

## **A66 Northern Trans-Pennine Project**

### **Written Representation by The Ramblers, Penrith Group**

Registration identification number: 20031875

This representation is made on behalf of The Ramblers for the Cumbrian section of the scheme. This representation expands and amends our relevant representation (document RR-021) and takes account of National Highways response to our relevant representation (document PDL-011 pages 96-100)

#### **1 Access to Countess Pillar.**

- 1.1 Please see the scheme 03 Rights of Way and Access Plans sheet 1 & draft Development Consent Order (DCO) page 85 (documents APP-343 & APP-285) which show what National Highways propose for access to Countess Pillar.
- 1.2 At present access is available on foot from the B6262 road to the west, close to its junction with the A66.
- 1.3 The junction of the B6262 and A66 is easily reached from Penrith on foot or cycling, using very quiet roads via the Frenchfield underpass and Brougham bridge.
- 1.4 We wish to see this access retained. All that is needed is a short length of path from the cycleway on the south side of the new Brougham Accommodation bridge.
- 1.5 If this access is not provided the only way for walkers to reach the Countess Pillar would be along the verge of the A66 from the B6262 junction, which would not be safe or pleasant.

#### **2 Requested amendments to plans and draft DCO for Scheme 06 (Appleby to Brough)**

- 2.1 We have noted National Highways comments on our relevant representation, but do not agree with many of them.
- 2.2 Many of the amendments are where the new rights of way, listed in the draft DCO and shown with a letter on the plans, are along a route also shown as “private means of access”. Please see the Rights of Way and Access Plans for Scheme 06 (APP-345) and the draft DCO (APP-285) for comments below.
- 2.3 The Walking, Cycling and Horse Riding Proposals (APP-010) and the General Arrangements Drawings (APP-014) also show the intended changes to rights

of way. However there are some differences between these documents and the Rights of Way and Access Plans.

- 2.4 As the draft DCO makes clear (Paragraphs 9-11 and Schedule 2) it is the DCO with the Rights of Way and Access Plans that will make the legal changes to the rights of way.
- 2.5 We accept that where the new right of way is along another highway which is a carriageway, it would not be shown on the plans. This applies where the new right of way is beside the new trunk road or along a new or improved side road.
- 2.6 However a new private means of access is not another highway, so where a right of way is coincident with a new private means of access it should be shown with the symbol for “new public right of way and new private means of access” on the plans. If the route concerned is another highway, it would be a public carriageway, so should be shown as a side road or the new trunk road, and not as a private means of access. The public would have the right to drive along it.
- 2.7 Draft DCO page 96. New cycleway A\* should, at least in part, be shown with right of way symbol. Part of the route is coincident with private means of access 9, so is not part of another highway. It is not clear if the rest of this route is within the new A66, but we note that a similar cycleway in scheme 03 (Penrith to Temple Sowerby) is shown as a new right of way throughout on the plans (document APP-343).
- 2.8 Draft DCO page 96. New route of bridleway 372024, B\*, should be shown with right of way symbol on plans, as it is coincident with new private means of access 3. A private means of access is not a highway unless it is also shown as a right of way.
- 2.9 Draft DCO page 97. Part of new route of footpath 372027, C\*, where it is coincident with new private means of access 13, should be shown on plans with right of way symbol.
- 2.10 Draft DCO page 97. Description of new paths D\* & F are puzzling. The “point immediately south-west of its junction with the existing A66” seems to be the point where D\* and F meet. This point would be better described as about 50m east of the B6259. Also a small part of D\*, where coincident with private means of access 15, should be shown as a right of way.
- 2.11 Draft DCO page 98. Parts of the new routes of footpaths 372013 & 372014, G\* & H\*, under the Cringle Beck viaduct, are shown as new private means of access 17 & 18, so should also be shown as a right of way on the plans. For the rest of G\*, the new path is at the bottom of the embankment, so is it really part of the new A66?
- 2.12 Draft DCO pages 98-9. For footpath 372021 the descriptions of the new routes J\* & K\* are puzzling. J\* is described as “from a point immediately

south of its junction with the existing A66”, but appears to be from a point on the new A66 at the Walk Mill underpass. K\* is described similarly but appears to run from a point 131 metres south of the existing A66 and run in north-west direction (not north-east). While these new paths are within the boundary of the new roads, they appear not to be alongside the new roads but are separated from them by an embankment. We suggest this means they are not part of the highway so should be shown as a right of way.

- 2.13 Draft DCO pages 99-100. The new route for footpath 372020, O\*, is shown as a private means of access 32, so should also be shown as a right of way.
- 2.14 Draft DCO pages 101-2. Footpath 329001 should not be closed as the section proposed for closure is coincident with a new private means of access. It needs to remain to give public access to the existing A66 from the footpath.
- 2.15 The new paths V\* & W\* should be shown as rights of way on the plans, as the West Lane overbridge is shown as a private means of access (42). Should these be bridleways, to maintain connection from bridleway 309003 to the road into Brough?

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16 December 2022