

**A66 Northern Trans-Pennine Project  
TR010062**

**2.4 Walking, Cycling and Horse-riding  
Proposals**

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2.4 Walking, Cycling, and Horse-riding Proposals

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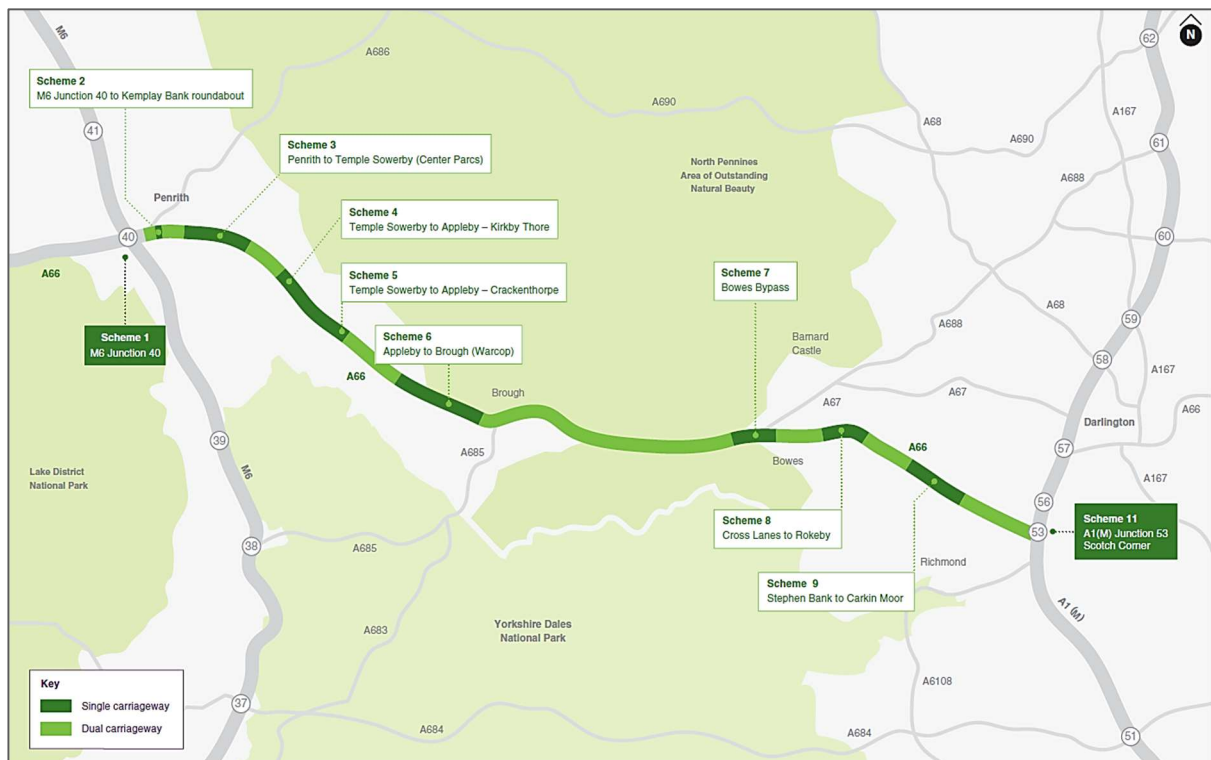
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## 1 Introduction

### 1.1 Purpose of the document

- 1.1.1 The purpose of this report is to highlight the A66 NTP design proposals for the infrastructure features aimed at improving facilities for **Walking, Cycling and Horse-riding (WCH)** on the local network around the A66.
- 1.1.2 The A66 Northern Trans-Pennine project is a programme of works to improve the A66 between the M6 at Penrith and A1 at Scotch Corner. The project would involve upgrading single carriageway sections of road to dual carriageway standard and making improvements to the junctions along the route. Parts of the project involve online widening of the carriageway and some are offline (in other words, new sections of road that follow a different route but reconnect into the main A66 alignment).

Figure 1: Scheme Locations and Extents



- 1.1.3 Across the project, the pedestrian, cyclist and horse-rider facilities that would be severed by the dualling works are proposed to be reconnected via grade-separated crossings. A grade-separated crossing is one whereby the route of the path used by those crossing the A66 dual carriageway is either above or below the A66. The crossings are proposed to be provided either at grade-separated junctions, or at stand-alone bridges and underpasses. Some accommodation underpasses may be provided as shared-use facilities for walkers, cyclists or horse-riders as required.
- 1.1.4 There is an opportunity to use the de-trunked A66, where it remains, to provide additional off-carriageway pedestrian and cycle facilities. A “de-trunked” road is one that, by virtue of being transferred from our control to that of the local highway authority, no longer has “trunk road” status. Some

of these pedestrian and cycle facilities may be outside of the scope of the A66 NTP project, but could potentially be taken forward nevertheless, through Designated Funding allocations (see Chapter 5).

1.1.5 This report will include the following Chapters:

- **Chapter 2** – WCH Design Context and Objectives;
- **Chapter 3** – East-West Connectivity;
- **Chapter 4** – Scheme WCH Design Features,
- **Chapter 5** – Opportunities for Designated Funding; and
- **Chapter 6** – Summary.

## 2 A66 WCH Design Context

### 2.1 National Highways Context

2.1.1 We, National Highways (formerly Highways England) have published a document with a vision for cycling on its road network. The document is entitled “**Cycling Strategy, Our Approach**” (*Highways England, 2016*). Within this Strategy document, ‘The Vision’ states:

***“We want to contribute to a connected, comfortable, attractive and high quality cycling network, suitable and safe for use by people of all ages and abilities.”***

2.1.2 In addition to ‘The Vision’ statement, the guiding principles set out in this Strategy document are:

- ***Improving cycling facilities*** – “We will aim to plan and deliver an investment programme to improve cycle facilities which are safe and separate from traffic”;
- ***Partnership working*** – “We recognise the role of our partners and stakeholders in helping us to identify and support the delivery of cycling facilities and will work closely with them”;
- ***Impact*** – “Our cycling improvements will have a positive impact on communities, such as improving connections across roads that divide communities and providing an integrated and safe cycling network”;  
and
- ***Direction of travel*** – “We will play our part in delivering the Government’s ambition for cycling”.

### 2.2 Project Documents related to WCH

2.2.1 The following additional documents have been written for the project regarding different aspects of the design, and for different purposes. These are as follows:

#### 2.2.2 Walking Cycling Horse-riding Assessment Report (WCHAR)

- Technical document required for most National Highways schemes, for compliance with highway design standards (DMRB GG 142 – which is the part of the Government’s Design Manual for Roads and Bridges that sets out the walking, cycling and horse-riding assessment and review process for highway schemes on motorways and all-purpose trunk roads);
- Undertaken at optioneering for A66 NTP (Project Control Framework (PCF) Stage 2), Jan 2020;

- 
- Reviews existing WCH provision within a 5km buffer from the scheme;  
and
  - Outlines potential opportunities for improvements to WCH provision.



### 2.2.3 **Walking Cycling Horse-riding Assessment Report Review (WCHAR Review):**

- Review of WCHAR document only (and is also required for compliance with DMRB GG 142);
- Undertaken at preliminary design (this stage, PCF Stage 3) and detailed design stages (PCF Stage 5);
- Compares the current proposed design with those opportunities identified in WCHAR from PCF Stage 2 above; and
- Identifies any new opportunities, or changes to opportunities, as a result of redesign or design progression.

2.2.4 **A66 NTP WCH Design Strategy** – This sets out objectives for designers of the project, based upon current design standards and guidance. Provision for walkers, cyclists and horse-riders will be designed using current standards and guidance.

## 2.3 **WCH Design Objectives**

2.3.1 Across the project, those pedestrian, cyclist and horse-rider facilities that would be severed by the scheme are proposed to be reconnected via grade-separated crossings. Existing at-grade crossings will be replaced with grade-separated crossings which means that vulnerable road users are removed from the dual carriageway environment, providing a safer route for users.

2.3.2 The following project objectives for WCH provision are taken from the “**A66 NTP WCH Design Strategy**” (National Highways, 2021) for the A66 NTP project. These objectives have informed the highway design:

- A low-speed, low-traffic route parallel to the A66 for pedestrians and cyclists should be created where possible, in order to replace and connect existing routes affected by the A66 improvements. This could mean utilising the de-trunked sections of single carriageway, where they remain open to traffic;
- All facilities for WCH users should be a betterment, where practicable, to those available prior to the improvement project;
- Re-establish any WCH routes severed by the proposed works; and
- Where public rights of way (PRoWs) converge at the upgraded A66 carriageway, then a grade-separated crossing facility is required to cross. Designers should divert PRoWs to the nearest grade separated crossing. Additional distance of the alternative route should always be minimised.

## 2.4 Ongoing WCH Engagement

- 2.4.1 Throughout the preliminary design process, engagement has been ongoing with various user groups. A WCH Focus Group was established in 2019, formed by lead members of several active user groups, including The Ramblers Association, local cycling clubs, British Horse Society, Cycling UK, Local Access Forum, Parish Councils, and the Public Rights of Way officers from Cumbria, Durham and North Yorkshire County Councils.
- 2.4.2 The WCH Focus Group has met monthly since June 2020 to discuss the ongoing preliminary design, and to report any comments from their respective member groups.
- 2.4.3 This group's meetings have been primarily 'virtual' since 2020 due to the ongoing COVID pandemic, however in-person meetings were held in October 2021, during the statutory consultation period. Statutory consultation is a period of mandatory public consultation required to be undertaken ahead of the submission of a Development Consent Order (DCO) application and is required to inform the proposals which are the subject of the DCO application.
- 2.4.4 In addition to the WCH Focus Group meetings, meetings have been held regularly with District and County Council officers to ensure the WCH design features proposed as part of the A66 dualling works would support local objectives.
- 2.4.5 The A66 project design team have also actively consulted the Safety and Improvements team, the Operations team, and Maintenance officers.
- 2.4.6 Engagement with these groups will continue as the design progresses.

## **3 East-West Connectivity**

### **3.1 Introduction**

3.1.1 This Chapter gives an overview of the wider WCH connectivity. East-west parallel routes were not part of the initial scope of the Project. The initial scope included diverting and re-connecting severed PRowS and providing grade-separated crossings of the new dual carriageway. Throughout the preliminary design process and associated ongoing engagement with stakeholders, the need for east-west WCH provision has been raised by stakeholders. As a result, action has been taken to provide more east-west connections on those schemes that were being dualled as part of the Project.

### **3.2 County-wide Perspective**

- 3.2.1 Cumbria County Council has a vision for cycling in its county for the future, which includes parallel east-west provision along the A66. Some of the connectivity for this route has been provided as part of the A66 NTP dualling work within the schemes comprising the Project, which will connect into existing facilities.
- 3.2.2 In contrast, Durham and North Yorkshire County Councils requested improved north-south connectivity. Durham County Council did raise the issue of east-west provision in general during statutory consultation, while acknowledging that its extensive existing PRow network does provide users with alternative paths away from the trunk road network. The existing PRow network has been severed by the A66 in the past, and therefore some work was required to reconnect existing PRowS through grade-separated junctions and accommodation underpasses.
- 3.2.3 Appendix A contains maps showing the wider context of the proposed A66 WCH provision, and how these new A66 proposals connect into existing WCH provision in Cumbria (Appendix A Map 1) and in County Durham and North Yorkshire (Appendix A Map 2).

### **3.3 Proposed Provision**

3.3.1 For the majority of schemes, east-west provision has been provided, either parallel to the new dual carriageway, or in the verge along the de-trunked A66, where it will remain. A summary of this provision is shown in Table 1, and Figures 2-7. Specific scheme features are detailed in Chapter 4.

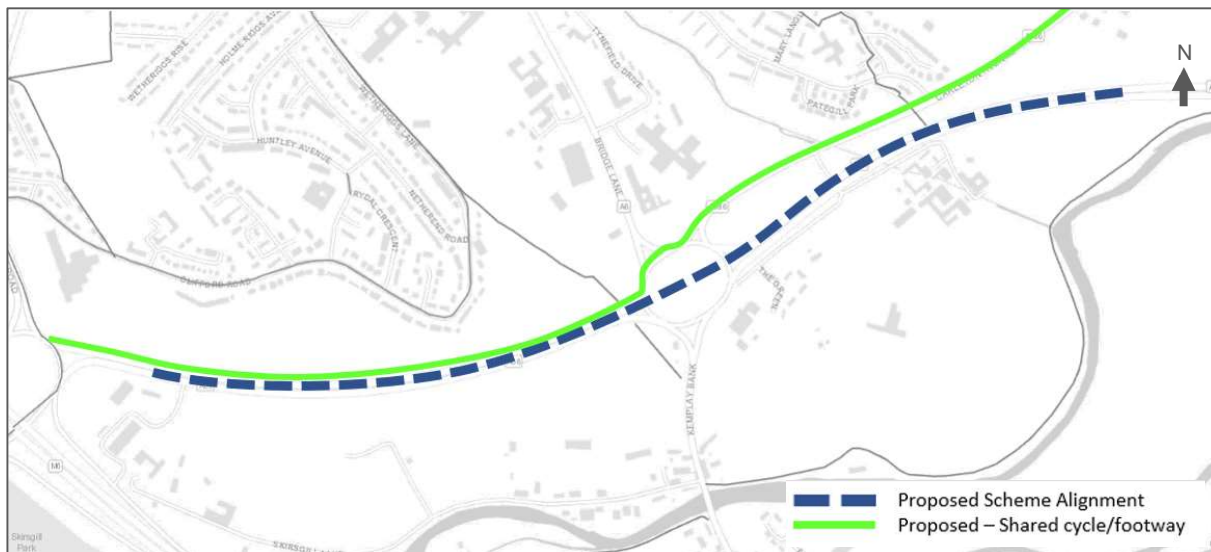
Table 1: Summary of east-west parallel provision

Scheme	WCH Proposals
Scheme 2	Existing Toucan crossings and parallel shared cycle/footway on north side into Penrith to be replaced to the north of the widened dual carriageway.
Scheme 3	Shared cycle/footway parallel to scheme running entire length. New route ties into existing provision at each end of the scheme.
Scheme 4&5	Shared cycle/footway primarily in the verge of de-trunked A66 running entire length. New route ties into existing provision at each end of the scheme.
Scheme 6	Shared cycle/footway parallel to scheme running entire length. New route ties into existing provision at each end of the scheme.
Scheme 7	Segregated crossing of dual carriageway for PRoW at Bowes Cross Farm to Hulands Quarry. Existing footway to be retained under Bowes junction, signed National Cycle Route to be retained over new Clint Lane bridge.
Scheme 8	Shared cycle/footway parallel to the scheme from Cross Lanes to Greta Bridge, connecting into existing cycleway at Greta Bridge.
Scheme 9	Shared bridleway/footway in verge of de-trunked A66 running entire length. Segregated crossings of dual carriageway at several locations to reconnect and tie into existing Public Rights of Way.

## Scheme 2 Kemplay Bank

3.3.2 There is an existing shared cycle/footway parallel to the existing dual carriageway of the A66 which then follows the A686 from Kemplay Bank roundabout into Penrith, as shown in Figure 2. This path then continues to pass under the A66 into Brougham village. This path would be retained in the proposed scheme, although the alignment might change slightly.

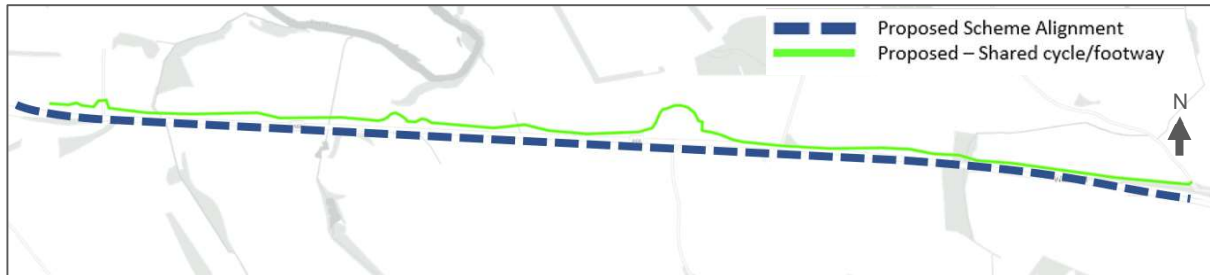
Figure 2: Scheme 2 East-West Provision



### Scheme 3 Penrith to Temple Sowerby

- 3.3.3 The shared cycle/footway proposed for Scheme 3 would run on the north side of the proposed dual carriageway. The shared path connects into existing provision at both ends of the scheme. This route would allow pedestrians and cyclists to walk and ride from Penrith to Temple Sowerby on a safe route, separated from traffic.

Figure 3: Scheme 3 East-West Provision



### Schemes 4 and 5 Temple Sowerby to Appleby

- 3.3.4 The de-trunked section of the A66 as it passes Kirkby Thore and Crackenthorpe provides the opportunity for a new WCH route on this stretch. A shared cycle/footway in the verge of the de-trunked A66 is proposed, running the entire length of the scheme extent, as shown in Figure 4. The shared cycle/footway would run on the south side of the de-trunked A66 through Kirkby Thore and would then run on the north side of the de-trunked A66 from the east end of Kirkby Thore village to the western extent of Appleby. This new route ties into existing provision at each end of the scheme.

Figure 4: Scheme 4 and 5 East-West Provision





## Scheme 6 Appleby to Brough (Warcop)

- 3.3.5 A shared cycleway/footway is proposed to run along the north side of the proposed A66 dual carriageway for the extent of the new dual carriageway, as shown in Figure 5. The route would connect into existing rights of way and proposed safe crossing points at junctions or at shared underpasses.

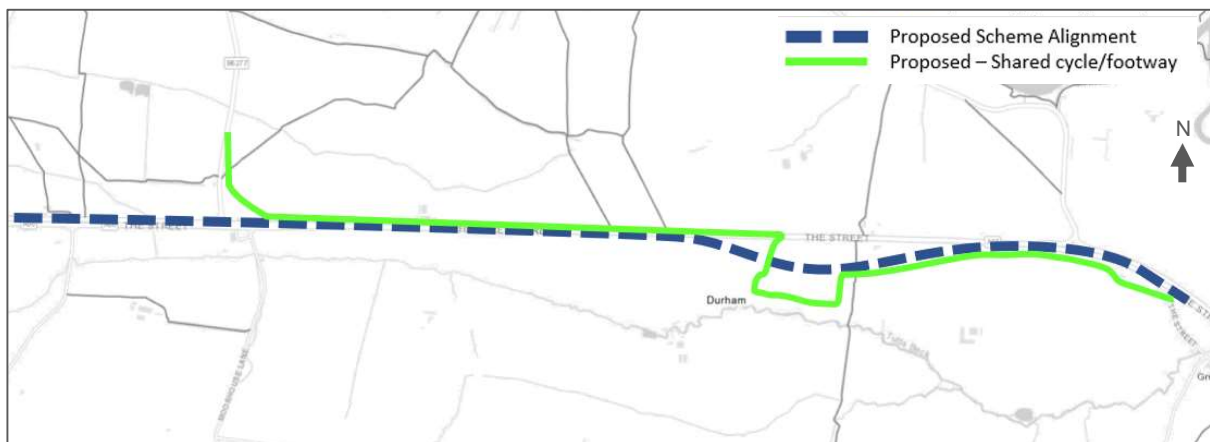
Figure 5: Scheme 6 East-West Provision



## Scheme 8 Cross Lanes to Rokeby

- 3.3.6 The proposed shared cycleway/footway for Scheme 8 would run first on the north side of the proposed dual carriageway from the B6277, and then on the south side to the eastern scheme extent, as shown in Figure 6. There is an existing popular cycle route which the new shared route would connect into at the eastern end of the scheme.

Figure 6: Scheme 8 East-West Provision



## Scheme 9 Stephen Bank to Carkin Moor

3.3.7 For Scheme 9, a shared path for horse-riders and pedestrians is proposed, as shown in Figure 7. This path would sit in the verge of the de-trunked A66 and connect into existing bridleways at the western and eastern extents of the scheme. Horse corrals for safe crossing points over the de-trunked A66 would be provided to facilitate onward journeys.

Figure 7: Scheme 9 East-West Provision





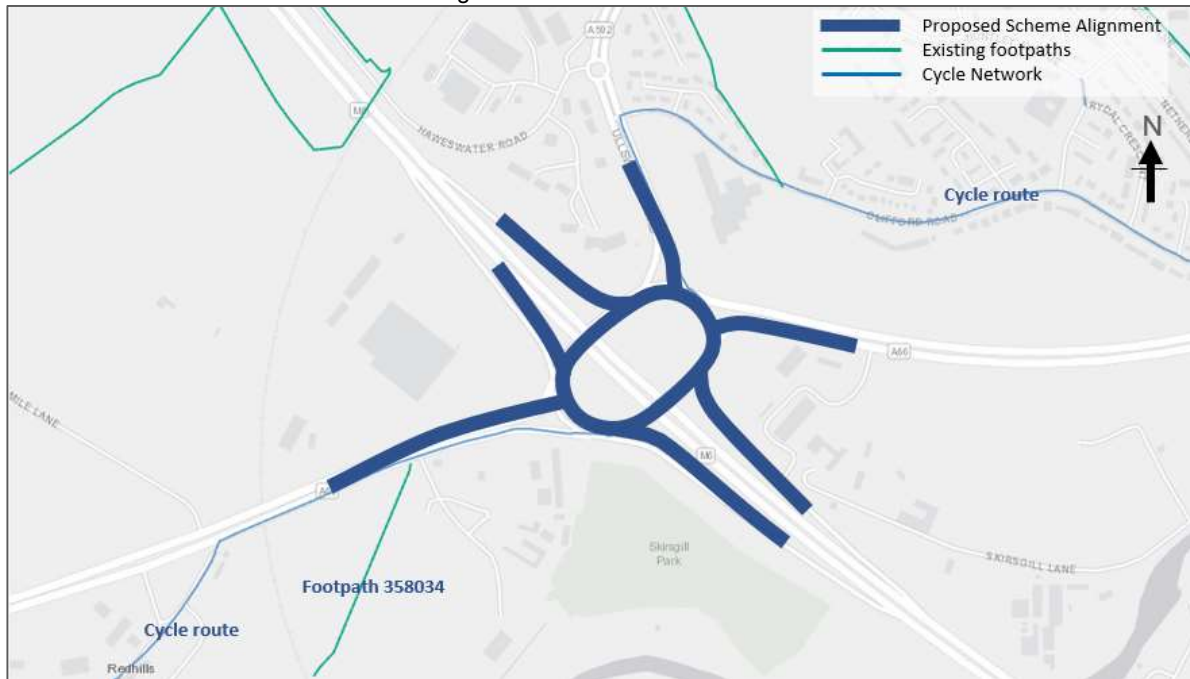
## 4 WCH Design Features

### 4.1 Scheme 1 M6 Junction 40

#### Overview

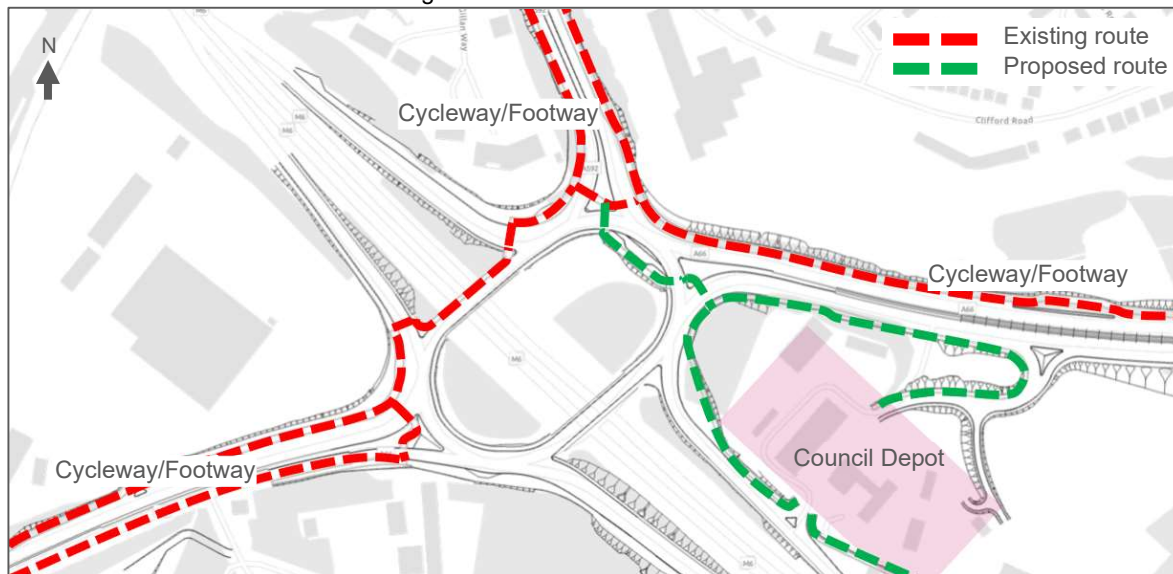
- 4.1.1 The existing Toucan crossings are to be retained on the M6 Junction 40 Roundabout, along with the existing shared cycle/footways running parallel to the local roads.

Figure 8: Scheme 1 Location



- 4.1.2 A new additional section of shared cycleway/footway would be provided on the north-east side of the junction to provide a connection into the Cumbria County Council depot.

Figure 9: Feature at M6 Junction 40

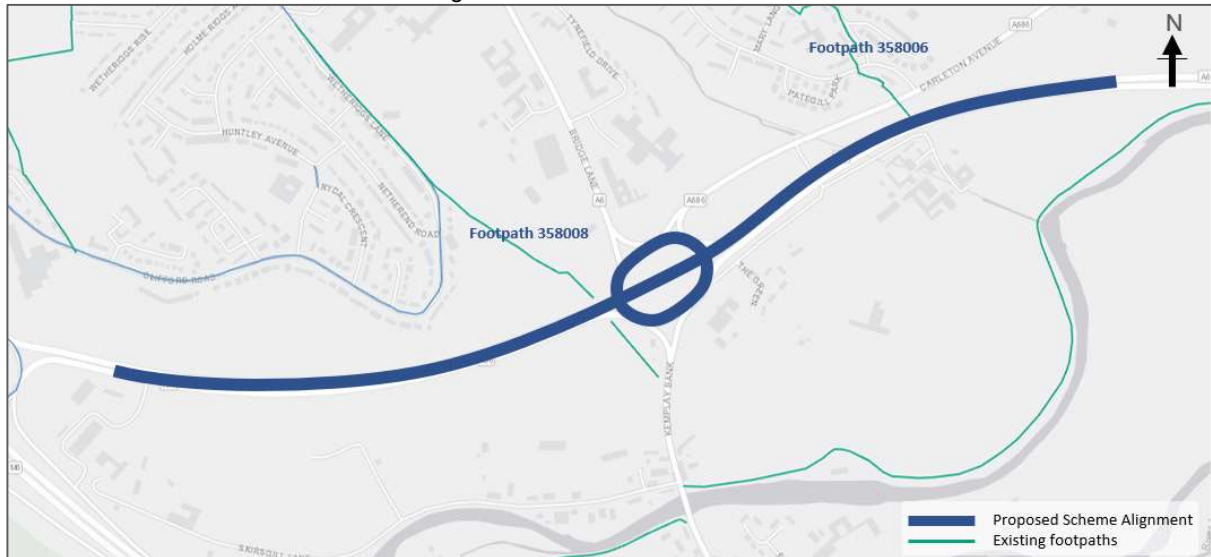


## 4.2 Scheme 2 Kemplay Bank

### Overview

- 4.2.1 Existing shared pedestrian/cyclist crossings are to be retained on Kemplay Bank Roundabout. The crossings are a mix of controlled (traffic signals) and uncontrolled provision. An existing shared use cycle/footway runs along the north side of the scheme and around all arms of the junction. This would be retained, although the actual alignment might alter slightly to follow the new road alignment.

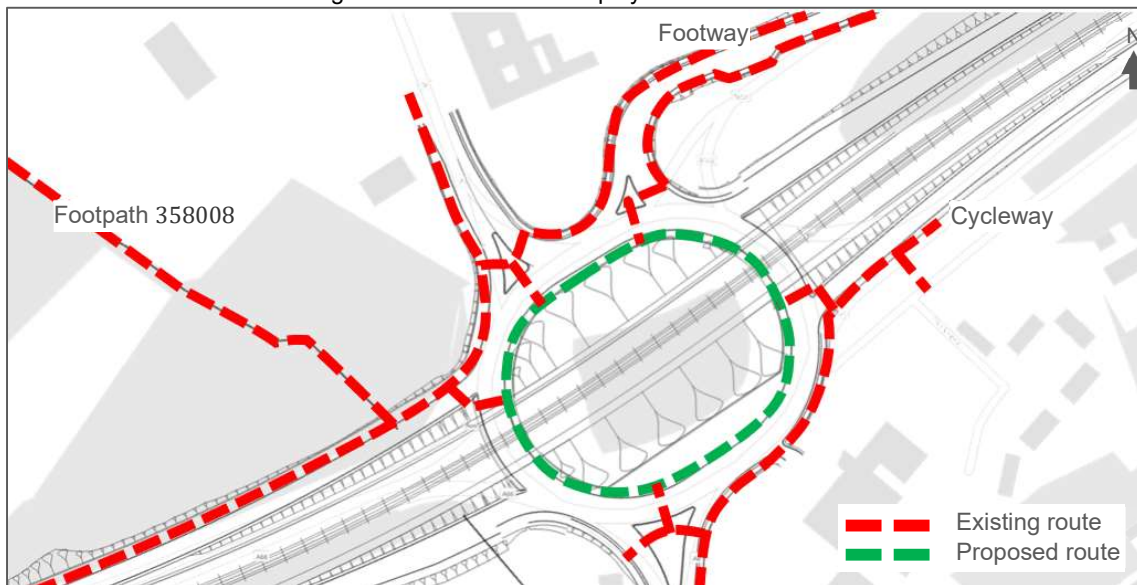
Figure 10: Scheme 2 Location



### Kemplay Bank Roundabout

- 4.2.2 There are existing shared pedestrian/cyclist crossings which would be retained on Kemplay Bank Roundabout. As the junction would be grade-separated as part of the dualling works, a new footway would be provided round the inner circulatory (green dashed line) to allow pedestrians and cyclists to cross through the junction.

Figure 11: Feature at Kemplay Bank Roundabout



## 4.3 Scheme 3 Penrith to Temple Sowerby

### Overview

- 4.3.1 In this scheme, there is one existing footpath and one existing Byway Open to All Traffic (BOAT) No 311013 which terminate at the existing A66, as shown below.

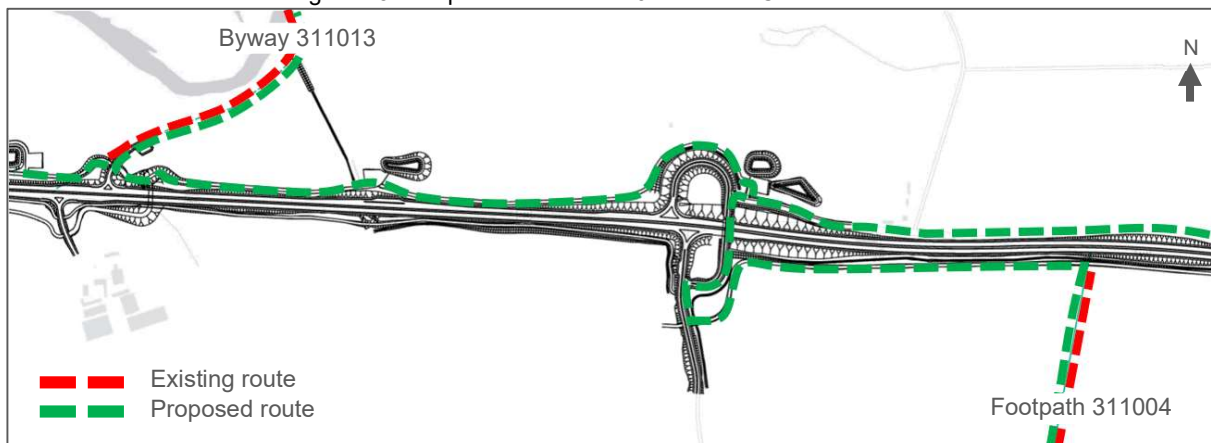
Figure 12: Scheme 3 Location



### Junction at Center Parcs

- 4.3.2 Byway 311013 and Footpath 311004 currently terminate at the existing A66. It is proposed to connect both routes to the new grade separated junction to enable onward journeys and connectivity. A parallel shared cycleway/footway is proposed to be provided on the north side of the A66 dual carriageway between Penrith and Temple Sowerby.

Figure 13: Proposed feature for Junction at Center Parcs



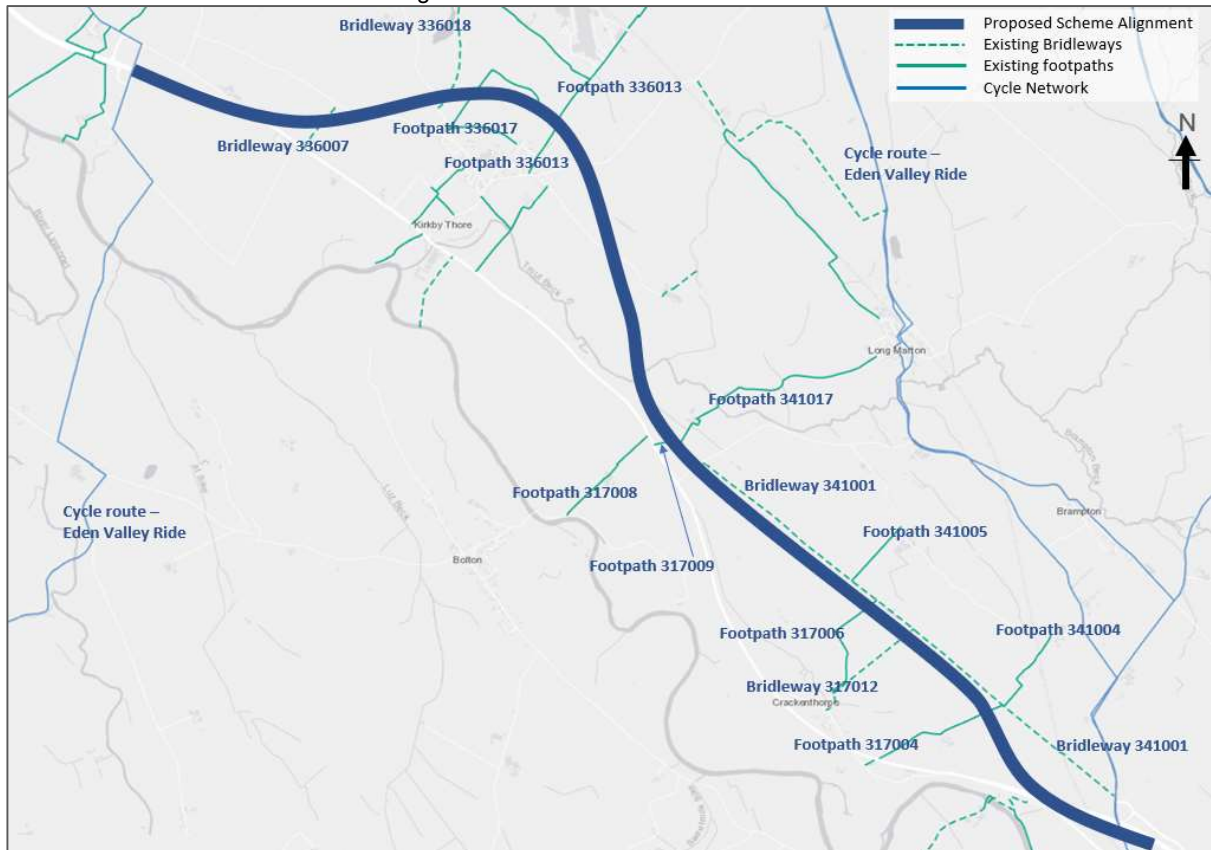


## 4.4 Scheme 4&5 Temple Sowerby to Appleby

### Overview

- 4.4.1 There are several existing footpaths and bridleways that terminate at the existing A66. The proposed design would sever Footpaths 336013, 341017, 317006, 336017, and 317004, along with Bridleway 336018. The proposed design would reconnect any severed paths, and provide safe crossing points of the dual carriageway, through underpasses.

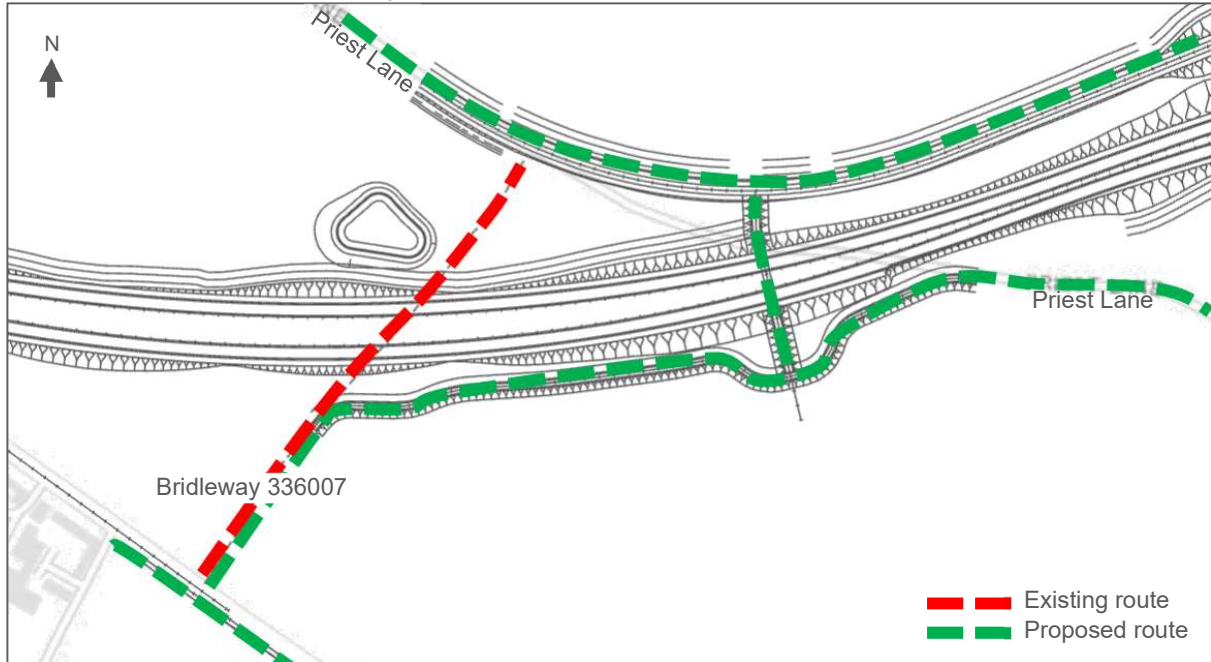
Figure 14: Scheme 4 and 5 Location



## Priest Lane

- 4.4.2 Bridleway 336007 would be severed by the proposed alignment of the A66. The bridleway would be redirected through a new underpass (beneath the A66) to the east and would connect back up to Priest Lane on the south side of the A66. The diversion would be approximately 200m long.

Figure 15: Proposed feature at Priest Lane



## Kirkby Thore

- 4.4.3 Bridleway 336018 and Footpath 336017 would both be severed by the proposed design of the A66. Two bridges are proposed to redirect the routes. The change in footpath diversion distance is negligible. The Bridleway diversion is around 250m.

Figure 16: Proposed feature at Kirkby Thore





## Fell Lane Junction

- 4.4.4 Footpath 336013 would be severed by the proposed alignment of the A66. This footpath would be diverted to the junction to the west. This would also connect the footpath to Bridleway 336018 further west in Kirkby Thore (see Figure 16). The diversion for reconnecting the footpath is approximately 500m.

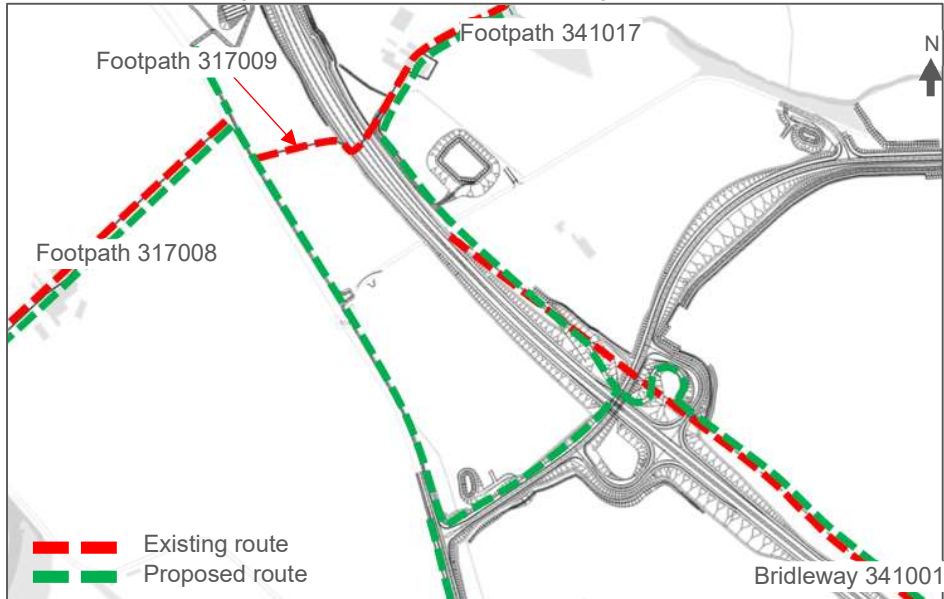
Figure 17: Proposed feature at British Gypsum



## Long Marton

- 4.4.5 Footpaths 317009 and 341017 would both be severed by the proposed alignment of the A66. A diversion is proposed via a new bridge proposed for a local road diversion. The diversion would redirect pedestrians back to the de-trunked A66 and along a proposed footway. This would also provide a connection to Footpath 317008. The proposed diversion is around 600m.

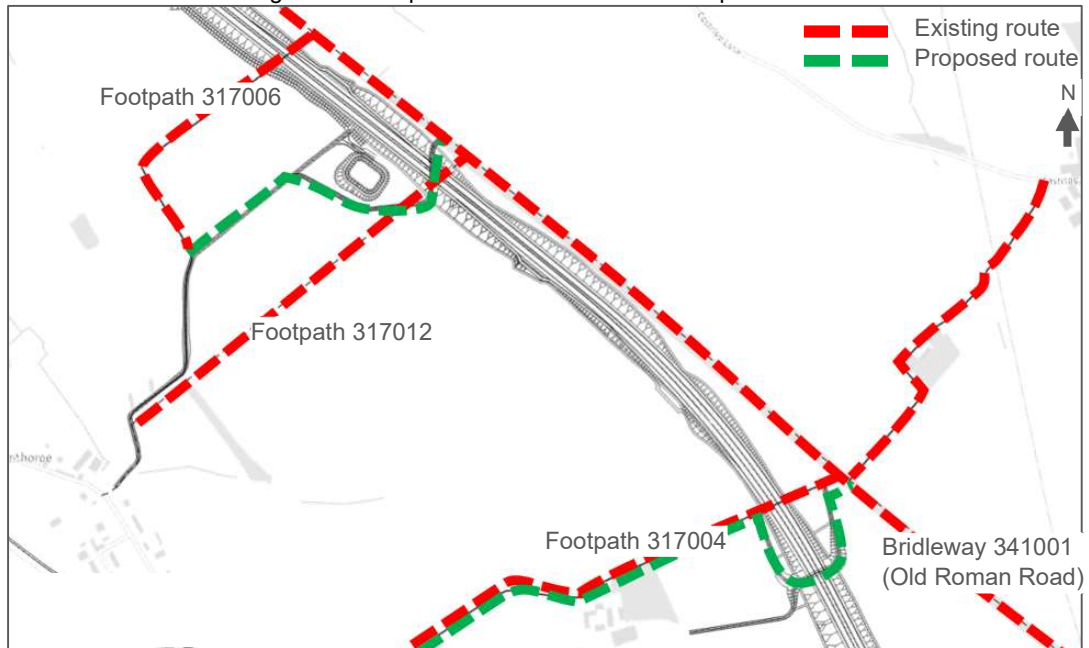
Figure 18: Proposed feature at Long Marton



## Crackenthorpe

- 4.4.6 Footpaths 317006, 317012, and 317004 would all be severed by the proposed alignment of the A66. Two underpasses are proposed to redirect the footways and reconnect them with the existing Bridleway 341001 which runs along the line of the old Roman Road, parallel to the proposed dualling alignment. This Bridleway would not be affected by the proposed dualling. The diversions for the footpaths are minimal, with no additional diversion length for Footpath 317012, around 40m for Footpath 317006, and around 200m for Footpath 317004.

Figure 19: Proposed feature at Crackenthorpe

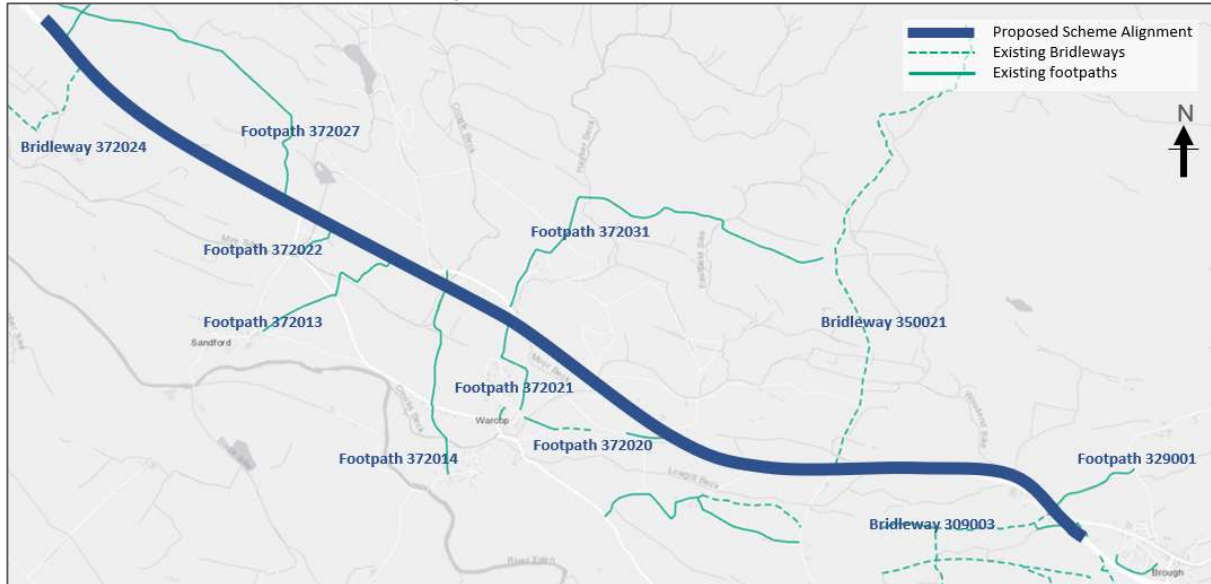


## 4.5 Scheme 6 Appleby to Brough (Warcop)

### Overview

- 4.5.1 There are seven footpaths and three bridleways that terminate at the existing A66. There are several more Public Rights of Way in the vicinity of the scheme, in particular around the town of Brough.

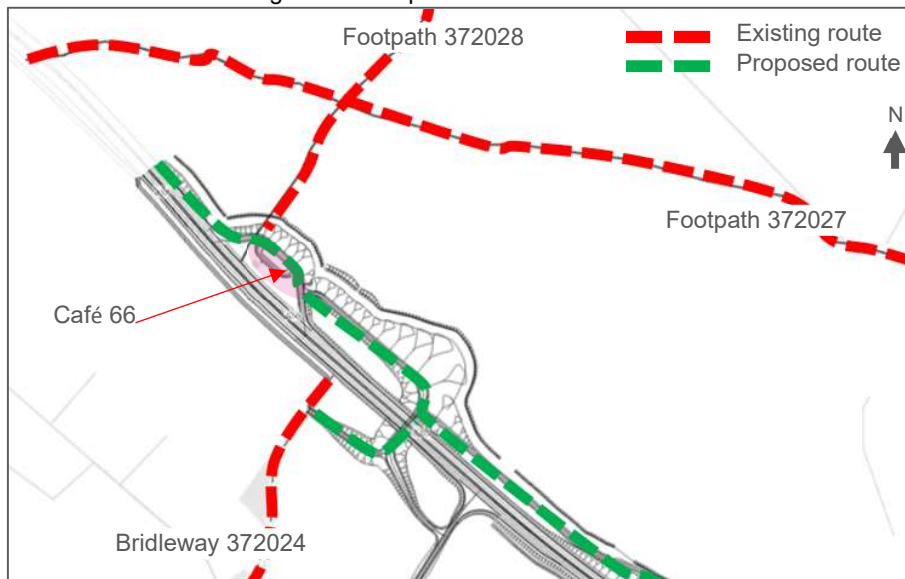
Figure 20: Scheme 6 Location



### Café 66, near Coupland Beck

- 4.5.2 Footpaths 372028 and 372027 and Bridleway 372024 all terminate at the existing A66. The proposals allow for an accommodation underpass for local farm access which would give pedestrians a segregated crossing of the dual carriageway (a segregated crossing goes over or under the A66). A shared cycleway/footway is proposed on the north side of the dual carriageway to tie into the existing PRow.

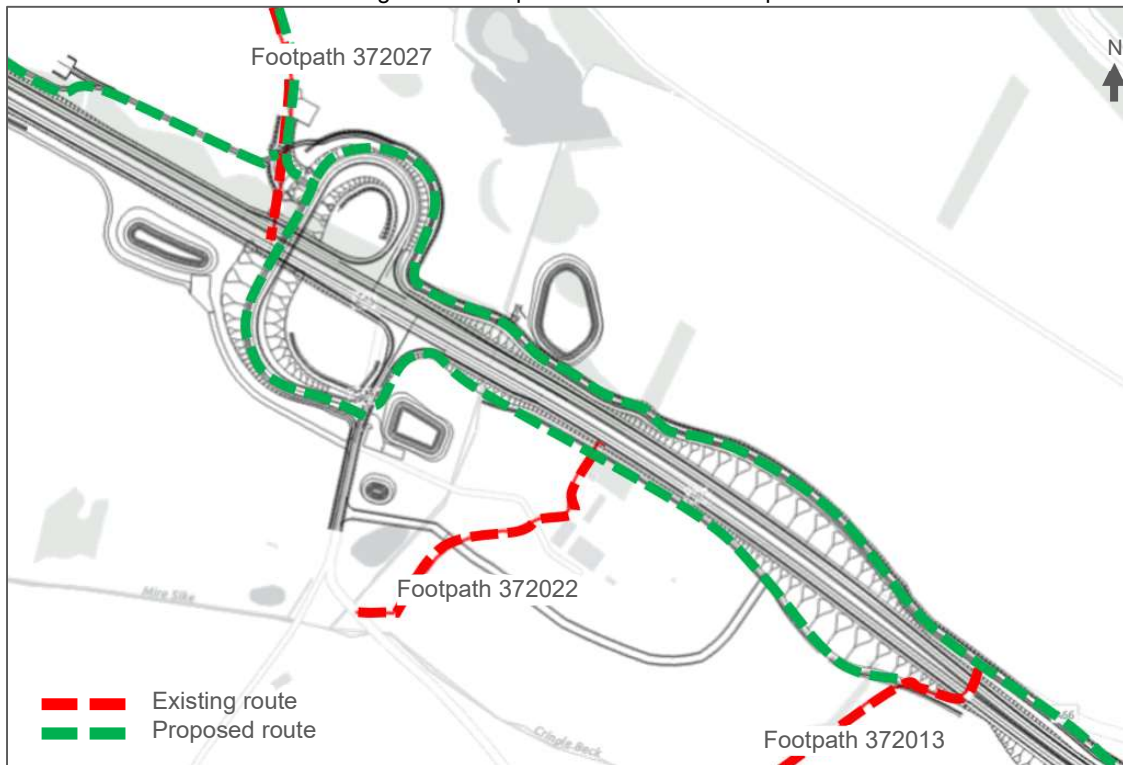
Figure 21: Proposed feature at Café 66



## Warcop

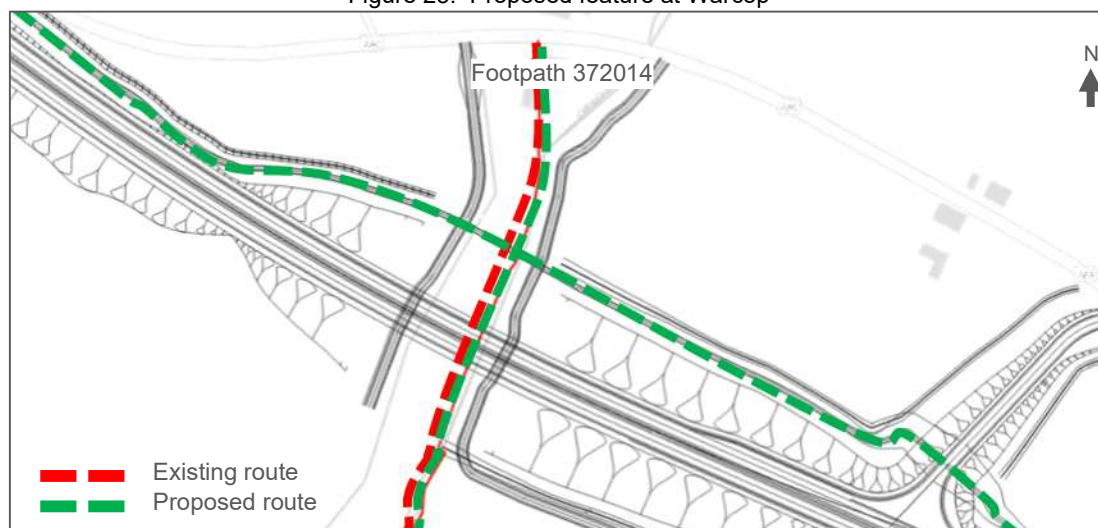
- 4.5.3 Footpaths 372013, 372022 and 372027 all terminate at the existing A66. The proposals provide a grade-separated junction which allows pedestrians to have a safe, segregated crossing of the dual carriageway. A shared cycleway/footway is proposed on the north side of the dual carriageway. The crossing and the new paths would increase connectivity, thereby facilitating more onward journeys and circular walks.

Figure 22: Proposed feature at Warcop



- 4.5.4 Footpath 372014 would pass through a new underpass. No diversion would be required. A shared cycleway/footway is proposed on the north side of the A66 dual carriageway to facilitate onward journeys east and west.

Figure 23: Proposed feature at Warcop

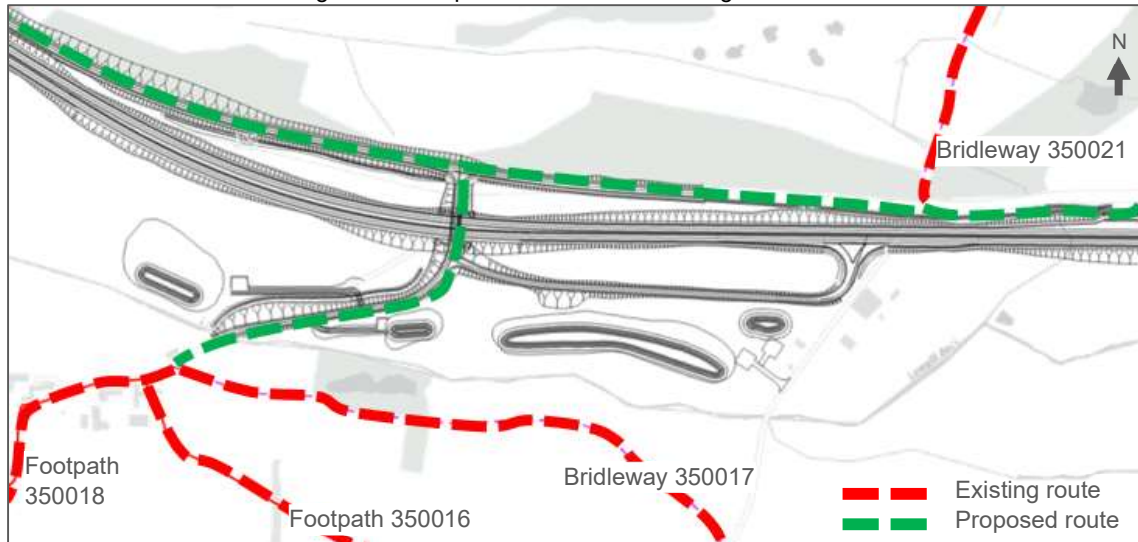




## Great Musgrave

- 4.5.5 Bridleway 350021 currently terminates at the A66. The proposals would provide a new east-west connection from the Bridleway to an underpass to allow for connections to existing paths south of the A66. In addition, a shared cycleway/footway is proposed on the north side of the dual carriageway to facilitate onward journeys east and west.

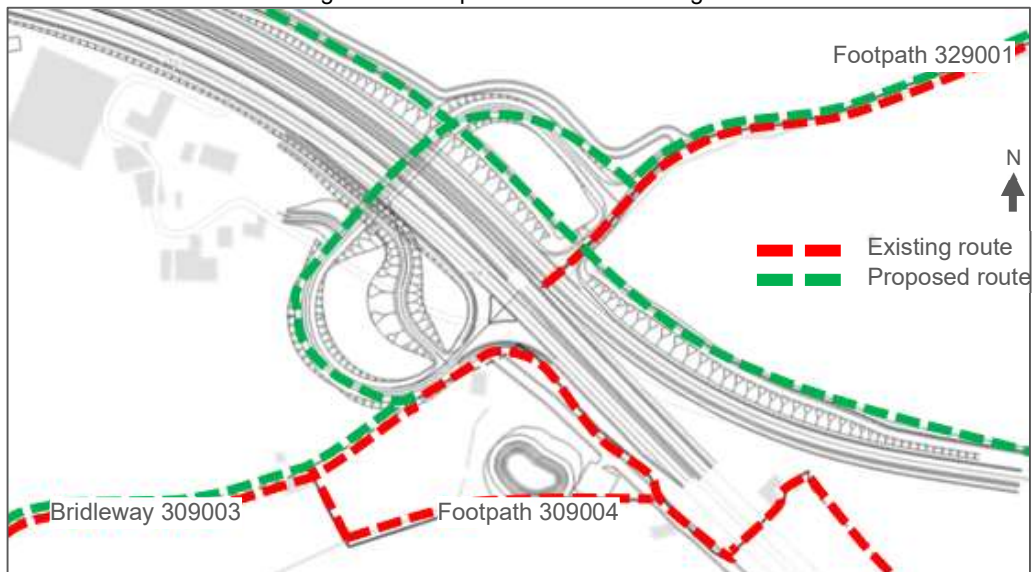
Figure 24: Proposed feature Great Musgrave



## Brough

- 4.5.6 Bridleway 309003 and Footpaths 309004 and 329001 terminate at the existing A66. The proposals include a grade-separated junction at this location for traffic accessing the A66. This would allow for an underpass to give pedestrians a segregated crossing of the dual carriageway. This would allow onward journeys north and south of the A66. In addition, a shared cycleway/footway is proposed on the north side of the dual carriageway to facilitate onward journeys eastwards into Brough and westwards towards Warcop.

Figure 25: Proposed feature at Brough





## 4.6 Scheme 7 Bowes

### Overview

- 4.6.1 The A66 junction at Bowes village is a grade separated junction on existing dual carriageway. There are existing footways on the local road running beneath the A66. There are existing bus stops on the slip-roads which would be relocated to the local roads as part of the scheme design. The design also includes new eastern slip-roads to/from the junction to allow for all movements.
- 4.6.2 National Cycle Network Route 70 (NCN70) crosses the A66 via Clint Lane Bridge to the west of Bowes. The existing grade-separated junction provides a route for pedestrians to cross the A66 safely, and existing footways into Bowes village are retained in the proposed scheme design.

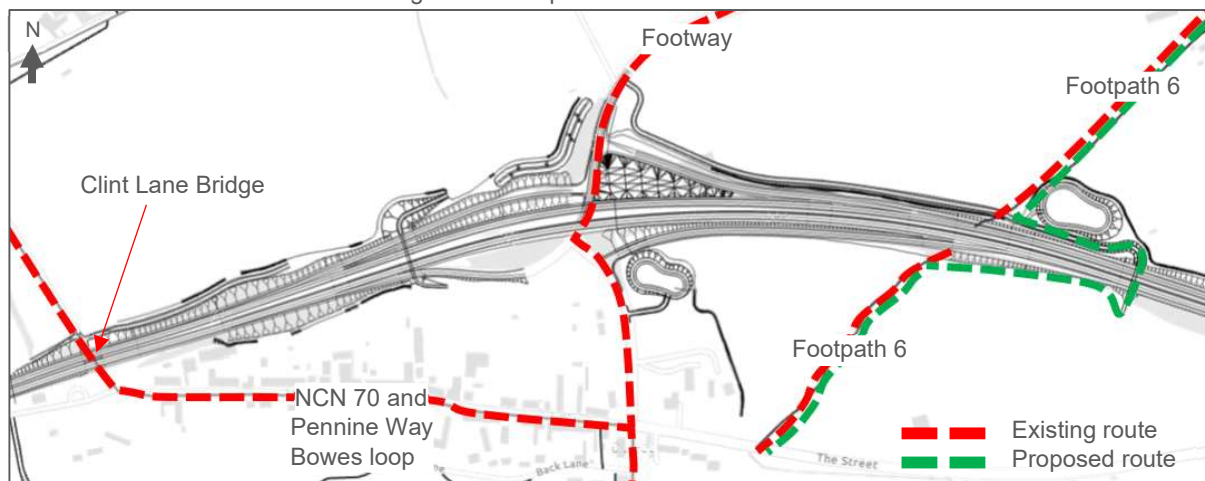
Figure 26: Scheme 7 Location



### Bowes Junction

- 4.6.3 Footpath 6 at Bowes is currently severed by the existing A66 Bowes Bypass. The proposed design reconnects the footpath via a new accommodation underpass to the east. The NCN 70 cycle route and Pennine Way Bowes Loop would be retained on the existing alignment, albeit running over a new Clint Lane Bridge.

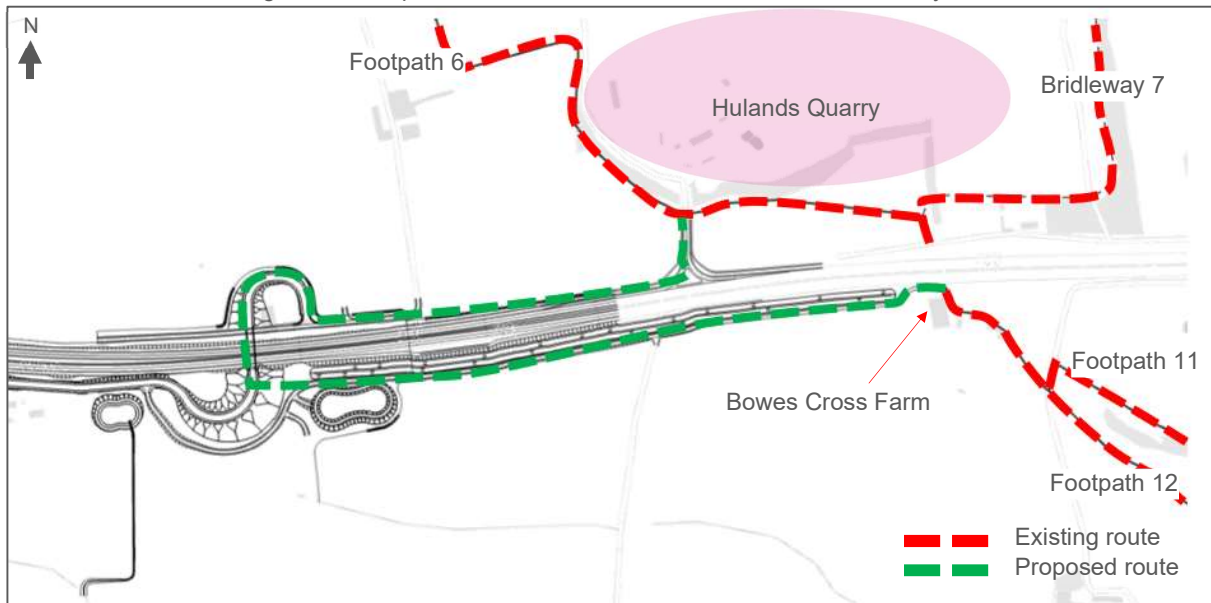
Figure 27: Proposed feature at Bowes



## Bowes Cross

- 4.6.4 Footpaths 12 and 6 have been severed by the previous dualling of Bowes bypass. Respondents at statutory consultation and during WCH Focus Group meetings have commented that walkers try to cross the dual carriageway to reach Footpath 6 and Bridleway 7 from Footpath 12 on the south side in order to continue their walk.
- 4.6.5 As part of the proposals, the gap in the central reservation for Bowes Cross Farm and Hulands Quarry would be closed, and the footpaths would be diverted to the accommodation underpass to the west in order to provide a safe crossing facility which is grade-separated.

Figure 28: Proposed feature at Bowes Cross and Hulands Quarry



## 4.7 Scheme 8 Cross Lanes to Rokeby

### Overview

- 4.7.1 There are six footpaths within this location which currently terminate at the existing A66.
- 4.7.2 The new grade-separated junctions proposed in this area would allow walkers and cyclists to cross the new dual carriageway safely. This also means that walkers could continue their journey north or south of the A66, and circular routes would also be available to the north, without having to cross the A66 carriageway.

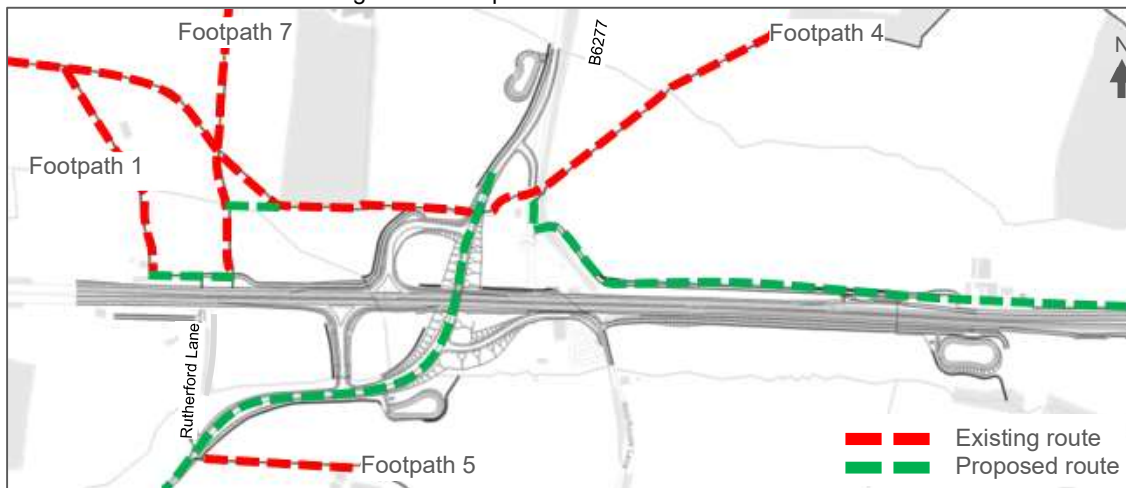
Figure 29: Scheme 8 Location



### Cross Lanes

- 4.7.3 Currently, cyclists wishing to travel from Rutherford Lane to B6277 need to navigate the A66 by crossing through a gap in the central reservation. At the proposed Cross Lanes junction, the new overbridge would allow cyclists to travel from Rutherford Lane to the B6277 safely without having to enter the A66, as shown in Figure 30.
- 4.7.4 Existing Footpaths 1 and 7 currently terminate at the existing A66. These routes would be connected to the proposed overbridge to allow for grade-separated crossings. The proposals mean that Footpaths 4 and 5 would be connected to Footpaths 1 and 7 to allow for onward journeys and circular walks.
- 4.7.5 A parallel shared cycleway/footway is proposed for the north side of the scheme from the Cross Lanes junction to the Greta Bridge cycle track.

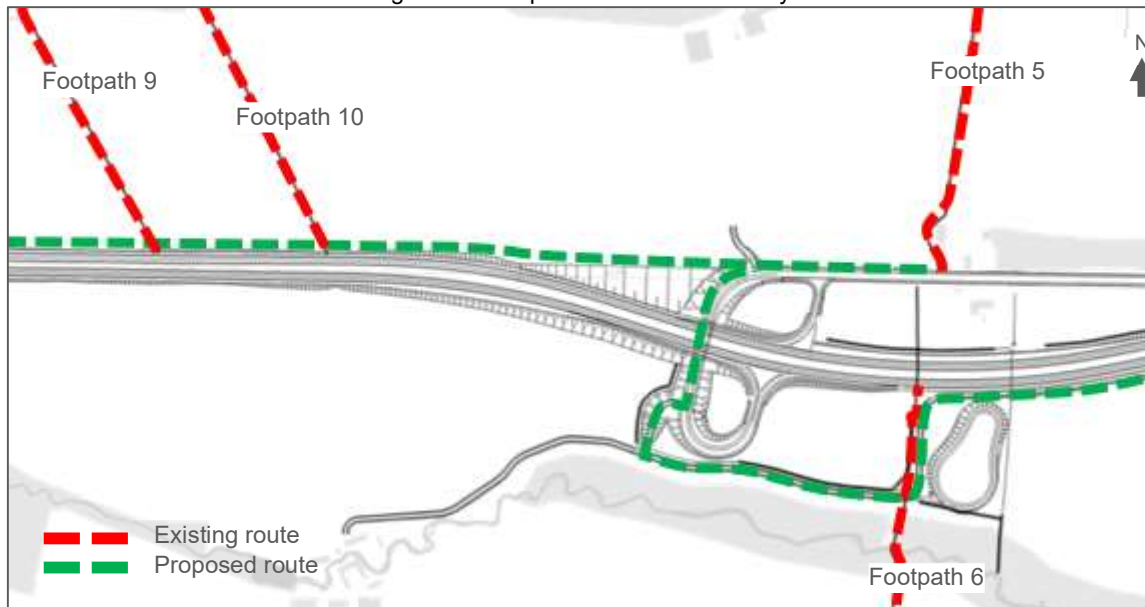
Figure 30: Proposed feature at Cross Lanes



## Rokeby

- 4.7.6 In the vicinity of the proposed Rokeby junction, the proposed design would gather together several routes to bring them to the junction. The proposed design provides a grade separated crossing of the dualled A66 via a grade-separated junction.
- 4.7.7 Footpath Nos. 9 and 10 currently terminate at the existing A66. The proposals allow for grade separated crossings and traffic-free connections to other existing footpaths for circular walks.
- 4.7.8 Currently, Footpath Nos. 5 and 6 are severed by the existing A66, where pedestrians who wish to continue from Footpath No. 5 to Footpath No. 6 have no option but to cross the A66 at-grade. Re-connection of existing Footpath No.5 through Rokeby Chapel to Footpath No.6 is proposed via the new grade-separated junction. The length of the new route is approximately 750m.
- 4.7.9 The provision of a grade separated junction means that Footpath Nos. 9 and 10 would be connected to Footpath Nos. 5 and 6 for onward journeys and circular walks.

Figure 31: Proposed feature at Rokeby





## Greta Bridge

- 4.7.10 There is an existing cycleway which lies to the west of Greta Bridge, and is popular with cyclists riding to Barnard Castle. The existing route extends north-west out of Greta Bridge and includes steps down to the A66 (shown in Figure 32) and along a poorly maintained path which is around 0.5m wide.

Figure 32: Existing stepped provision at Greta Bridge



- 4.7.11 During statutory consultation, and from discussions at WCH Focus Group meetings, it was clear that cyclists wished to continue to access Barnard Castle from Greta Bridge.
- 4.7.12 A continuation of the cycle track from Greta Bridge to the new Rokeby segregated junction has been proposed, which would allow cyclists to cycle to the proposed Cross Lanes junction, and then ride north along the B6277 to Barnard Castle. Alternatively, riders could travel south from Cross Lanes along Rutherford Lane towards the Yorkshire Dales National Park.

Figure 33: Proposed feature from Greta Bridge to Rokeby Junction



## 4.8 Scheme 9 Stephen Bank to Carkin Moor

### Overview

- 4.8.1 There are five existing locations where WCH routes either terminate or cross the A66. These five locations consist of four bridledways and four footpaths. Currently pedestrians must walk along the A66 verge in order to continue onwards using the next footpath or bridledway.
- 4.8.2 A new shared bridle/footway in the verge of the de-trunked A66, running the entire length of the scheme, is proposed to connect the existing bridledways and footpaths together.

Figure 34: Scheme 9 Location

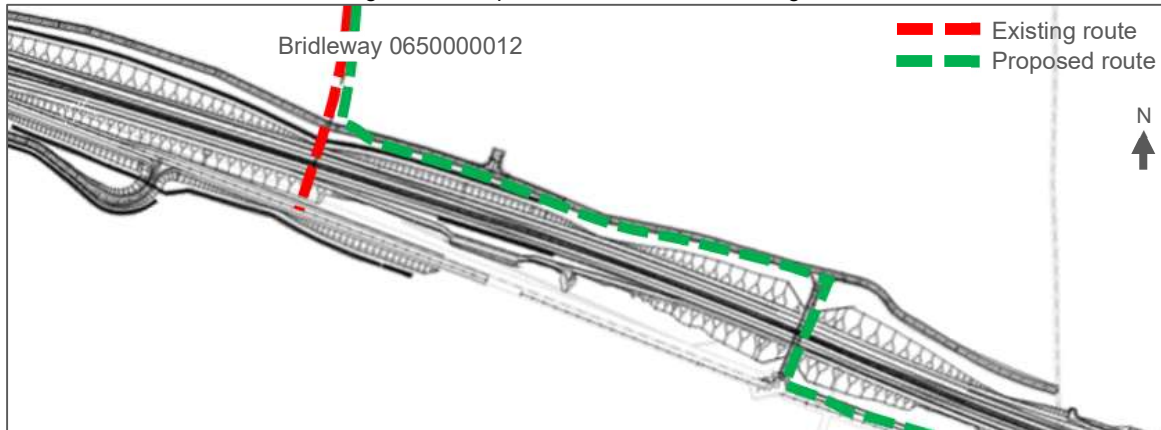




## Hutton Magna

- 4.8.3 At the western end of this scheme lies Bridleway 0650000012 from Hutton Magna, which terminates at the existing A66 and would be severed by the A66 dualling scheme. The proposed design would provide a farm accommodation access underpass which would be shared with riders to allow them to cross the dual carriageway safely and access the proposed shared bridle/footway on the de-trunked A66. The underpass would be designed to safely accommodate all users.

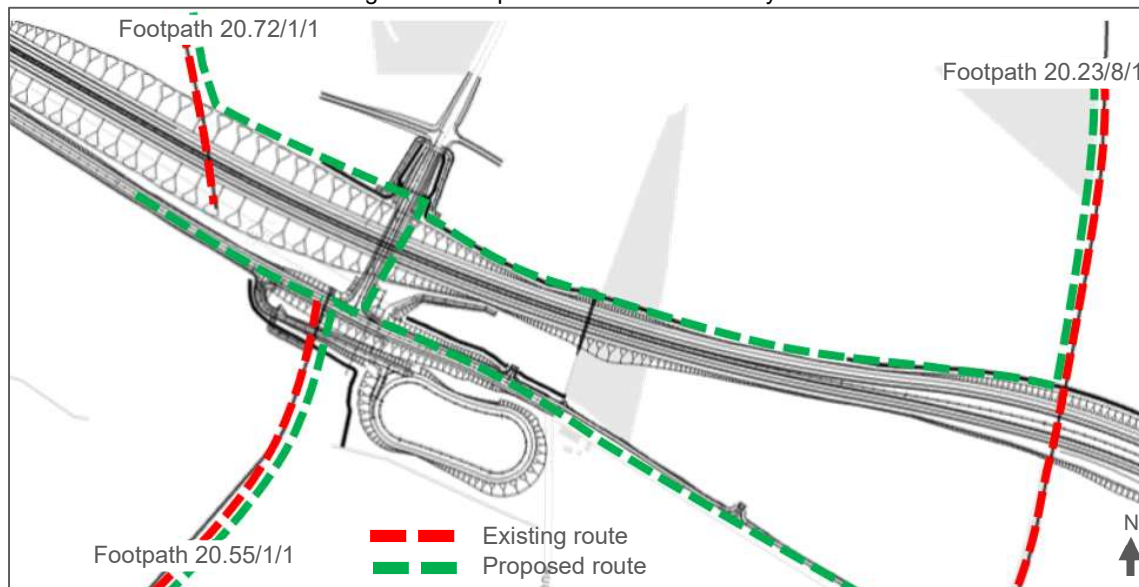
Figure 35: Proposed feature at Hutton Magna



## West Layton

- 4.8.4 At West Layton, Footpath 20.72/1/1 terminates at the existing A66. This footpath would be diverted to the underpass east of this footpath to enable a grade-separated crossing of the newly dualled A66. The footpath would then be connected to Footpath 20.55/1/1 for onward journeys via a new shared bridle/footway parallel with the A66 carriageway.
- 4.8.5 Footpath 20.23/8/1 would be severed by the proposed design. This footpath would also be diverted to the underpass. This means that all three footpaths here would be connected together.

Figure 36: Proposed feature at West Layton



## Mains Gill Junction

- 4.8.6 At the WCH Focus Group on 4th March 2021, the British Horse Society (BHS) expressed concerns about riding through Mainsgill Farm (shown shaded in pink in Figure 37) on the existing Bridleway 20.55/6/1. The landowner has expressed similar concerns about horses riding through their farm. Future expansion of the farm will see an increase in traffic using the farm access, which is also the route of the bridleway. As part of the scheme design, the bridleway is proposed to be redirected around the west side of the farm (as shown in Figure 37 below).
- 4.8.7 A revised alignment is also proposed for Bridleway 20.55/5/1. The new bridleway diversion would be off-carriageway, from Moor Lane and through the new grade-separated junction. Horse corrals would be provided where riders need to cross the local roads.
- 4.8.8 In addition, a shared bridleway/footway is proposed in the verge of the de-trunked A66 running the entire length of the scheme, which would allow riders using bridleways at the eastern extents of the scheme (Bridleway 20.55/6/1 and 20.23/5/1) to access Bridleway 0650000012 in the western extent at Hutton Magna (see Figure 35).

Figure 37: Proposed feature at Mains Gill Junction



## Carkin Moor

- 4.8.9 At Carkin Moor, the existing at-grade bridgeway crossing for Route 20.33/17/2 would be replaced. The scheme proposals would provide a new grade-separated crossing via an underpass. In response to feedback received from the WCH Focus Group, the proposals would provide a new grade-separated crossing via an underpass, on the basis that underpasses are easier for horses to navigate, with fewer distractions. The change in distance of the crossing route is negligible.

Figure 38: Existing crossing of central reservation to be closed



Figure 39: Proposed feature at Carkin Moor

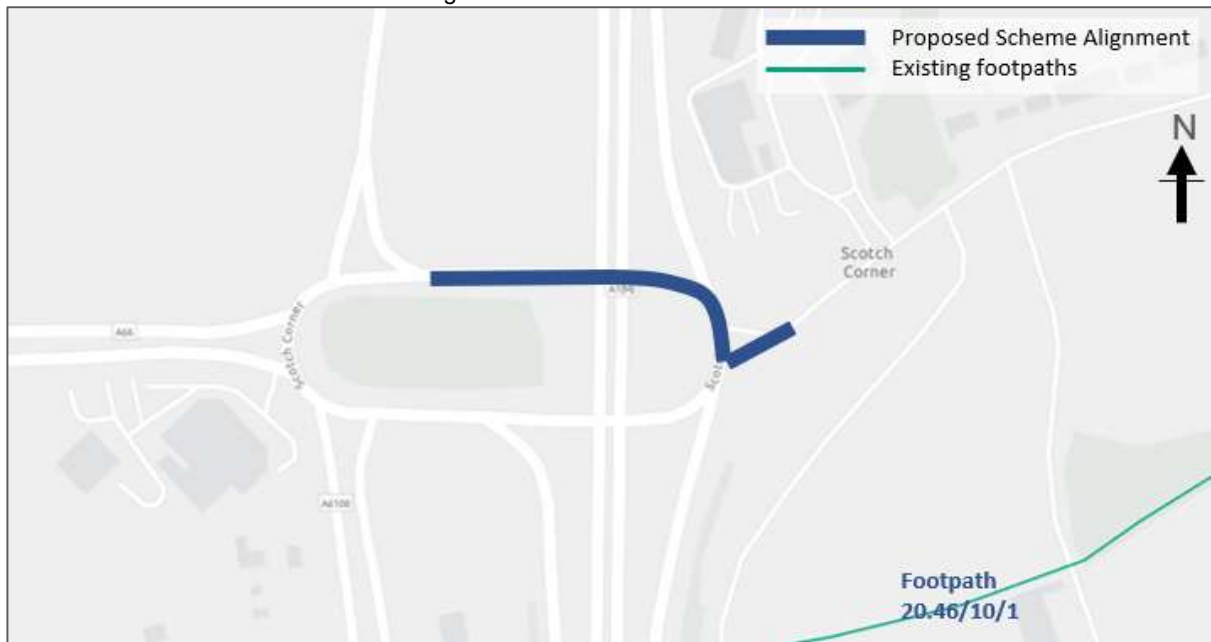


## 4.9 Scheme 11 A1(M) Junction 53 Scotch Corner

### Overview

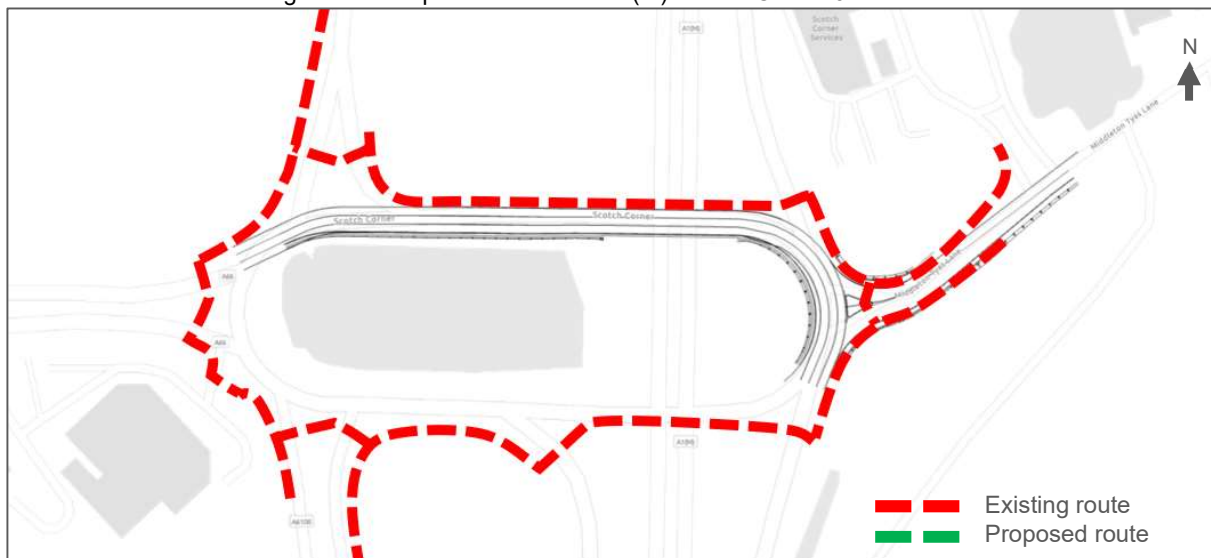
- 4.9.1 The proposed scheme involves an additional lane on the northern circulatory within the existing bridge extents, and widening of the Middleton Tyas Lane entry to the roundabout. No changes to pedestrian or cycle provision are proposed.

Figure 40: Scheme 11 Location



- 4.9.2 There are existing Toucan crossings (shared cycleway/footway) on the circulatory of A1(M) Junction 53, controlled by traffic signals. The crossing over the entry of Middleton Tyas Lane is uncontrolled. These are being retained, and no changes to pedestrian or cycle provision are proposed.

Figure 41: Proposed feature at A1(M) Scotch Corner Junction





## 5 Opportunities for Designated Funding

- 5.1.1 Following statutory consultation, several potential additional WCH features, situated on or around the A66 within the existing dualled sections, were identified by the public and Local Authorities. While these were out of scope for the proposed A66 NTP Project, they are eligible for consideration for Designated Funding.
- 5.1.2 Designated Funding is a funding stream controlled by National Highways which can be applied for by Delivery Partners, for example Local Authorities, for monies to undertake feasibility work, with the potential to also apply for construction costs to implement the new features or improvements to the trunk road network. Designated Funding covers the disciplines of safety and congestion, environment and wellbeing, users and communities, and innovation and modernisation.
- 5.1.3 The potential schemes that were submitted for Designated Funding consideration are shown in Table 2

Table 2: WCH Improvements Nominated for Designated Funding

Location	Description
Scheme 0405	Traffic calming measures at Trout Beck Bridge to allow three-way signals on Main Street and the de-trunked A66, in Kirkby Thore. Reducing the carriageway cross-section on Trout Beck Bridge would allow the shared cycle/footway to continue on the existing bridge deck.
Between scheme 0405 and 6	Short section of off-road cycle route from end of B6542 to start of Scheme 6.
Scheme 6	New footway or footpath requested to connect Warcop C of E primary school with Warcop village west along B6259 then south through field to Brookside.
Between scheme 6 and 7	Brough footway from eastern end of Scheme 6 westbound into village to tie into existing footway on north side of Main Street
Between Scheme 9 and 11	Grade separated cycle crossing of existing A66 requested at the Moor Road / Hargill junction

- 5.1.4 All of the five improvement opportunities were assessed through a National Highways Designated Fund priority matrix, which assesses the scale and cost estimate of each scheme. Following the matrix assessment, more detailed information about each feature was sent to our Designated Funds team for processing in the form of a Project Sheet.
- 5.1.5 It should be noted that potential improvement opportunities from this project are scored and prioritised against all qualifying National Highways Designated Fund schemes in England before a decision is made regarding funding allocation. The decision for successfully securing Designated Funding would be made during the Road Investment Strategy 2 (RIS2) period, where RIS2 runs from 2020 to 2025. Applying for funding does not guarantee that it will be granted.
- 5.1.6 Should funding be granted, the potential improvement opportunities would undergo feasibility design work outwith the scope of this Project and would be progressed in collaboration with the Local Authorities.



## 6 Summary

### 6.1 Summary of the document

- 6.1.1 All existing Public Rights of Way (PRoW) would remain. If a PRoW is severed by the new A66 dualling scheme, it would be reconnected via the nearest grade-separated crossing. This may be at a proposed grade-separated junction, a shared accommodation underpass or overbridge, or designated WCH underpass or bridge. Those PRoWs that terminated at the de-trunked A66, or that would otherwise terminate at the new dualling sections would also be routed to the nearest grade separated crossing. Crossing WCH paths at a grade-separated crossing provides a safe route away from high speed traffic.
- 6.1.2 In addition to reconnecting the existing PRoWs, those schemes that are being dualled from single carriageway would have east-west parallel WCH provision, either adjacent to the dual carriageway, or in the verge of the de-trunked A66 where it will remain.
- 6.1.3 By providing grade-separated crossing points, closing gaps in the central reservation, and providing the additional parallel shared-use paths, the A66 NTP Project would provide improvements for WCH users in the vicinity of the new dual carriageway sections. This meets the WCH Project Objectives set out in the A66 NTP WCH Strategy, and our guiding principles set out in the document “Cycling Strategy, Our Approach” (*Highways England, 2016*).
- 6.1.4 There are also five potential improvement opportunities identified for Designated Funding allocations. These opportunities were identified by Stakeholders during statutory consultation. They are located on the existing A66 dualled sections and therefore lie outside of the extents of the A66 NTP dualling works project. The first step in applying for this funding has been undertaken, and if successful, the feasibility work for each element can be carried out.
- 6.1.5 Maintenance and signage arrangements will be discussed with key stakeholders throughout the detailed design phase. Maintenance responsibility would fall to our Highways Asset team for the region, or to the relevant Local Authority for de-trunked and local road maintenance.
- 6.1.6 Engagement with the many stakeholders, forums, and community user groups should continue throughout the ongoing design process.

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# **A East-West Connectivity**

## A.1 Cumbria WCH Connectivity

## Walking, Cycling and Horse Riding Overview – Map 1 – Cumbria



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## A.2 Durham and North Yorkshire WCH Connectivity

## Walking, Cycling and Horse Riding Overview – Map 2 – Durham and North Yorkshire

