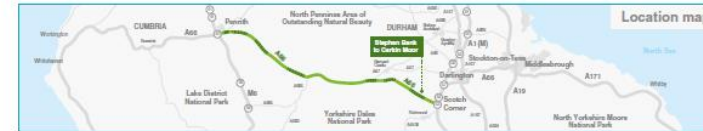
Access to Warrener Lane will be maintained via a new link connecting to the old A66. Users will be able to join the A66 in both eastbound and westbound directions at Moor Lane junction.

Access for local farms and homes will be provided by safe alternative routes which connect to the old A66.

Reduce the locations where the A66 is a physical barrier for communities



Route N



1 West Layton / Collier Lane junction



2 Moor Lane junction



3 Warrener Lane junction



Scan to visit our virtual consultation room

Major junctions

As part of our work to improve the A66 we have also been looking at the major junctions at each end of the route – M6 junction 40 and Scotch Corner on the A1(M).

To help us better understand these junctions we have undertaken some high level traffic modelling to look at the volume and type of traffic currently using the route and project how this may change in the future.

We recognise that, by improving the A66, we will make it a more attractive route which, in turn, means an increase in traffic. The modelling we have undertaken so far indicates that improvements to the existing junctions may be required for these expected traffic levels once the project is built.

However, now that we have decided on our preferred route and carried out further reviews of the junction locations along the A66, we need to undertake more detailed traffic modelling to give us a better understanding of the works required to each junction.

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

The diagrams below show the parts of each junction which would be impacted by the improvement works.



M6 junction 40



Scotch Corner

Scan to visit our virtual consultation room



What happens next?

We will continue to 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 consultation and engagement and our subsequent DCO application (see below). As part of this work, you may notice some activity in the area.

We will be undertaking further consultation on the A66 project in spring 2021, when we will be inviting the public to submit further feedback.

In the meantime, we will continue to engage with our stakeholders and the local community to help us refine the design.

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 www.highwaysengland.co.uk/A66-NTP

Application for a Development Consent Order (DCO)

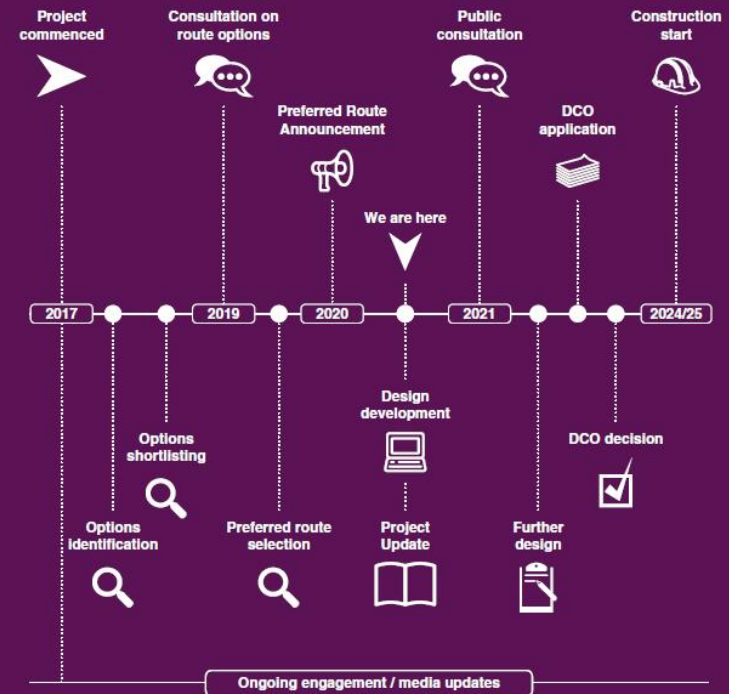
This project is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. This means that we are required to make an application for a Development Consent Order (DCO) to obtain permission to construct the project.

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. The Planning Inspectorate will establish a team of inspectors, known as the Examining Authority, to examine in detail our DCO application. The Examining Authority will then make a recommendation to the Secretary of State for Transport, who will decide whether the project will go ahead.



Project timeline



Find out more

Find out more about the DCO process on the Planning Inspectorate's website:
<http://infrastructure.planninginspectorate.gov.uk>



© Crown copyright 2020.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence: visit www.nationalarchives.gov.uk/doc/open-government-licence/ write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or email psi@nationalarchives.gov.uk

Mapping (where present): © Crown copyright and database rights 2020 OS 100030649. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

This document is also available on our website at www.highwaysengland.co.uk

For an accessible version of this publication please call 0300 123 5000 and we will help you.

If you need help accessing this or any Highways England information please call us on 0333 090 1192 and we will help you.

If you have any enquiries about this publication email info@highwaysengland.co.uk or call 0300 123 5000*. Please quote the Highways England publications code PR148/20. Designer's code DT1/10/20.

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

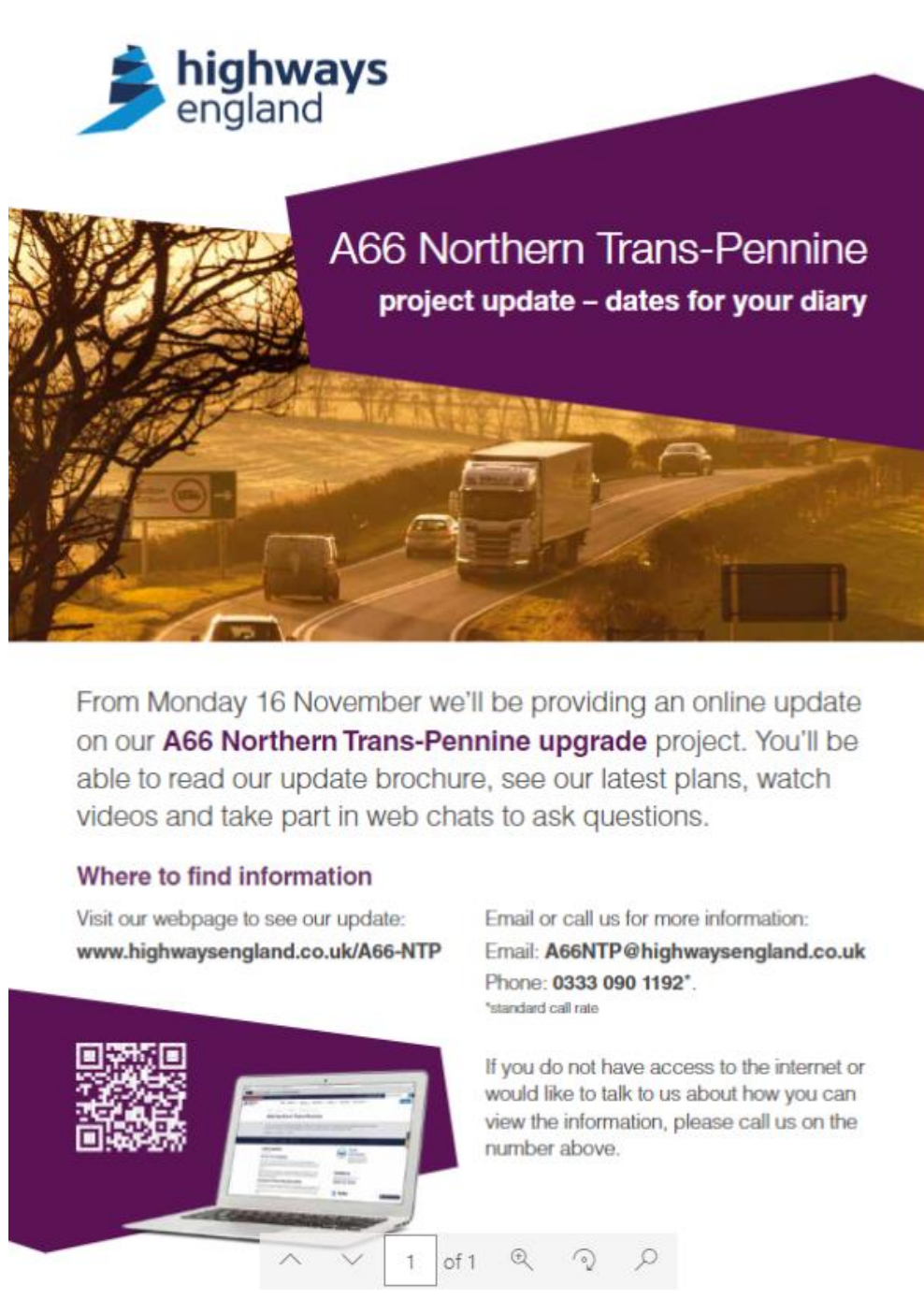
Printed on paper from well-managed forests and other controlled sources when issued directly by Highways England.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ.

Highways England Company Limited registered in England and Wales number 03346363.



2 Awareness raising poster and leaflet relating to project update, winter 2020



The poster features the 'highways england' logo at the top left. A purple banner across the top right contains the title 'A66 Northern Trans-Pennine project update – dates for your diary'. Below the banner is a photograph of a highway with a truck and cars. The main text describes an online update starting on Monday 16 November, providing access to brochures, plans, videos, and web chats. It includes contact information for the project website, email, and phone number. A QR code and a laptop displaying the website are shown at the bottom left. At the bottom right, there is a note about internet access and a navigation bar with '1 of 1' and search icons.

highways england

A66 Northern Trans-Pennine project update – dates for your diary

From Monday 16 November we'll be providing an online update on our **A66 Northern Trans-Pennine upgrade** project. You'll be able to read our update brochure, see our latest plans, watch videos and take part in web chats to ask questions.

Where to find information

Visit our webpage to see our update:
www.highwaysengland.co.uk/A66-NTP

Email or call us for more information:
Email: A66NTP@highwaysengland.co.uk
Phone: **0333 090 1192***.
*standard call rate

If you do not have access to the internet or would like to talk to us about how you can view the information, please call us on the number above.

1 of 1



A66 Northern Trans-Pennine project update – a date for your diary



The A66 is a key local, regional and national route for east / west journeys in the north of England providing vital connections for freight, tourism and businesses right across the UK.

The route carries high levels of freight, with 25% of the traffic being heavy goods vehicles (HGVs).

The A66 is also an important route for tourism, providing access to the North Pennines Area of Outstanding Natural Beauty (AONB), the Yorkshire Dales and the Lake District National Park.

But the A66 isn't up to modern standards. Drivers face congestion, delays at key junctions and substandard access to jobs and leisure locations. That's why we're investing around £1bn to improve journeys on the A66 by raising the whole route to dual carriageway standard.

Investment in the A66 is essential to the continued development of the economy in the north of the country. Dualling the road and making other improvements along its length will support local and national economic growth and development.



A66 Northern Trans-Pennine project update – a date for your diary



From Monday 16 November we'll be providing an online update on our **A66 Northern Trans-Pennine upgrade** project. You'll be able to read our update brochure, see our latest plans, watch videos and take part in web chats to ask questions.

Where to find information

Visit our webpage to see our update:
www.highwaysengland.co.uk/A66-NTP

Email or call us for more information:
Email: A66NTP@highwaysengland.co.uk
Phone: **0333 090 1192***.
*standard call rate



If you do not have access to the internet or would like to talk to us about how you can view the information, please call us on the number above.

3 Newspaper adverts for the project update 2020



A66 Northern Trans-Pennine project update – a date for your diary

The A66 is a key local, regional and national route for journeys in the north of England providing vital connections for freight, tourism and businesses across the UK.

The A66 isn't up to modern standards. That's why we're investing around £1bn to improve journeys on the A66 by upgrading the whole route to dual carriageway standard. This investment will ease congestion, reduce delays at junctions and enable access to jobs, supporting growth.

Since we announced our preferred route in May 2020, we have been working hard to further develop our plans for dualing the remaining single carriageway sections of the A66.

Find out more...

We know that local people are keen to understand the junctions design and layout better and find out how they can access and travel along the A66.

We are therefore providing a full project update online from Monday 16 November where you can view plans, watch videos and read our update brochure. This online update will include maps of all the new junction

arrangements along the A66 and any new access arrangements for local roads that might have to be diverted for safety reasons.

If you have any questions about the project, you can email them to us at A66NTP@highwaysengland.co.uk, or ask us during one of our webchats. You can find out more details about this on the webpage www.highwaysengland.co.uk/A66-NTP

We recognise however that not all local people have access to the internet and we are very keen to make sure everybody has the same opportunities to view the information. If you are unable to access the internet or would like to talk to us about how you view the information, please call us on 0333 090 1192*.

This is an update only and we'll be holding a public consultation in spring 2021, where you can provide feedback.

*standard call rate