

This is a response to the "Consultation" by NH on the changes to submitted DCO for the A66NTP Scheme as follows on behalf of the BRITISH HORSE SOCIETY for NORTH YORKSHIRE SECTION - Stephen Bank to Carkin Moor

1. DC-29 " Realignment of A66 mainline and Collier Lane

This change is not acceptable to the British Horse Society as it will involve a lengthy diversion an additional 0.96km on top of 0.5km making a total of 1.46 km just to get to the Collier Lane overbridge, on an unpleasant route shoved up against the A66 Motorway. Then it will be necessary to cross the overbridge with the vehicular traffic before a return ride back along the de-trunked A66 "Local Access Road" next to speeding traffic for 0.96km. This makes the total diversion close 1.85 km, nearly twice the 1 km in the DMRB and is a longer diversion than is acceptable.

Riding close to the LAR puts horse riders at risk as the road will have a 60mph speed limit, it will be a wide straight road with narrow verges and motorists will be doing 60mph or greater (from experience of the LAR on the A1M). We were assured the provision would be grade separated bridleway and PMA crossing linking the Hutton Moor Bridleway into the minor road network (Dick Scot Lane) which leads directly into a bridleway south of the A66. This does not deliver it and is an unsafe and unpleasant route.

The British Horse Society OBJECTS TO THIS CHANGE DC-29

2. DC-32 " Lower the A66 mainline levels east of Carkin Moor and change an underpass to an overbridge

An underpass is preferable to an overbridge. If an overbridge is provided then it needs to have a carriage way of at least 4m wide, the parapets need to be 1.8m high and the infill needs to be 1m high, the surface must be non slip for the shod horse and the gradient leading up and down from the bridge must not be more than 1 in 12 to make it safe for equestrian users and other users not in a motor vehicle. BHS guidance "Bridges, Gradients and Steps" should be consulted.

Caroline Bradley

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Further the following

RESPONSE IS ON BEHALF OF THE BRITISH HORSE SOCIETY FOR THE SCHEME IN IN CUMBRIA AND COUNTY DURHAM SECTIONS,

The provision of cycleways which exclude equestrians is unacceptable and we OBJECT. We want to see bridleways provided which can be used by all those not in a motor vehicle and not just cyclist and walkers.

The BHS objects to the DCO design consultation proposed changes. The BHS objects to this application on the grounds that the application does not meet the tests of NPPF Paragraph 100. The BHS objects on the grounds that equestrians are being marginalised in the scheme with walkers and cyclists are being favoured. Throughout this scheme equestrians are excluded, the arguments for inclusivity of walkers and cyclists can be extended to equestrians using the mechanism of the Equality Duty. This is a form of discrimination, and the Equality Act 2010 created a Public Sector Equality Duty for authorities to provide equal opportunities for all, which means that an authority needs a cogent reason for excluding equestrians.

For the scheme to be the best use of public money and greatest public benefit the following:

• Equestrians use all roads as well as bridleways. National Highways appeared to only consider horses where there was an existing bridleway but are providing routes for cyclists where there are no bridleways.

• Under passes with rights of way and agricultural traffic are far safer and therefore preferable for equestrians than road over bridges.

• Traveling community being discriminated against if they are not allowed access to Appleby fair, which has existed as a fair for horse trading since 1685.

• All linear routes must be all inclusive that is preferably restricted by way or bridleway.

• All structures crossing scheme routes, that is under passes or bridges must also be for all users. They are erected at vast public expense and should not just be for the private use of a landholder. In an ideal world even if an under pass or bridge is erected as an accommodation facility, as it does not currently join a public highway, it should be future proofed and made as a public right of way for it to be connected when in improving the network in the future.

The documentation provided by National Highways for the DCO design change consultation uses inconsistent terminology so it is unclear which routes are definitive public rights of way and which WCH routes are for which category of user.

There are a number of Definitive Map Modification Orders (applications can be found on the relevant authorities registers) which have been submitted by the BHS, these routes must be protected and not subsumed within the proposed A66 scheme.

DC-02 " Realignment of walking and cycling route at Skirsgill:

The BHS objects to this change due to the fact that the Society believes historical evidence indicates Skirsgill Lane being incorrectly recorded, this route can be reasonably alleged to subsist at a minimum of bridleway status. These public rights should be asserted and not be allowed to be subsumed within this development or anything beyond it. An application to record this has been registered on Cumbria County Councils Definitive Map Modification Register ref 358000-448-WCA81. If this proposed change is implemented there is a high chance there would be 2 routes once the DMMO is determined this would create a dead end route whereas the DCO design creates a link for horse riders, walkers and cyclists from the end of Skirsgill Lane to the other side of the Skirsgill Depot.

DC-05 " Removal of junction for Sewage Treatment Works (and private residence) from A66, and provision of an alternative access from B6262

The BHS objects to providing a private access track, shared with a cycle track, from the north side of the A66, this should be a bridleway of multiuser route for walkers, horse riders and cyclists.

DC-10 " Removal of Priest Lane underpass

The BHS objects to this proposed change, this should be a bridleway of multiuser route for walkers, horse riders and cyclists. As the condition of the proposed new route should be substantially as convenient as the original route and the proposed new route must not subject users to any significant dangers or hazards. By sending non-motorised users from a segregated route onto Cross Street they would be exposed to much higher risk on the road compared to Green Lane bridge.

DC-12 " Green Lane bridge realignment

The BHS objects to this proposed change this should be a bridleway of multiuser route for walkers, horse riders and cyclists. As the condition of the proposed new route should be substantially as convenient as the original route and the proposed new route must not subject users to any significant dangers or hazards. By sending non-motorised users from a segregated route onto Cross Street or Fell Lane they would be exposed to much higher risk on the road compared to Green Lane bridge.

DC-16 " Removal of Roger Head Farm overbridge

The BHS objects to this proposed change as it means there is no connectivity for BW317012 over the A66.

DC-18 " Revision to access for New Hall Farm and Far Bank End

The BHS objects to this proposed change as this should be a bridleway of multiuser route for walkers, horse riders and cyclists. Creating a private underpass is not an acceptable use of public money.

DC-19 " Realignment of cycleway local to Cringle and Moor Beck

The BHS objects to this proposed change as this should be a bridleway of multiuser route for walkers, horse riders and cyclists. The proposed new route must not subject users to any significant dangers or hazards. By sending non-motorised users from a segregated route onto the de-trunked A66 they would be exposed to much higher risk on the road compared to Green Lane bridge.

DC-25 " Removal of Langrigg westbound junction, revision to Langrigg Lane link, and shortening of Flitholme Road

The BHS supports the proposed designated equestrian track, providing segregated access for equestrians away from motorised vehicles, walkers and cyclists is welcomed by the equestrian community.

DC-26 " Revision to West View Farm accommodation bridge and removal of West View Farm underpass

The BHS objects to this proposed change as this should be a bridleway of multiuser route for walkers, horse riders and cyclists. Creating a private underpass is not an acceptable use of public money.

DC-29 " Realignment of A66 mainline and Collier Lane

The BHS objects to this proposed change as the new route is substantially less convenient.

DC-32 - Lower the A66 mainline levels east of Carkin Moor and change an underpass to an overbridge - an Underpass is preferable as to an overbridge, the route is to be a bridleway and PMA

The BHS

DC-04 " Separation of, and greater flexibility for, shared public rights of way and private access track provision on the Penrith to Temple Sowerby scheme

The BHS objects to this proposed change as this should be a bridleway of multiuser route for walkers, horse riders and cyclists. Creating a private access and excluding equestrians is not an acceptable use of public money.

DC-14 " Realignment of Sleastonhow Lane

The BHS objects to this change due to the fact that the Society believes historical evidence indicates Sleastonhow Lane being incorrectly recorded, this route can be reasonably alleged to subsist at a minimum of bridleway status. These public rights should be asserted and not be allowed to be

subsumed within this development or anything beyond it. An application to record this has been registered on Cumbria County Councils Definitive Map Modification Register ref 336000-447-WCA81.

DC-15 " Realignment of Crackenthorpe underpass

The BHS supports this proposed change as it reduces the length of the proposed public bridleway.

DC-22 " Realignment of Warcop westbound junction

The BHS objects to this proposed change as the proposed shared cycle