

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

### **Comments by The Ramblers, Penrith Group for Deadline 5**

Registration identification number: 20031875

These comments are made on behalf of The Ramblers for the Cumbrian section of the scheme. The comments are on National Highways response to written questions (document REP4-011), and in particular question TA 1.3 & appendix D.

- 1 We are still concerned about inconsistencies in the showing of coincident routes for private access and public non-vehicular ways. Please see the draft DCO (document APP-285) and Rights of Way and Access Plans (documents APP-343 & APP 345).
- 1.1 In scheme 03 sheet 3 shared cycleway B\* is not shown on the plans with either a new right of way symbol or new private means of access, but is described in the draft DCO as a cycleway and used for private access (32). This section is within the boundary of the new highway, so we accept this is correct.
- 1.2 For the remainder of scheme 03 coincident routes are shown outside the boundary of the new road so are marked on the plans as both right of way and private means of access (PMA). The Brougham Accommodation bridge is shown with both symbols, even though it is within the new highway, presumably because it is at a different level so is not considered to be part of the highway underneath.
- 1.3 For scheme 06 there are several coincident routes that are within the boundary of the new road which are not shown on the plans as a right of way but are shown as a PMA. These are inconsistent with the route mentioned in 1.1 above.
- 1.4 The West View Farm overbridge (scheme 06 sheet 6) is treated as part of the new highway, even though it is at a different level, again inconsistent with the Brougham Accommodation bridge.
- 1.5 In our view coincident routes should be shown on the plans with the symbols for right of way and PMA where they are outside the boundary of the new road or side road, and where within the boundary they should not be shown with any symbol on the plans.
- 1.6 We would like to see most, if not all, of these coincident routes taken out of the boundary of the new road, and made into highways in their own right.
- 1.7 This has two advantages. Firstly the landowner can control vehicular access. Secondly, for footpaths and bridleways the route will be shown on the local surveying authority's definitive map of rights of way, and hence will appear on Ordnance Survey maps. This helps persons unfamiliar with the area.

2. Other comments.

2.1 The National Highways suggested amendments to the draft DCO pages 97-9 for the start points of paths D\*, F, J\* & K\* are welcomed. However J\* should be described as going southwest, and K\* northwest.

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Footpath Secretary  
12<sup>th</sup> March 2023