



A66 Northern Trans-Pennine Project

**Options Consultation Report**

**Spring 2020**



“This has been needed for a generation on safety grounds alone...”

Quote from consultation response

# Contents

<b>1. Executive summary</b>	<b>4</b>
<b>2. Document purpose and structure</b>	<b>8</b>
<b>3. Introduction to the project</b>	<b>10</b>
<b>4. Options for consultation</b>	<b>12</b>
<b>5. Consultation approach</b>	<b>24</b>
<b>6. Responses by respondent profile</b>	<b>32</b>
<b>7. Consultation responses to options</b>	<b>36</b>
M6 Junction 40 Kemplay Bank roundabout – option A	37
M6 Junction 40 Kemplay Bank roundabout – option B	38
Penrith to Temple Sowerby – option C	38
Penrith to Temple Sowerby – option D	39
Temple Sowerby to Appleby – Kirkby Thore – option E	39
Temple Sowerby to Appleby – Kirkby Thore – option F	40
Temple Sowerby to Appleby – Crackenthorpe – option G	40
Temple Sowerby to Appleby – Crackenthorpe – option H	41
Appleby to Brough – option I	41
Bowes Bypass – option J	42
Cross Lanes to Rokeby – option K	43
Cross Lanes to Rokeby – option L	43
Stephen Bank to Carkin Moor – option M	44
Stephen Bank to Carkin Moor – option N	44
Stephen Bank to Carkin Moor – option O	45
<b>8. Your suggestions from the consultation process</b>	<b>46</b>
<b>9. Summary and next steps</b>	<b>52</b>

# 1. Executive summary

## Project overview

The project will involve dualling multiple sections of single carriageway along the A66 between M6 junction 40 at Penrith and the A1(M) at Scotch Corner. Other improvements are proposed along its length, such as at Kemplay Bank roundabout and the junctions with the M6 and A1(M). This work is important to enable future growth and will help the economies of both the North East and Cumbria, as well as improving journeys across the country. This route travels through the Local Authority areas of Cumbria, North Yorkshire and Durham.

While the A66 plays a crucial role in the life of nearby communities, it also has an essential role for journeys across the UK for freight operators. The dualling programme will improve the journey time reliability of the route, enable us to keep traffic flowing during accidents or bad weather and, most importantly, enhance safety. It will also reconnect communities currently severed by the road and improve accessibility to key tourism areas.

This project forms part of the Government's second Road Investment Strategy (RIS 2) period which will cover investments between 2020 and 2025.

## The consultation

We held public consultation events in May and June 2019 to listen to communities, landowners, special interest groups and local leaders to understand the views towards the proposed dualled route options. We also consulted on proposed improvements for the roundabout at Kemplay Bank near Penrith and discussed potential changes to the associated junctions on the M6 J40 and A1(M) Scotch Corner. Consultation was also undertaken with parish and town councils. Specialist groups of walkers, cyclists and equestrians undertook a dedicated survey and members of the business, freight and ports community took part in a detailed questionnaire and interview process so we could understand their issues.

The public consultation ran for eight weeks, from 16 May to 11 July 2019. The consultation brochure was distributed with a covering letter to 1823 homes within 250m of the entire route. Residents within 2.5km of the route (14,076 homes) were sent a flyer promoting the consultation events.

The catchment areas were agreed with the local authorities of Cumbria County Council, Durham County Council and North Yorkshire County Council prior to consultation and the map of the distribution area was published in the Approach to Public Consultation document along with an outline of the programme. This document was printed and distributed via deposit points and online.

### The consultation brochure covered the following sections:

- Background information
- Details of how to respond to the consultation
- Details of the consultation events
- Map to show each single carriageway section of the route and the proposed options
- Benefits and impacts tables for each option
- Consultation response form
- Proposed mitigation
- Information on discounted options
- Next steps

Information was also available on the project webpage: ([highwaysengland.co.uk/a66-northern-trans-pennine](https://highwaysengland.co.uk/a66-northern-trans-pennine)). The consultation was advertised in the local press, by direct mail and through posters in deposit points. The project also generated considerable media interest and was featured on local and national press, social media, television and radio outlets.

In total, 21 consultation events were held during the consultation period to allow interested parties to speak with the project team. 20 of these events were open to the public and one was held at the holiday destination, Center Parcs as a large-scale employer, for members of staff to participate.

In addition, a consultation launch event was held for invited senior stakeholders at Gilling West village hall.

Members of the project team were available at these events to answer any questions, hear the views on the existing road and gather feedback and information to feed into our long-term strategy for the route. A total of 2,333 people attended our events.

Members of the team also delivered a workshop for children at Kirkby Thore Primary School centred on the plans.

### Consultation responses were accepted through the following channels:

- Online, using the online response form
- Submitting a paper copy of the response form at public consultation events
- By post using a freepost address printed on the paper response forms
- Email to the dedicated project email address: [A66NTP@highwaysengland.co.uk](mailto:A66NTP@highwaysengland.co.uk)

## Consultation findings

In total, 854 consultation responses were received. A total of 391 were received as paper response forms, 375 via the online response form, 84 responses were received by email and 4 as posted correspondence.

Three responses were received outside of the consultation period.

As these were email responses they did not answer the specific questions asked in the consultation response form, they have not therefore been counted in terms of the charts in this report but have been considered as part of the preferred route decision. Two of these late responses asked us to consider cycling provision and noise levels so did not raise any issues which were not already being considered as part of the consultation process. The third response came from Appleby Town Council and raised concerns around maintaining traffic flow during construction and the potential for dedicated slip roads for the Cross Croft Industrial Estate. This information was passed onto the design team for consideration.

Of the 854 responses received during the consultation period, 90 responded on behalf of an organisation or group. The remaining responses (764) were from individuals.

Some participants chose to submit comments via letter or email and not the online or paper response form. 766 participants responded to the closed questions (although not all responded to every closed question). In addition one petition was submitted as part of the consultation. This was submitted by Crackenthorpe Parish Council and raised a number of points to be considered.

Of the 670 unique responses to the closed question **“Are you in favour of dualling the single carriageway sections of the A66?”** there was very high agreement that improvements are needed with 92.5% (620) respondents voting in favour of the dualling programme.

92.5% respondents voted in favour of dualling.

The table below shows the number of respondents voting in favour or against each option in the seven sections of route by responding 'strongly agree' or 'tend to agree'.

Route section	Route option	Number of respondents who stated 'strongly agree' or 'tend to agree' to each option	Number of respondents who stated 'strongly disagree' or 'tend to disagree' to each option
M6 junction 40 to Kemplay Bank	A	358	31
	B	87	226
Penrith to Temple Sowerby	C	234	44
	D	105	128
Temple Sowerby to Appleby Kirkby Thore	E	314	118
	F	171	211
Temple Sowerby to Appleby Crackenthorpe	G	95	176
	H	286	54
Appleby to Brough	I	251	31
Bowes Bypass	J	223	8
Cross Lanes to Rokeby	K	176	37
	L	85	108
Stephen Bank to Carkin Moor	M	137	92
	N	179	70
	O	41	160

**Table 1: Respondents agreeing/disagreeing to each option – a full breakdown of these figures can be seen in Section 7 of this report**

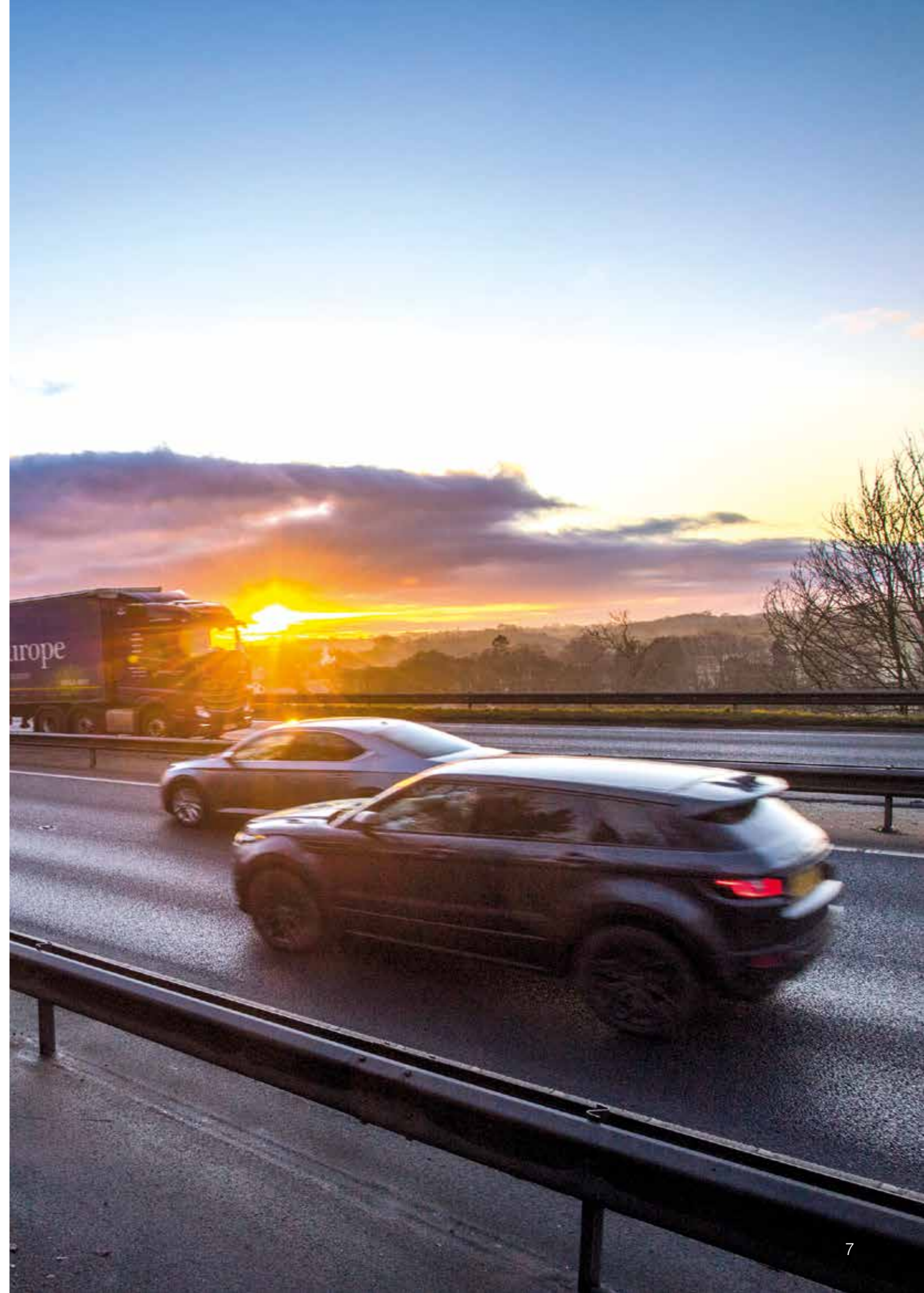
The results of the consultation as outlined above have fed into the process of choosing a preferred route for all the single carriageway sections of the A66 from M6 junction 40 to the A1(M) at Scotch Corner.

### Next steps

The results of this consultation helped us refine the option designs, incorporating feedback provided where practicable, and complete this stage of our assessment work.

All this data has been fed into the development of a preferred route for the project which has now been announced.

90 groups and organisations responded to the consultation.



## 2. Document purpose and structure

The aim of this document is to present the feedback received during the A66 Northern Trans-Pennine Project options consultation. The feedback has been used to inform the preferred route.

The report has the following structure:

**Section 1.** Executive Summary. Provides a summary of the consultation responses and the key findings from the consultation.

**Section 2.** Document purpose and structure. Provides context for the consultation.

**Section 3.** Background to the project.

**Section 4.** Consultation Response. Details of the consultation approach and methods used.

**Section 5.** Responses from Respondent Profile.

**Section 6.** Consultation Response to Option. Attitudinal question responses.

**Section 7.** Suggestions raised from the Consultation.

**Section 8.** Summary and Next Steps. Summary of the data findings, plus next steps.

### 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 also **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 around 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.

Also, 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.

### Background to the project

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 have been commissioned by the Department for Transport (DfT) to investigate the potential to improve the A66 between M6 junction 40 at Penrith and the A1(M) at Scotch Corner. This is in order to address the lack of east / west connectivity across the Pennines in the north of England.

The A66 Northern Trans-Pennine Project will involve dualling the remaining single carriageway sections between M6 junction 40 at Penrith and the A1(M) at Scotch Corner.

As part of this project other improvements are proposed along its length, such as at Kemplay Roundabout and the junctions with the M6 and A1(M).

The project will be critical to improving safety by providing a consistent driving experience at the same speed limit along the full route from Penrith to Scotch Corner. Reconnecting villages and providing better connections between communities and better access to tourism destinations will also be benefits of the project.

Most of the A66 has been upgraded, from single to dual carriageway, in a number of stages since the 1970s, with the most recent dual section, the Temple Sowerby Bypass, opening in 2007. Seven sections of single carriageway remain, making the route accident-prone and unreliable.



# 3. Introduction to the project

In 2014, the Government announced that it intended to examine the case for dualling one of the routes across the Pennines 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.

The A66 between M6 junction 40 and A1(M) at Scotch Corner is 50 miles long, 18 miles of which is made up of single carriageway sections.

It is both a key local road and a national and regional strategic link, carrying high levels of freight traffic, as well as being an important route for tourism. Additionally, the route not only links the east and west but is the best available option for traffic travelling between the east of England and the west of Scotland.

Our plans will ensure the entire route has two lanes in both directions along the full 50-mile route making it the only fully-dualled east/west route across the Pennines north of the M62.

Despite several upgrades to the route since the 1970s, the A66 still suffers from congestion, unreliable journey times and a higher-than-average number of accidents. Bad weather can severely impact conditions on the road, resulting in closures which are frustrating for road users, including hauliers.

This project will deliver a number of benefits for local communities with faster journey times, improved accessibility and better local connectivity through utilising the 'old' A66 and connecting to the local road network.

For full details about the options presented at consultation and the full benefits, please see our consultation brochure and response form at Appendix A.

**The A66 between M6 junction 40 and A1(M) at Scotch Corner is 50 miles long, 18 miles of which is in single carriageway sections.**

## Discounted options

The options brought forward for consultation have been shortlisted from a much longer list of options which have been considered against a list of constraints and conflicts covering matters such as environmental designations and planning policy compliance.

Following a number of assessments carried out in developing this project, various options were discounted prior to consultation as they were considered not to be feasible. Typically, these were options which would have presented such serious environmental impacts that they would have been unacceptable at the planning stage as they are contrary to planning policy.

Where multiple similar options existed, only the most feasible options have advanced to the shortlist presented at consultation.

A single option is proposed at Bowes because the village had already been bypassed by a single carriageway route in 1983, limiting other

options which are available. Options were also constrained by existing bridges at Clint Lane and at the A67.

On the Appleby to Brough section a single proposal has been brought forward following five other options being discounted due to impacts on the Area of Outstanding Natural (AONB), the Warcop Roman Camp, the local environment and the Eden Valley railway.

This process of shortlisting our options avoided unnecessary spending of public funds on more detailed design and appraisal for options which were unlikely to be environmentally acceptable or meet planning policy requirements.

Further details on all the discounted options and the rationale for why they have been discounted can be found in the consultation brochure which you can see at [highwaysengland.co.uk/a66-northern-trans-pennine](https://highwaysengland.co.uk/a66-northern-trans-pennine) under the consultation tab.



# 4. Options for consultation

This consultation specifically invited views on the preferences of respondents around options for certain route sections.

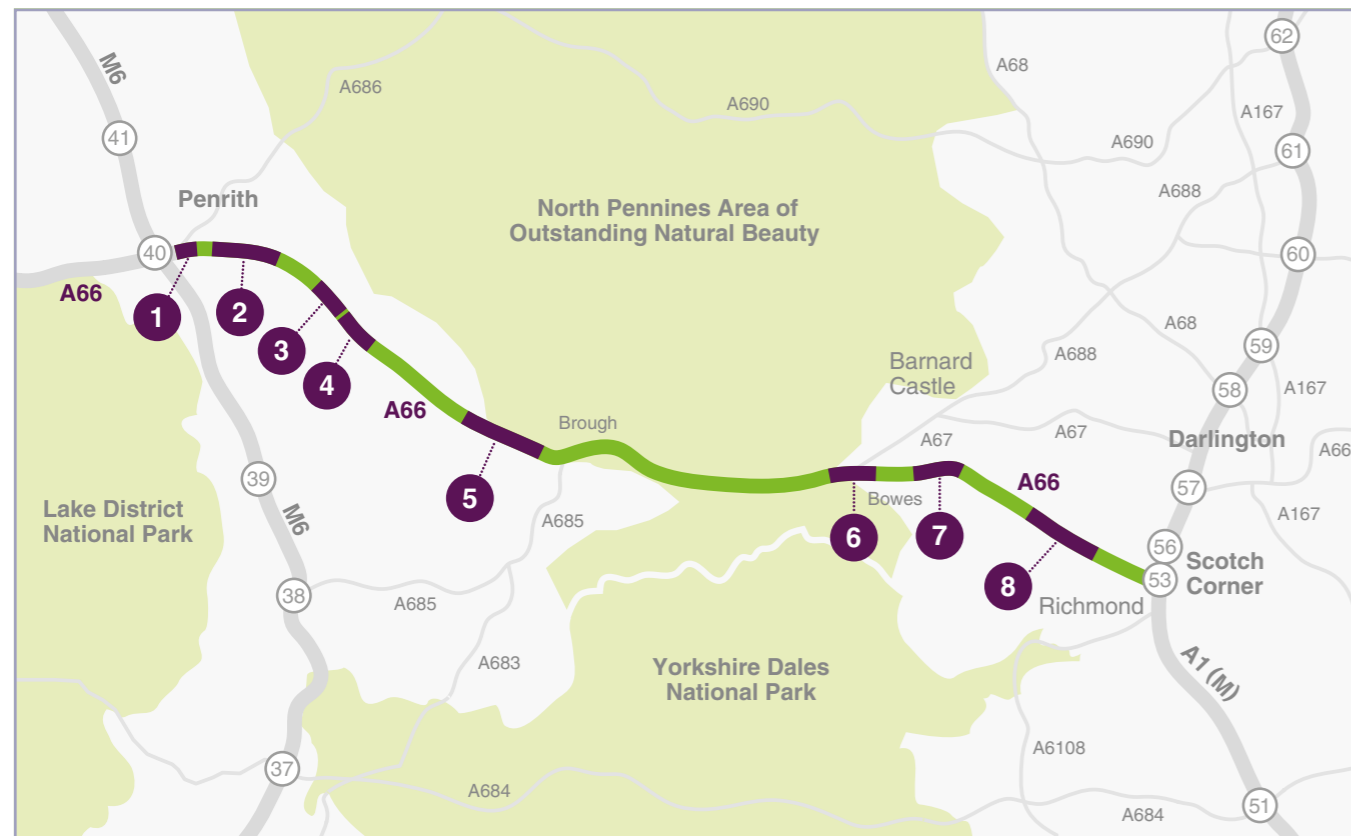
We propose to introduce dualling on seven sections of single carriageway. Of these seven sections, five have route options and the remaining two offer a single proposal. There is also an underpass or overpass choice at Kemplay Bank roundabout. In total, there were 15 different options for respondents to comment on.

The aim of the consultation was to understand which option was preferred by respondents (where there were options) but also to gather feedback on the route to inform the design stage.

Comments on the single option proposals are therefore also valuable in the design process.

While we invited comments on the major junctions at each end of the consultation area – M6 junction 40 and the A1(M) at Scotch Corner, we did not formally consult or provide options for these junctions. We will be engaging further around these major junctions and the smaller local access points along the route at a later date.

The maps in this section show each of the options presented at consultation. (These maps have been slightly adjusted since consultation in line with public feedback which was helpful in amending some factual inaccuracies).

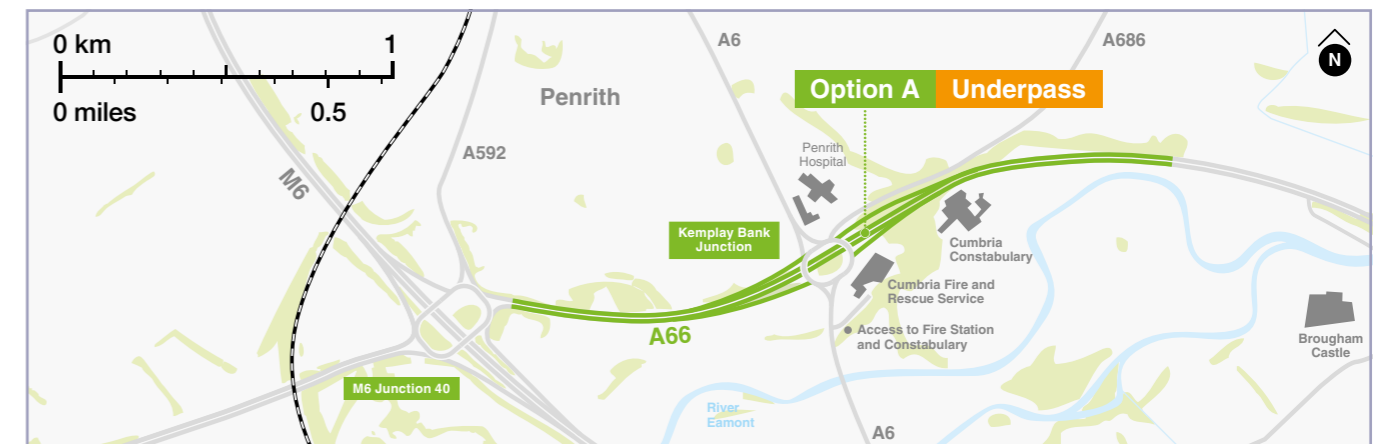
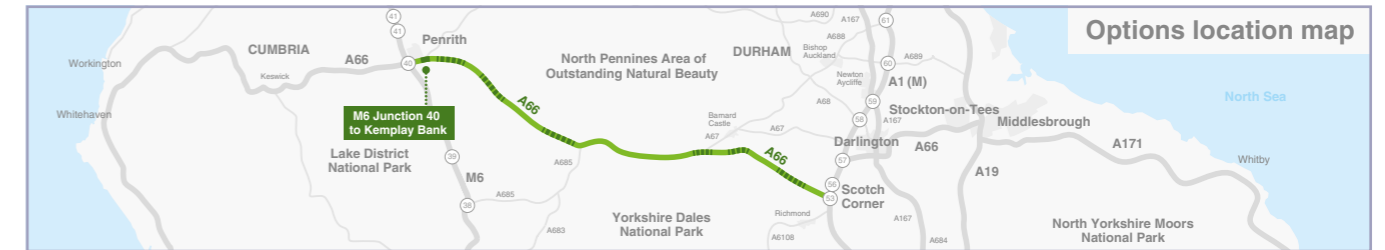


Map 1: Single carriageway sections

# M6 junction 40 to Kemplay Bank roundabout

The approach roads and junctions need to be improved and the two options proposed will either introduce a new underpass or overpass through the Kemplay Bank roundabout.

## Option A (underpass)



A new dual carriageway under Kemplay Bank roundabout providing an uninterrupted route for the A66 east and westbound.

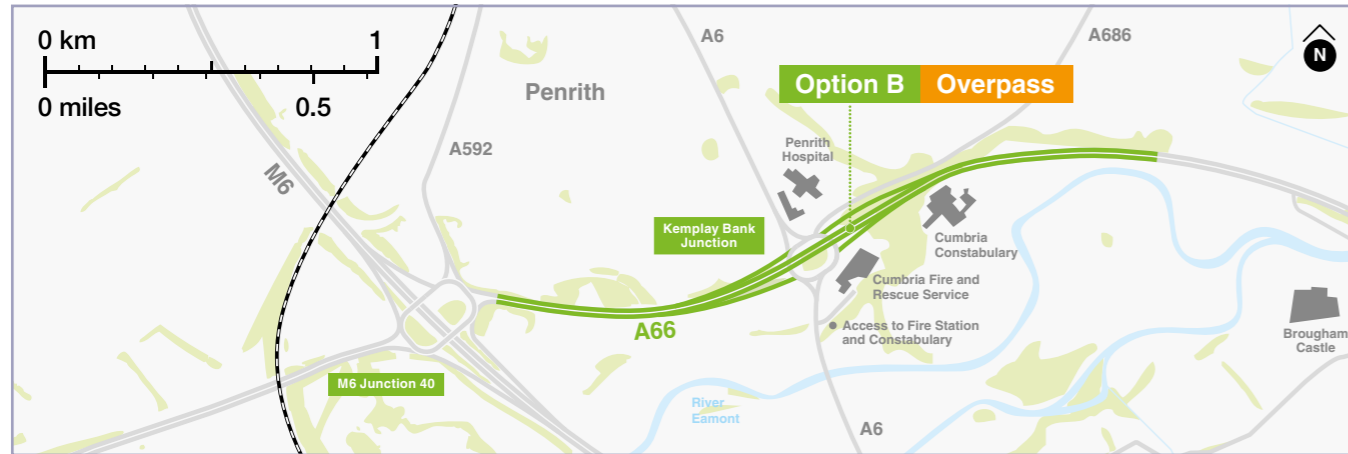
This option would require significant work on each of the arms of the roundabout, new retaining wall and bridge installations and the reconstruction of the roundabout itself.

The underpass serving the police and fire services would need to be removed and an alternative new access road constructed that would link into The Green, providing access to all the facilities in the south east of the junction.



# Penrith to Temple Sowerby

## Option B (overpass)



A new dual carriageway over the existing Kemplay Bank roundabout providing an uninterrupted route for the A66 eastbound and westbound.

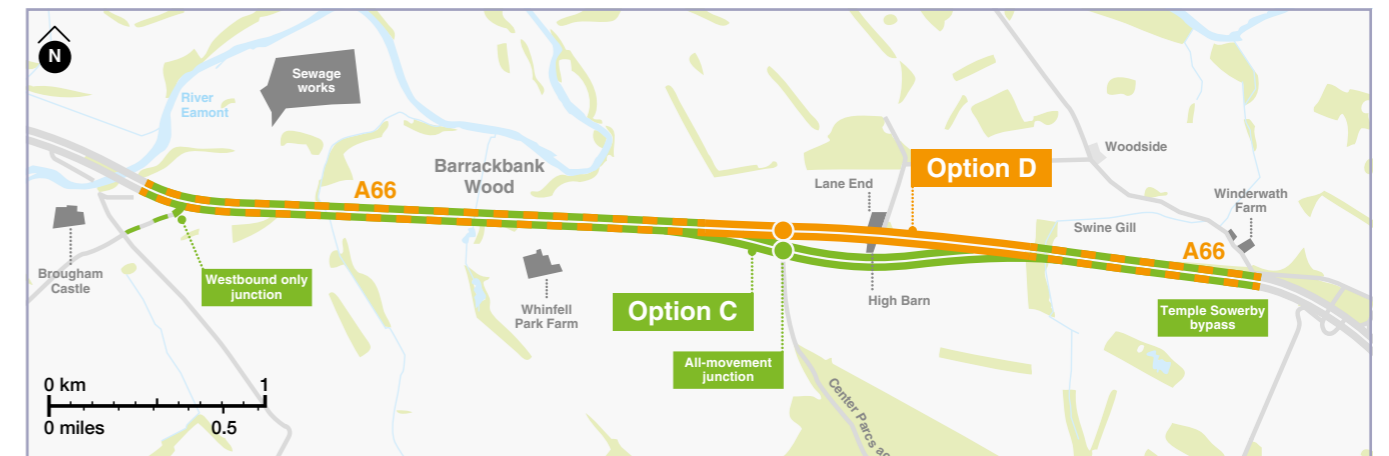
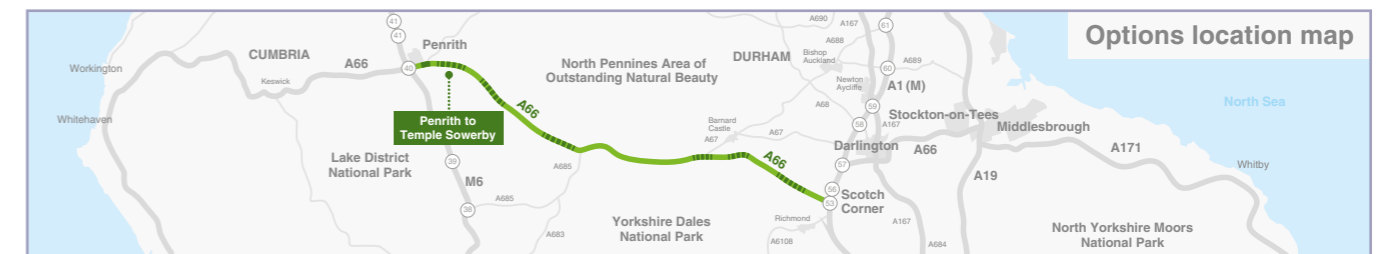
All other elements of this option would be the same as Option A.

We proposed two options to introduce a dual carriageway on this section. One required conversion of the existing single carriageway to dual along its existing alignment and the other the construction of a new dual carriageway to pass to the south of High Barn. A new junction will also be constructed at Center Parcs, providing access to the holiday park and local roads.

Between Brougham Castle and Whinell Park Farm, both options follow the line of the existing A66, utilising the existing carriageway where possible.

Both the options below would involve the realignment of some local roads and alternative routes would be provided to nearby junctions where required, improving ease of access for local road users and safety.

## Options C and D



### Option C

From Whinell Park Farm the road will divert to the south to avoid the hamlet of Lane End. The road will then re-join the A66 at Swine Gill before continuing to the Temple Sowerby Bypass.

### Option D

This option is the same as option C but will not divert the current road away from High Barn and will therefore require the demolition of some buildings.

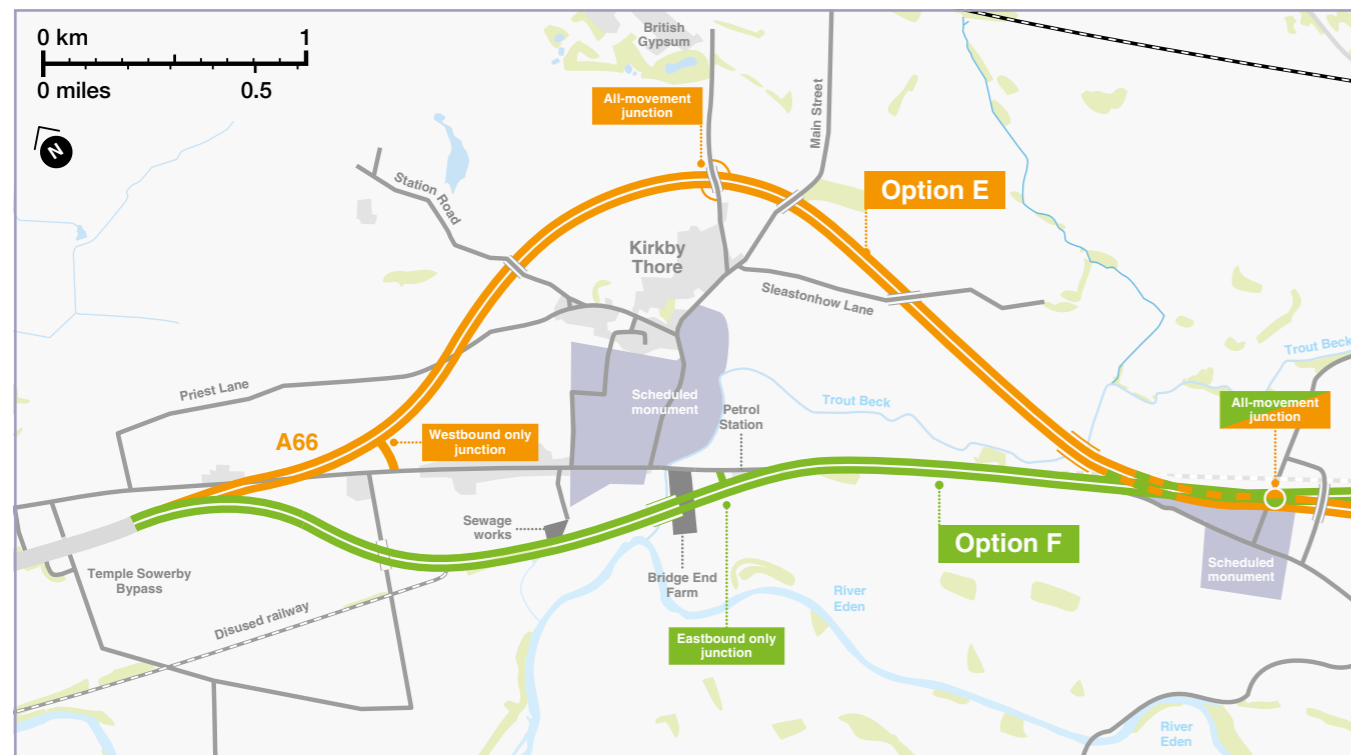
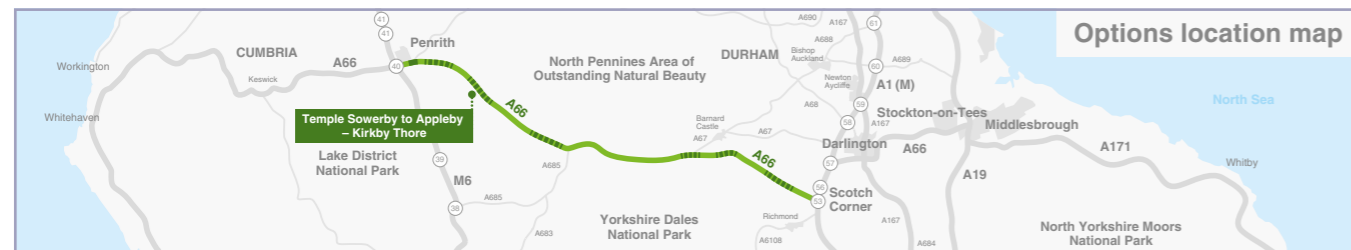




# Temple Sowerby to Appleby – Kirkby Thore

There are two upgrade options which will divert the A66 away from Kirkby Thore either to the north or the south of the village.

## Options E and F



### Option E (northern bypass)

A new dual carriageway bypass to the north of Kirkby Thore as an extension of the current Temple Sowerby Bypass. It will pass through several fields to the west and then travel away from the village to the north and east. It will mostly be built along a route which is generally lower than the surrounding land which will help preserve the visual outlook of properties in the north of the village.

An additional junction will be created to allow direct access to and from the British Gypsum site and will reduce the level of heavy goods vehicles moving through the village.

Four new bridges will be required over the existing road network at:

- New Kirkby Thore junction, north of the village
- Station Road
- Main Street
- Sleastonhow Lane

It would also require a new bridge over Trout Beck just before the new road returns to the original alignment.

### Option F (southern bypass)

A new dual carriageway would be constructed towards the south of Kirkby Thore as a continuation of the Temple Sowerby Bypass. It would cross several fields and follow the path of an old railway line until it re-joins the current A66 just after the BP petrol station near Bridge End Farm.

Additional underpasses would be required to provide access for local farms and pedestrians, walkers, cyclists and equestrians. A new junction would allow access to the former A66 and the village.

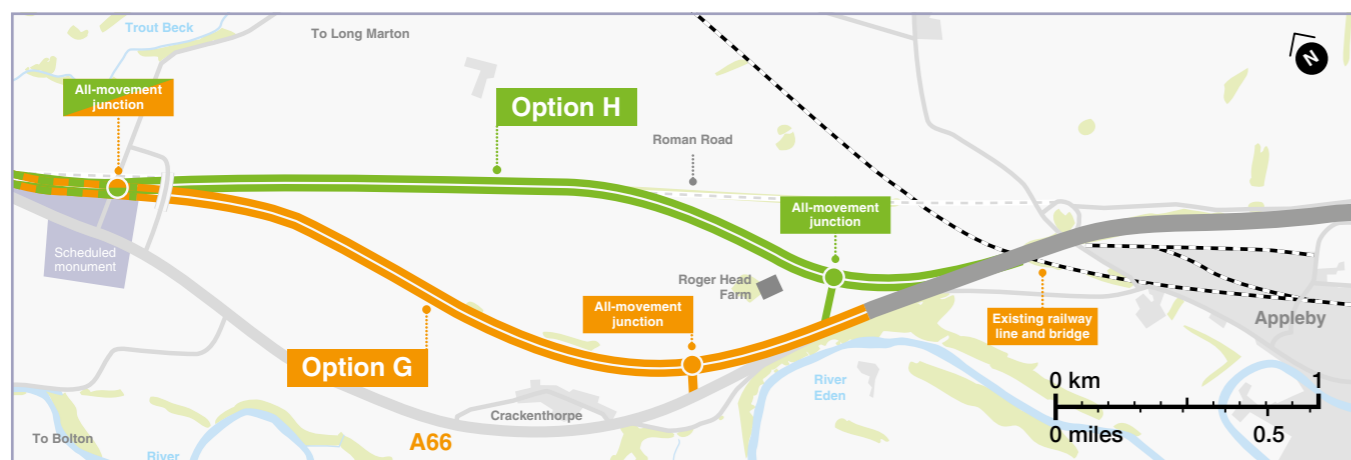
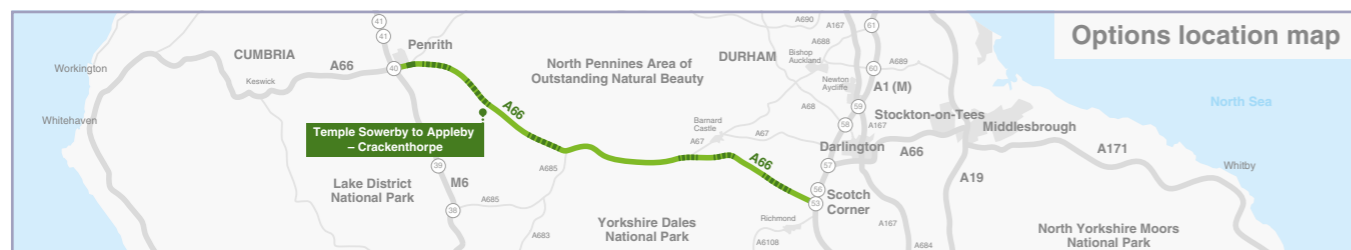
This option would require the demolition of several buildings.



# Temple Sowerby to Appleby – Crackenthorpe

There are two upgrade options which will divert the A66 away from Crackenthorpe to the north.

## Options G and H



### Option G (northern bypass closest to Crackenthorpe)

The route follows the path of the old railway line to the north of Crackenthorpe and two new junctions would be created to serve the villages of Bolton, Crackenthorpe and Long Marton.

It is proposed that the new road will re-join the current A66 just to the west of the Settle-to-Carlisle railway line.

### Option H (northern bypass furthest away from Crackenthorpe)

This option proposes a new bypass following the route of the original Roman Road to the north of Crackenthorpe and Roger Head Farm.

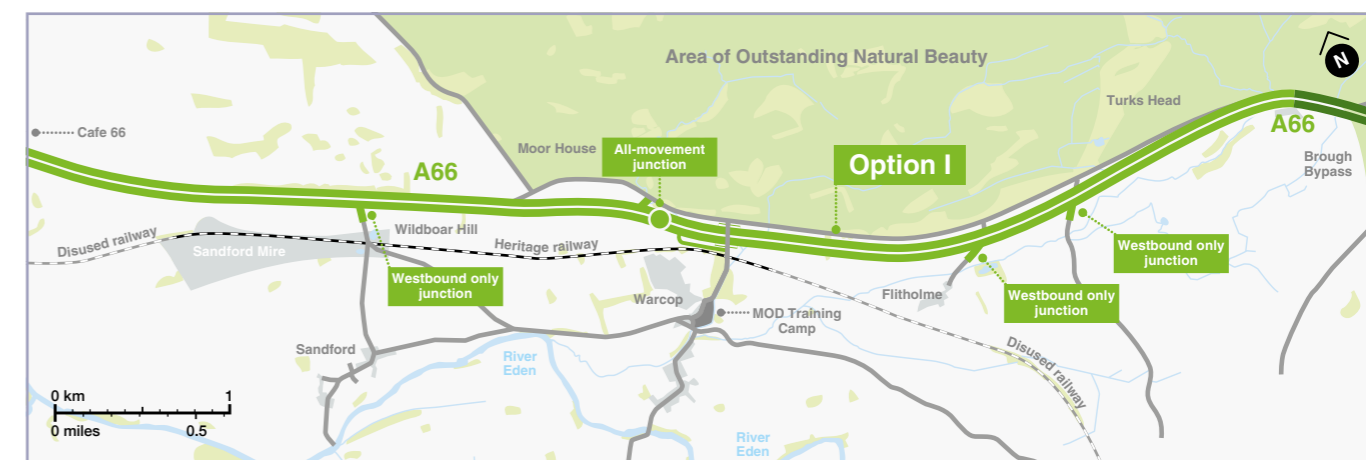
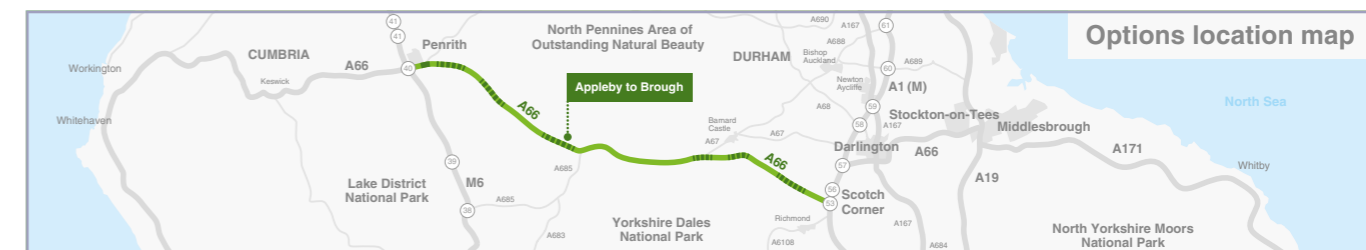
Two new junctions would be created to serve the villages of Bolton, Crackenthorpe and Long Marton.

It is proposed that the new road will re-join the current A66 just to the west of the Settle-to-Carlisle railway line.

# Appleby to Brough

Only one proposal exists for this section of the A66 due to the constraints outlined in the Discounted Options section on page 11.

## Option I



The current carriageway between Café 66 and Wildboar Hill will be widened and utilised as the eastbound carriageway and a new westbound carriageway will be constructed directly to the south of the current A66.

Between Wildboar Hill and the Brough Bypass a completely new dual carriageway will be constructed directly to the south of the current A66. The existing road will then be used for local access and pedestrians, walkers, cyclists and equestrians.

New culverts will divert streams under the road at Moor Beck and Lowgill Beck. A new junction and bridge will provide access from the new road to Warcop.

Access to the proposed route from local roads is to be limited to junctions at Flitholme, Landrigg, Sandford and Warcop which will make this section much less accident-prone. The existing A66 between Moor House and Turks Head will become part of the local road network for safer local access to nearby villages, especially for pedestrians, walkers, cyclists and equestrians.

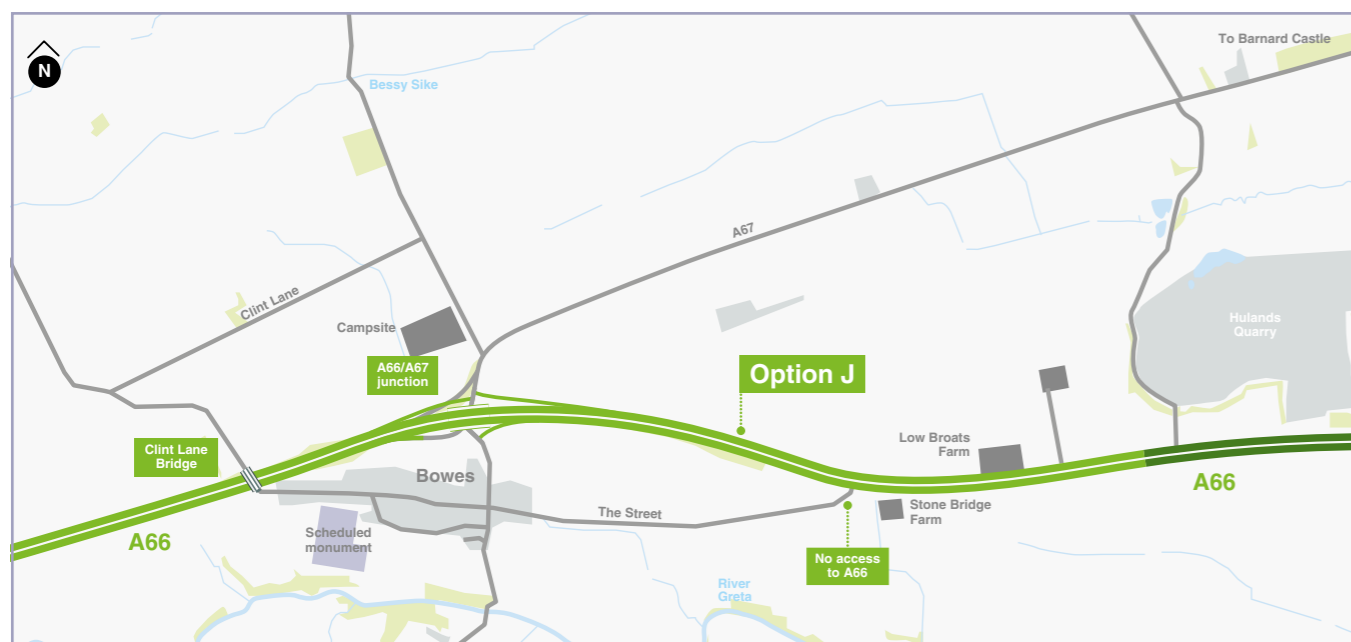
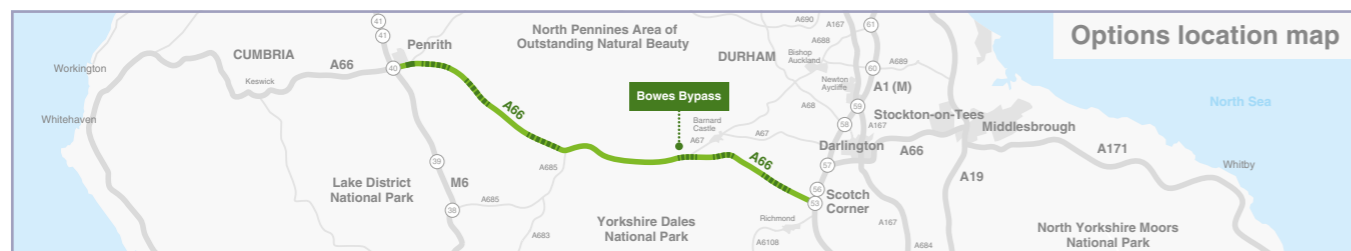
This option minimises the impact on the Area of Outstanding Natural Beauty to the north of the current A66 and provides continued access for local communities during construction.

The new dual carriageway will connect back into the existing A66 at Brough bypass.

# Bowes Bypass

Only one proposal exists for this section of the A66 due to the constraints outlined in the Discounted Options section on page 11.

## Option J



## Option J

We are proposing to widen the carriageway to the north of Bowes village and between Clint Lane Bridge and the junction for the A67 where a new eastbound slip road junction is being considered.

After the A67 junction we are proposing to use the existing carriageway for westbound traffic and construct a new eastbound carriageway north of the current road. This will require new or extended bridges to be built.

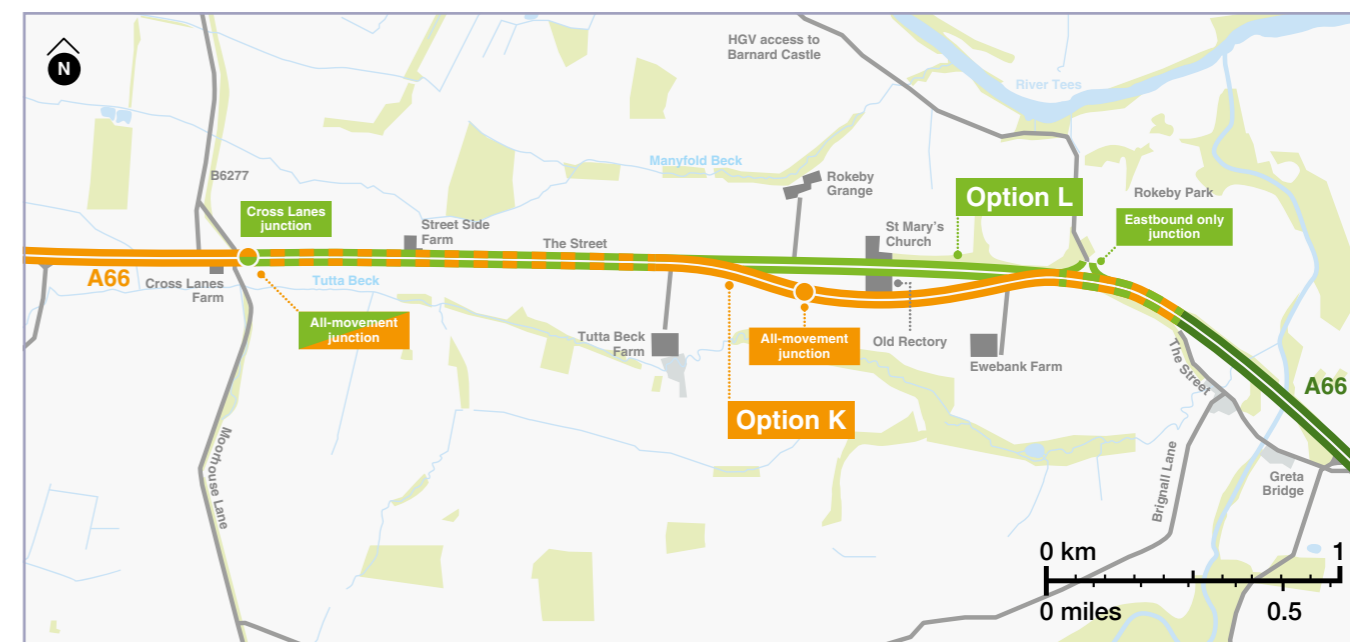
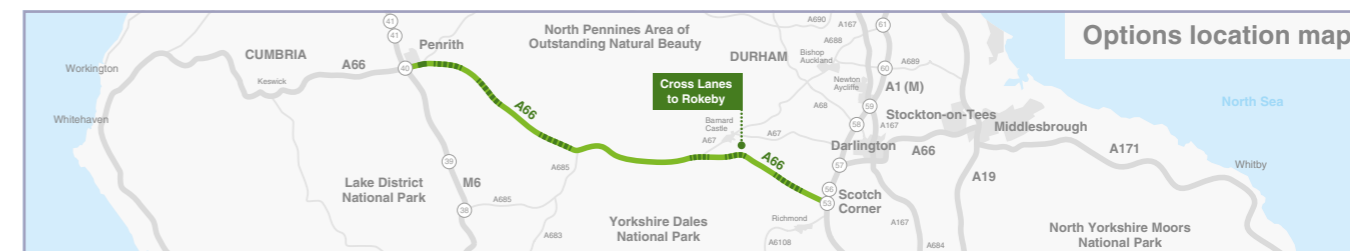
Two new eastbound slip roads will be built, providing access to and from the A67 and the village of Bowes. This would require the demolition of some derelict buildings and a neighbouring barn structure.

The Roman Road known as The Street will be closed to all users and access between Bowes village and the A66 instead provided by the upgraded Bowes junction, making access to the A66 safer for local traffic.

# Cross Lanes to Rokeby

A new westbound carriageway to the south of the current A66 between the B6277 junction at Cross Lanes and Rokeby, after which two options exist around the St. Mary's Church buildings.

## Options K and L



## Option K

Divert both carriageways to the south of The Old Rectory and St Mary's Church before re-joining the existing road at Rokeby.

A new junction will be provided for access to Moorhouse Lane, B6277 for Barnard Castle, Cross Lanes Organic Farm and the listed building Cross Lanes, making access safer and easier.

A new junction west of St Mary's Church is proposed to allow access to the original A66 and Rokeby.

Two new culverts will be constructed to accommodate Tutta Beck.

## Option L

This option is similar to Option K but the new westbound carriageway will be constructed next to the current carriageway. This will mean that some buildings to the south of the current A66 will need to be demolished.

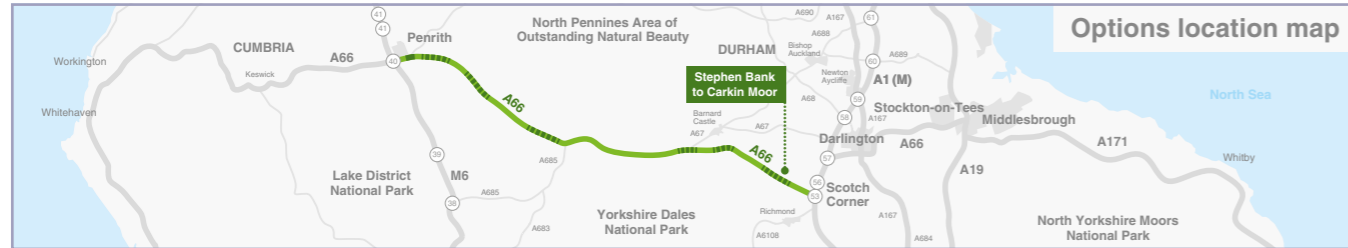
This option would retain local access at Rokeby junction for eastbound traffic. Westbound traffic would be required to utilise Cross Lanes junction and the B6277 for access to Barnard Castle.

# Stephen Bank to Carkin Moor

A new dual carriageway at Stephen Bank, followed by three different options that seek to minimise the impact on Fox Hall, Mainsgill Farm and the Carkin Moor scheduled monument.

All the options below will incorporate the dualling of the current A66 between Stephen Bank and West Layton broadly following the line of the existing road.

## Options M, N and O



### Option M

After West Layton, we propose a new dual carriageway to the south of the existing A66 and the properties at Fox Hall and Mainsgill Farm. It will re-join with the A66 at Carkin Moor Farm beyond the scheduled monument.

A new junction and bridge is proposed at New Lane to provide access to the new A66 for several properties and the villages of East and West Layton and Ravensworth. Several underpasses will be created to maintain land access and public rights of way.

### Option N

After West Layton, we propose a new dual carriageway to the north of the existing A66 and the properties at Fox Hall and Mainsgill Farm, before re-joining the A66 at Carkin Moor Farm.

A new junction and bridge on Moor Lane will provide safe and easy access to the old A66, the villages of East and West Layton and Ravensworth and the Mainsgill Farm Shop.

The new dual carriageway is expected to re-join the A66 just after Mainsgill Farm and therefore requires the widening of the road through the scheduled monument.

### Option O

This option follows the same route as option M as far as New Lane where it diverts north avoiding Mainsgill Farm shop.

A new eastbound junction is proposed at Fox Hall to provide local access to the old A66 and West Layton. New Lane will be realigned to connect with the new A66 to provide access for Ravensworth.

The proposed route will continue in a northerly direction to a new junction at Moor Lane which will provide access from Mainsgill Farm and the former A66.

The new dual carriageway is expected to re-join the A66 just after Mainsgill Farm and therefore requires the widening of the road through the scheduled monument.



# 5. Consultation approach

Our consultation methodology was established in our Approach to Public Consultation document which outlined the consultation and established the distribution areas for consultation materials. This document, and the distribution area, were agreed by local authorities along the route. A copy of the approach to public consultation can be seen in Appendix B.

### Consultation period

The consultation period ran for eight weeks from 16 May to 11 July 2019.

### Early awareness-raising

We undertook some early engagement starting in March 2019 to better understand any constraints as well as priorities for local people and road users around the proposed options for potential dualling. This work built on engagement in previous stages of the project.

A planned and focused approach was adopted to ensure high quality and meaningful engagement. This provided opportunities for sharing complex and technical information and facilitated relationship building with key stakeholders.

We undertook a number of meetings with key stakeholders prior to the consultation period. These included, amongst others, parish and town councils along the route, Cumbria County Council, Durham County Council, North Yorkshire County Council, Tees Valley Combined Authority, Transport for the North, Freight Transport Authority, Environment Agency, Historic England and Natural England.

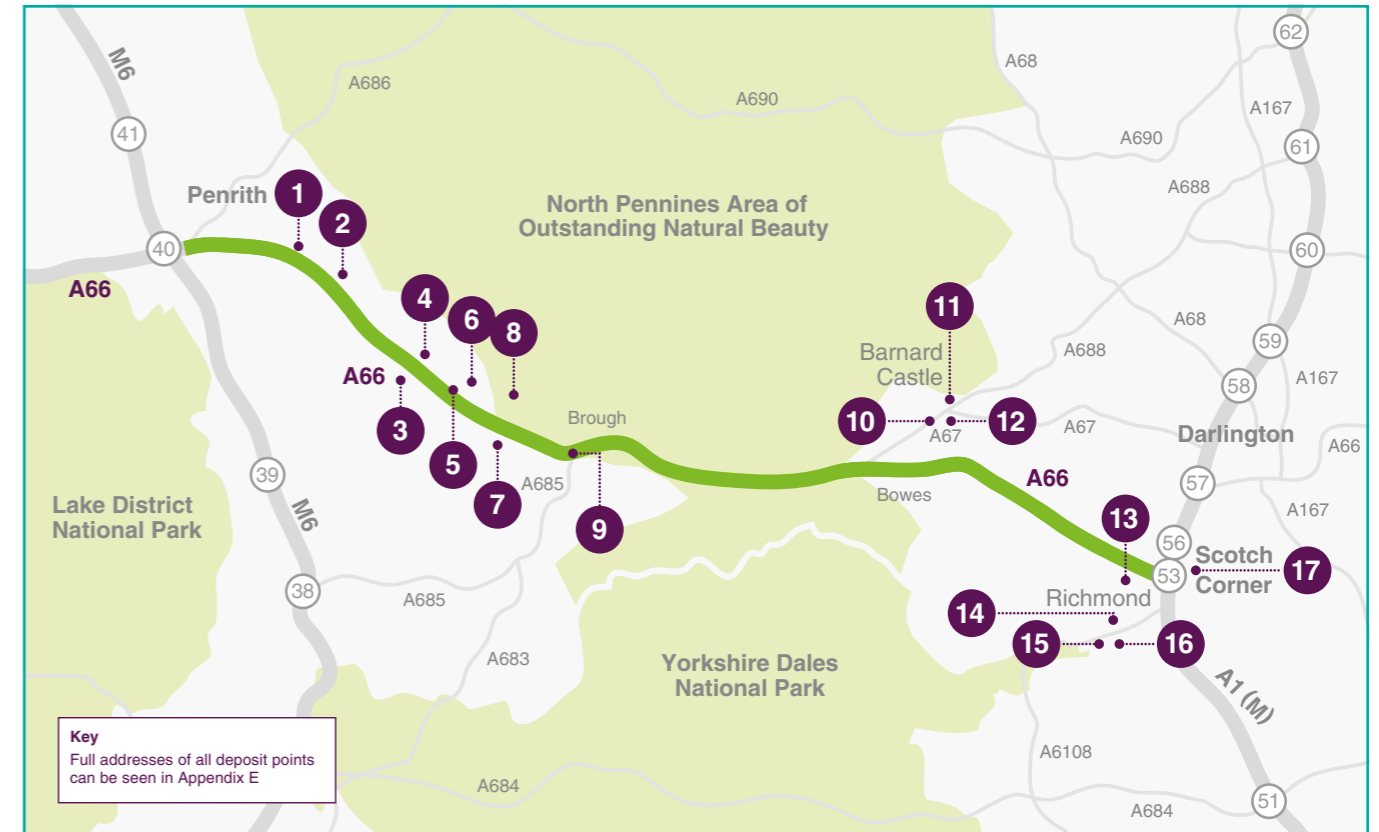
We have also met with landowners and held focus groups with stakeholders spanning business, freight and ports, local authorities, emergency services, environmental interest groups, walkers, cyclist and equestrians.

In March 2019, prior to the pre-election period, we carried out a period of awareness raising to alert local people to the forthcoming consultation events. This activity took the form of advertisements in local newspapers Northern Echo, Teesside Gazette and the Cumberland and Westmorland Herald and flyers distributed through deposit points in publicly accessible buildings along the route (see map opposite). A list of deposit points can be found in Appendix E, while copies of the flyer and press adverts are in Appendices F and G. The adverts and the flyers detailed the events programme and directed people to the project webpage for further details.

Businesses and landowners who might be impacted by the plans were subject to a separate strand of engagement activity (see page 30) and the public and stakeholders had the opportunity to share their views on the options through the public consultation.

This consultation activity is summarised later in this document (see page 28).

**The consultation period ran for eight weeks from 16 May to 11 July 2019.**



Map 2: Deposit points

### Stakeholder Reference Group

The Stakeholder Reference Group (SRG) was originally organised to help us begin the process of gathering local knowledge. We sought an early understanding of the needs, priorities and opinions of local people and groups around the options for dualling the remaining single carriageway sections of the A66.

The group meets at key stages in the project and is designed to be a consultative and advisory group. It currently comprises 136 representatives of organisations such as the emergency services, local authorities, business representative bodies and special interest groups.

In line with feedback, the Stakeholder Reference Group membership also formed the basis for a series of focus groups which were held at the Holiday Inn Scotch Corner in March 2019. The focus groups gave the project team the opportunity to outline the proposed options and explore any local constraints and issues raised by members.

The focus groups were also used as an opportunity to test the consultation materials including the design options which would be used at the public consultation.

## Statutory Environmental Bodies

Throughout this stage, the project has engaged with statutory environmental bodies (SEB) to share the emerging options and explore the environmental appraisal of the routes. These bodies comprise the Environment Agency (EA), Historic England (HE) and Natural England (NE) who have been engaged through a series of meetings as the plans have been developing.

Through this engagement, we gained a detailed understanding of the environmental constraints associated with each of the route options. In particular we worked collaboratively with the SEBs to gather additional information on the scheduled monuments along the route, the North Pennines AONB and special habitats. Information gathered on the River Eden Special Area of Conservation (SAC) and the Roman Fort Scheduled Monument at Carkin Moor has been particularly helpful in informing the option selection.

## Industry and utilities

Key major industry stakeholders, such as utility companies, have been identified to seek important technical information including constraints associated with existing assets and future development plans. Preliminary enquiries have been made to all utility companies about the locations of their assets to assist with understanding the impact on the proposed route options.

## Business engagement

Businesses along each of the route options have been contacted as part of the landowner engagement strategy and a number of meetings have taken place between our team and landowning and tenant businesses.

The project has also engaged with wider industry stakeholders comprising prominent local businesses in the freight and ports sectors, along with membership organisations such as the Chambers of Commerce and the Federation of Small Businesses. These organisations were part of the Business, Freight and Ports workstream which conducted face-to-face, telephone and online interviews in September and October 2019.

## Consultation event publicity

Due to the size of the consultation area, and the timing of the consultation events (shortly after the local elections in May 2019), the consultation was widely advertised along the route corridor in a second phase after the election period.

The public consultation events were also advertised in the same newspapers which were used in March, ahead of the pre-election period in May 2019. In addition, press releases were distributed to the media advertising the events.

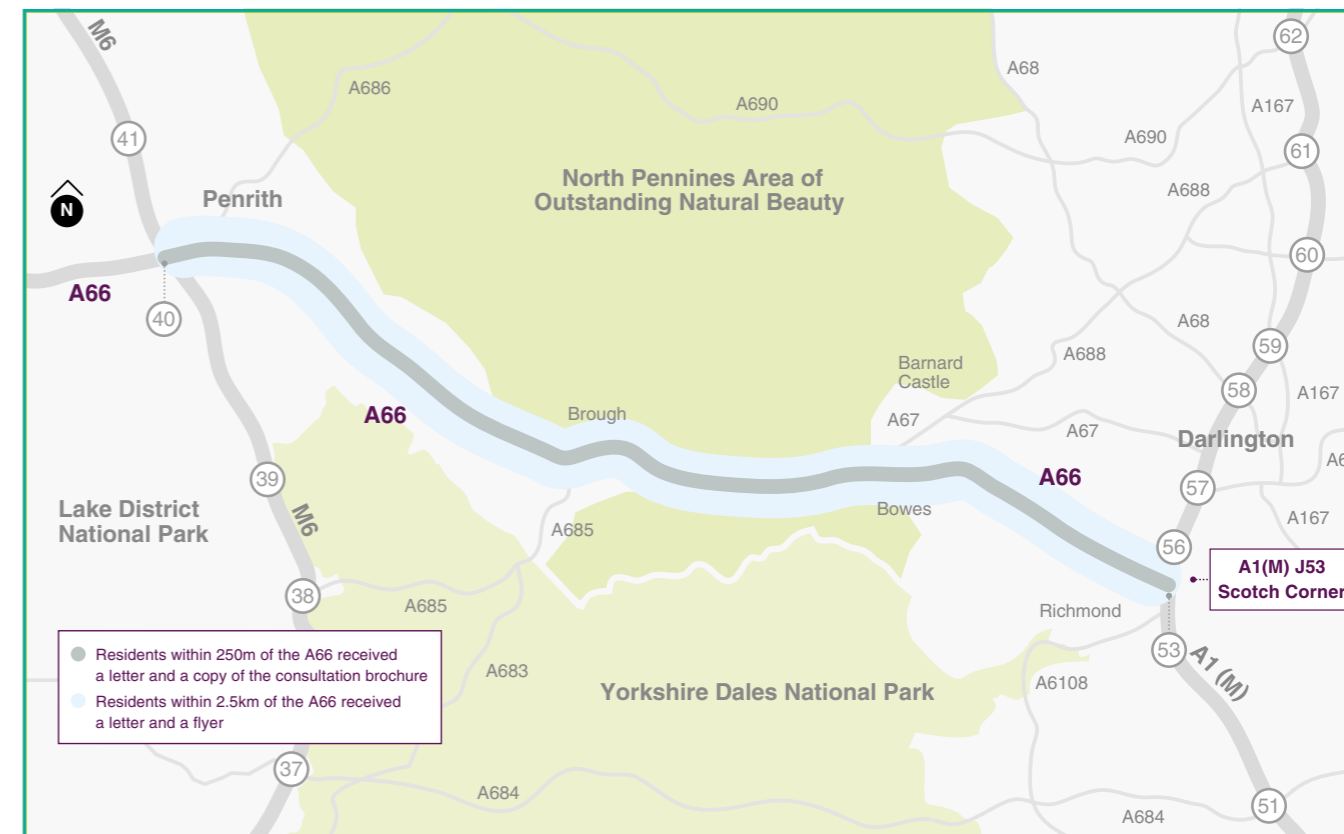
In May 2019 we produced a public consultation brochure, providing context to the A66 Northern Trans-Pennine project and detailing the seven sections of proposed dualling and the route options for each, it also outlined the Kemplay Bank roundabout improvements. The brochure included a detailed table on the benefits and impacts of each section proposed.

Prior to the consultation period, all Parish and Town Councils along the route were invited to one of two briefing meetings which were held in Penrith and Darlington to outline the project and the consultation process.

## The consultation

The brochure was mailed to all residents living within 250m of the A66 between the M6 junction 40 and the A1(M) at Scotch Corner to arrive on the first day of consultation (see map 3). It was also made available at 18 publicly accessible deposit points along the route including the Highways England office in Penrith. (See Appendix E).

Two planned consultation dates at the start of the programme were moved to accommodate a consultation launch event attended by the then Secretary of State for Transport, Chris Grayling. An updated project flyer with the amended dates was therefore produced and distributed to all households within 2.5km of the A66 between the M6 junction 40 and the A1(M) at Scotch Corner (See Map 3 for distribution area). The flyer detailed the consultation events with locations and times and signposted to the project page for further details (see Appendix F).



Map 3: Consultation materials distribution area

The brochures were also made available, along with a freepost envelope (for returning the response form), in deposit points. Posters were displayed in the same locations (See Appendix H).

Venue-specific posters were produced for each consultation location, advertising the details of the events which were to be held there. These were displayed in the venues in the run-up to the consultation events.

The online A66 project webpage promoted the consultation and provided details of the consultation events, copies of the brochure, response form and Approach to Public Consultation document which was produced to outline the process. There was also an online response form where people could submit their views.

## Landowner engagement

Engagement with key landowners, tenants and occupiers – who may be impacted or have land holdings adjacent to options put forward for consultation – was a high priority for the project team. Whilst it was not possible to share the route options in advance of the consultation period, letters were sent in May 2019 to all 224 landowners along all of the route options inviting them to book a one-to-one session with the project team during the consultation period.

A follow-up letter was issued in June 2019 to remind landowners of the opportunity to meet with us during consultation.

A total of 70 meetings were held with landowners and their representatives throughout the consultation period and were attended by a Highways England representative.

## Publicity during consultation

Throughout the consultation period, media releases and photocalls generated considerable media coverage locally which further publicised the events. A key element of this activity was the consultation launch, at Gilling West, attended by Chris Grayling MP who was, at the time, Secretary of State for Transport. He spoke with media on the route and addressed key stakeholders in the consultation venue (samples of press coverage can be seen in Appendix I).

In addition, there were regular tweets from @HighwaysNWest and @HighwaysNEast to promote the consultation period and events. Organisations such as local authorities also promoted the events through their social media channels.

## Consultation events

In total, 21 consultation events were held during the consultation period to allow the local community to speak with the project team. 20 of these events were open to the public and one was held at the holiday destination, Center Parcs as a major local employer for members of staff.

In addition, on Thursday 16th May 2019, a consultation launch event was held for invited stakeholders such as MPs, local councillors and parish councillors at Gilling West Village Hall. [The invitation letter is included in Appendix C. There were 134 attendees at this event.](#)

The team delivered a workshop for children at Kirkby Thore Primary School. This followed feedback through the local parish council that more engagement in the community would be welcome. The workshop centred on the plans for the A66 and around how Highways England operates and aimed to increase awareness of the consultation with teachers and pupils and, through them, reach out to parents and carers.

At the consultation events, people were invited to sign in and the total number of attendees was recorded for each event. The table opposite shows the details of the event and the numbers of attendees at each session.



Event locations, times and attendees		
Date and time	Venue	Visitors
Thursday 16th May Launch event 11:00 – 13:00	Gilling West Village Hall, High Street, Gilling West, Richmond DL10 5JG	134
Thursday 16th May 13:00 – 19:00	Gilling West Village Hall, High Street, Gilling West, Richmond DL10 5JG	136
Friday 17th May 11:00 – 19:00	Penrith Rugby Club, Winters Park, Penrith CA11 8RQ	184
Saturday 18th May 10:00 – 14:00	Penrith Rugby Club, Winters Park, Penrith CA11 8RQ	119
Wednesday 22nd May 11:00 – 19:00	Gilling West Village Hall, High Street, Gilling West, Richmond DL10 5JG	109
Thursday 23rd May 11:00 – 19:00	Gilling West Village Hall, High Street, Gilling West, Richmond DL10 5JG	97
Wednesday 29th May 11:00 – 19:00	The Appleby Hub, Chapel St, Appleby-in-Westmorland CA16 6QR	154
Thursday 30th May 11:00 – 19:00	The Appleby Hub, Chapel St, Appleby-in-Westmorland CA16 6QR	96
Friday 31st May 11:00 – 19:00	The Appleby Hub, Chapel St, Appleby-in-Westmorland CA16 6QR	154
Saturday 1st June 10:00 – 14:00	The Appleby Hub, Chapel St, Appleby-in-Westmorland CA16 6QR	109
Tuesday 4th June 11:00 – 19:00	Penrith Parish Centre, St Andrews Place, Penrith CA11 7XX	93
Wednesday 5th June 10:00 – 14:00	Penrith Parish Centre, St Andrews Place, Penrith CA11 7XX	69
Thursday 6th June 10:00 – 14:00	Penrith Parish Centre, St Andrews Place, Penrith CA11 7XX	52
Wednesday 12th 11:00 – 19:00	The Witham, 3 Horse Market, Barnard Castle DL12 8LY	94
Thursday 13th June 11:00 – 19:00	The Witham, 3 Horse Market, Barnard Castle DL12 8LY	117
Friday 14th June 11:00 – 19:00	The Witham, 3 Horse Market, Barnard Castle DL12 8LY	114
Saturday 15th June 10:00 – 14:00	The Witham, 3 Horse Market, Barnard Castle DL12 8LY	49
Monday 17th June 10:00 – 14:00	Penrith Parish Centre, St Andrews Place, Penrith CA11 7XX	46
Tuesday 18th June 11:00 – 19:00	Penrith Parish Centre, St Andrews Place, Penrith CA11 7XX	79
Friday 21st June 11:00 – 19:00	The Station, Station Yard, Richmond DL10 4LD	138
Saturday 22nd June 12:00 – 16:00	The Station, Station Yard, Richmond DL10 4LD	127
Tuesday 25th June 10:00 – 14:00	Center Parcs, Whinfell Forest, Penrith CA10 2DW	63

**Table 2: Event dates, times, locations and number of attendees**

Exhibition panels presenting information about the dualling programme and maps of each of the sections of the A66 with the route options were displayed at the consultation events (copies can be found in the Appendix J).

Members of the project team covering all disciplines were on hand to answer questions or provide more information.

Paper copies of the consultation brochure and response form were handed out to attendees at the events, and facilities were available for visitors to complete the form at the events.

Attendees were also invited to put a pin in a large format map to show their home location. This map was a useful tool to highlight where people had travelled from to attend the consultation. Overwhelmingly, the events attracted a local audience which supported our strategy of holding multiple events in locations along the route.

### Consultation response channels

Consultation responses were accepted through the following channels:

- Online, using the online response form
- Submitting a paper copy of the response form at public consultation events
- By post using a freepost address printed on the paper response forms
- Email to the dedicated project email address: A66NTP@highwaysengland.co.uk

The ways in which people could respond to the consultation were widely publicised and made clear in the consultation material as was the deadline for submission. All responses received by 11.59pm on 11 July 2019 were included within the consultation analysis. This was extended until 15 July for postal responses which were posted within the consultation period but not received by July 11.

### Data management

Submissions from the online response form were analysed. Hard copies responses were scanned digitally, analysed and the original hard copies were placed in secure storage for the duration of the analysis.

### Data processing

We appointed a wholly independent research and analysis organisation to process and analyse the responses. As part of their independent assurance, they reviewed the response form to ensure questions were impartial and not leading prior to consultation.

In line with the Government Digital Strategy, we directed respondents to the online consultation platform. This platform contained links to the consultation material and a link to the secure online survey.

Many respondents could not, or chose not to, respond online or via email. Hard copy versions of the response form and accompanying freepost envelope were made available at the consultation events to supplement those which had been distributed through deposit points and by mail.

This consultation attracted a very high level of paper responses with 46% of the total responses coming in as posted response forms.

Respondents were not limited to using the response form. People responding to the consultation were also able to send their own written response via the freepost address or by email directly to the A66 inbox managed by Highways England. These responses were forwarded to the analysis organisation for inclusion in the analysis.

The table opposite shows the response channels utilised in the A66 Northern Trans-Pennine project consultation.

Response channel	Count
<b>Total public responses</b>	<b>764</b>
Online response form	342
Paper response form	372
Letter	3
Email	47
<b>Total organisation/group responses</b>	<b>90</b>
Online response form	33
Paper response form	19
Letter	1
Email	37

**Table 3: Number of responses by channel**

### Data analysis

Closed question responses (e.g. multiple choice 'tick box' format) were totalled. The open question responses (which contained the free text comments) were each analysed to identify the themes emerging from the consultation. We worked alongside the analysis organisation to consider the responses received and the emerging themes.

The response form included 11 questions in an open-ended format. Responses to each question were reviewed and a codeframe created for each issue raised in the comments. As the codeframes were developed from the responses received, they are unique to the A66 consultation.

The total number of codeframes therefore provides a quantitative measure of the issues being raised and a frequency count of these codes shows the relative importance of this issue in terms of the number of times the issue was raised by respondents.

The full report, A66 Northern Trans-Pennine Project Consultation, Analysis of Findings, written by Ipsos MORI, along with all appendices, codeframes and a full analysis of the responses can be seen in Appendix D.

We have considered the responses and consultation themes identified from the analysis described in the development of a Preferred Route for the A66 which will be taken forward to the design stage and recommended to Government. They will also be considered during the further design and development of the project.

### Limits of the information

This report is based on the responses received to the consultation, and therefore does not constitute a technical assessment of the proposed improvements. This report analyses the opinions stated by those who responded to the consultation and, as such, is a self-selecting sample. Therefore, the information in this report is not representative of all in the local community or stakeholders. The value of the consultation is in identifying the issues and views of those who have responded and their perceptions of the proposals.

Three email responses were received outside of the consultation period are not counted in terms of the charts in this report but will be considered as part of the preferred route decision.

**This consultation attracted a very high level of paper responses with 46% of the total responses coming in as posted response forms.**





# 6. Responses by respondent profile

A total of 854 responses were received during the public consultation period. A further three were received by email outside the consultation period and have not therefore been included in this analysis but have been considered as part of the preferred route decision.

The feedback form distributed inside the A66 brochure captured some analytical data from respondents to provide some background information about the residents and stakeholders who responded to the consultation. Details of respondent profiles are broken down, by response form question and the submitted answers on pages 35 and 36.

## Response channel

Of the 854 unique consultation responses received during the consultation period, 90 responded on behalf of an organisation or group and the remaining 764 responses were from members of the public.

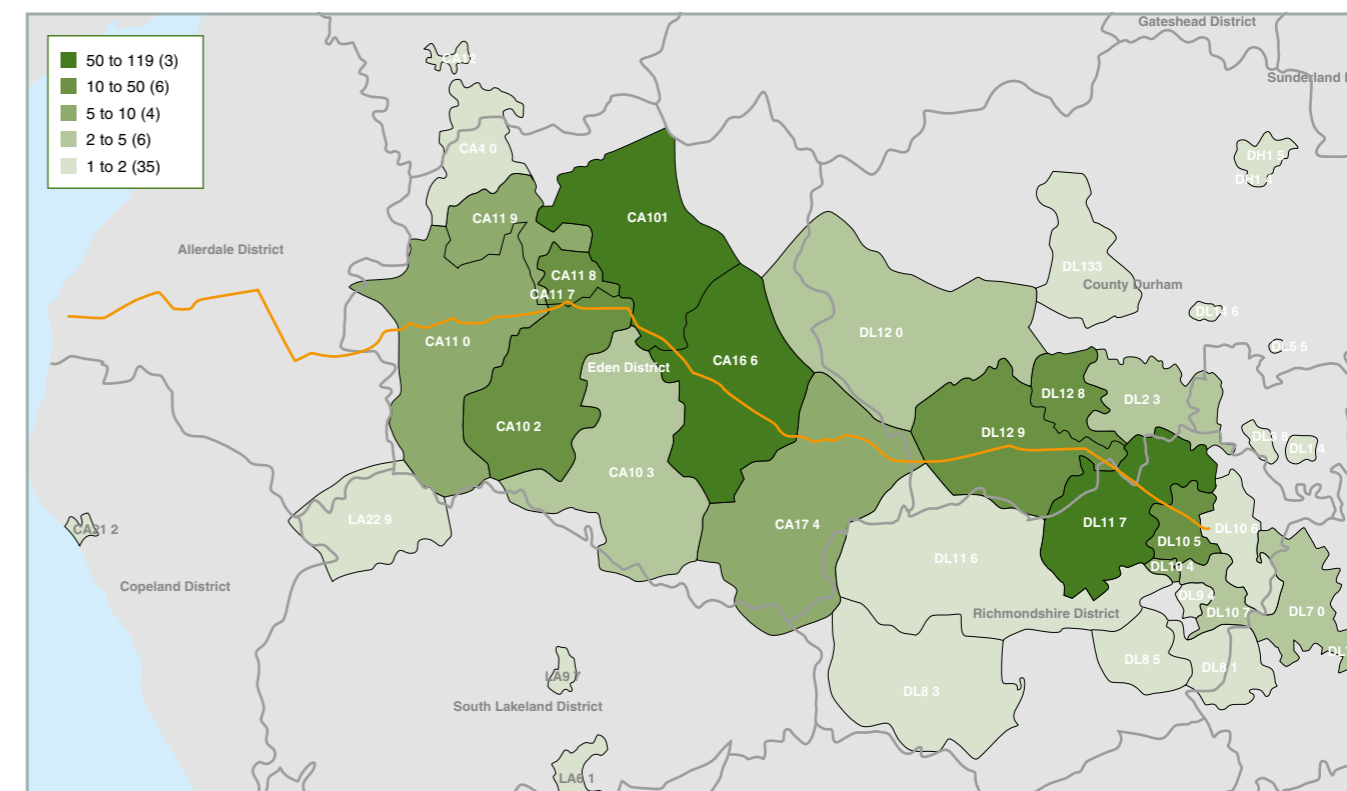
Of the organisational responses, 19 were received as paper response forms, 33 via the online response form, 37 responses were received by email and 1 as posted correspondence.

Of the public responses, 372 were received as paper response forms, 342 via the online response form, 47 responses were received by email and 3 as posted correspondence.

It is important to note that while there were 854 responses to the consultation, only 766 of those responded on an online or paper response form so that is the maximum number of responses for the closed questions analysed in sections five and six of this document. Also, not all of these 766 respondents answered every question on the form. The total number of respondents is included in the analysis of each question.

## Respondents' postcode information

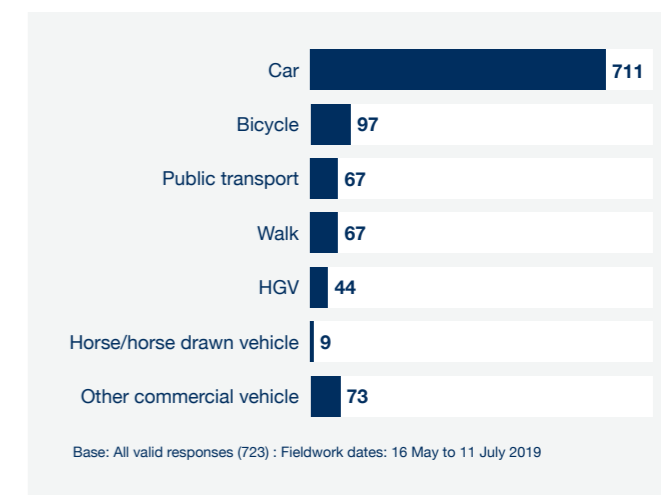
Most responses were generated from postcodes directly on the route of the A66 which supports the strategy of having multiple drop-in sessions along the consultation area corridor. The map below shows the highest response areas by postcode.



Source: A66 Northern Trans-Pennine Project Consultation, Analysis of findings. Ipsos MORI 2019

## Road users

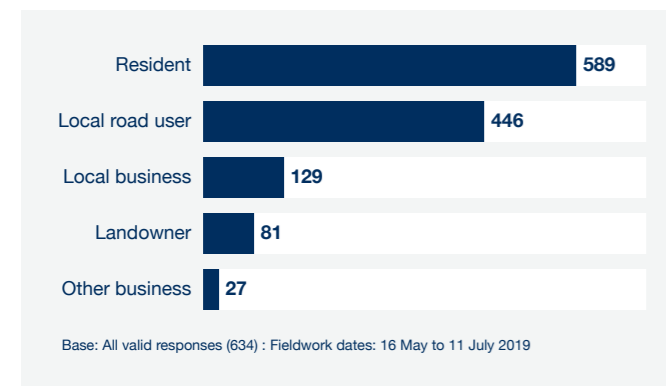
The feedback form asked respondents how they currently used the A66. The responses are shown in the table opposite. Of the 723 responses, the vast majority are using the road in private cars but the table also shows representation from other vehicle users as well as equestrians, cyclists and pedestrians.



## Nature of interest in the A66

Respondents asked about their interest in the A66 route and the potential dualling programme. As shown in the chart below, out of the 634 responses received, 589 were submitted by local residents, 446 also said that they regularly use the A66 in the study area, in a private vehicle. It should be noted that respondents could select more than one option for their interest in the consultation.

### Q10. What is your interest in the A66?

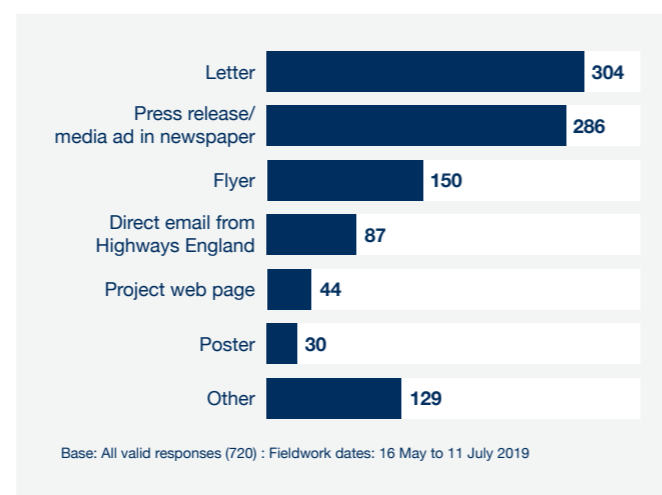


## Consultation information

We are keen to ensure that we deliver our consultations in the best way to reach our customers. As part of this we asked respondents about their experience of the consultation process by asking: "How did you hear that the consultation was happening?" 720 people responded to this question.

Information about the consultation was distributed via a number of different channels along the A66 to ensure that as many people as possible heard about the events. We were keen, therefore, to understand which communication had been successful in informing local people about the consultation process. The 'other' category received a high level of responses (129 respondents) and anecdotal feedback at consultation suggested this was word of mouth. This information about how people heard about the events will help inform our future approach to consultation.

### Q15. How did you hear the consultation was happening?



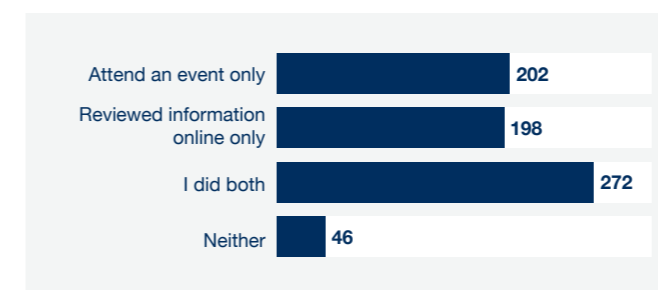
Out of the 634 responses received, 589 were submitted by local residents, 446 also said that they regularly use the A66 in the study area.

## Questions on the consultation

We also wanted to know if respondents had attended one of our consultation events before filling out their response form.

Out of the 766 respondents completing the form, 718 responded to this question. Of those, 202 said that they had attended one of the consultation events held along the route. A further 198 respondents said that they hadn't attended an event but had reviewed the information online while 272 said they had been to an event and reviewed the online information. Finally, 46 people filled out the response form without reviewing online materials or attending an event. Therefore 66% of respondents completing this question had attended one of the consultation events.

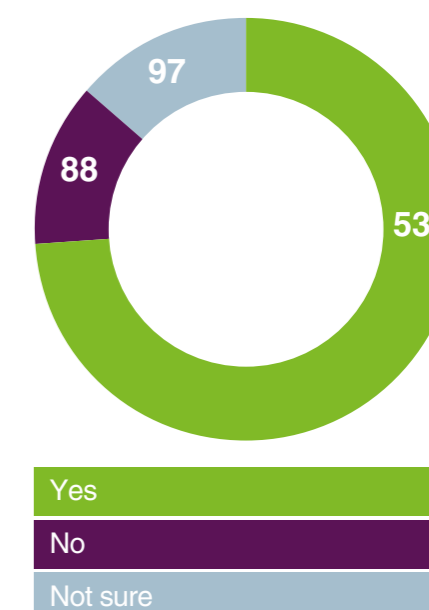
### Q13. Did you attend one of the consultation events or did you review the consultation brochure information online?



Finally, we asked respondents if they were happy with the level of detail included in the consultation brochure.

A total of 718 people responded to this question with 74% (531) responding that they were happy with the level of detail. 88 respondents felt there was not enough detail in the brochure and a further 97 were unsure.

### Q14. Do you think the consultation brochure contained enough information about the proposed scheme?



# 7. Consultation responses to options

Respondents were asked their views on a total of 15 options over seven single carriageway sections and Kemplay Bank roundabout. In some sections there are a choice of options and in others a single suggested route.

In the response form people were asked a closed question "To what extent do you agree or disagree with this option?" They were provided with six tick boxes ranging from 'strongly agree' to 'strongly disagree' with an option for 'don't know'. The following graphs are taken from the report A66 Northern Trans-Pennine Project Consultation, Analysis of Findings and show the total number of responses for each question with a total number for

those who agree (those who responded 'strongly agree' or 'tend to agree') and disagree ('strongly disagree' and 'tend to disagree').

In addition, there was an open text question asking respondents to provide more information on which elements of the option they liked or disliked. They were encouraged to give as much detail as possible. The most frequent reason for agreeing and disagreeing with each option, along with the number of mentions, is included.

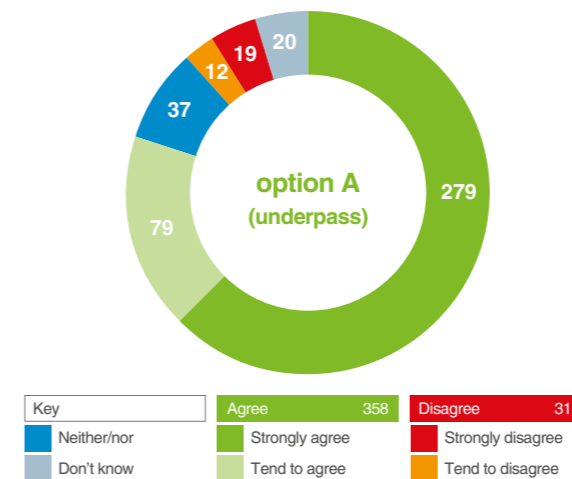
For maps and descriptions of these options see section 4 of this report.



A total of **2,333** people attended the exhibitions and we received **854** responses to the consultation.



## M6 Junction 40 Kemplay Bank roundabout – option A



### Most frequent reason for support

The underpass would cause minimal visual intrusion – **218 mentions**.

“Underpass will stop all the complaints about views being destroyed.”

Local Road User

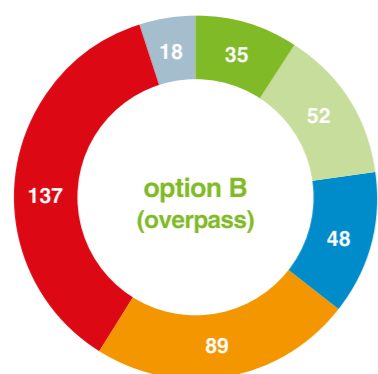
### Most frequent reason for not supporting this option

Poor drainage and potential flooding of an underpass – **13 mentions**.

“Beware of underpass flooding. This must be added to your risk assessment. The current roundabout is flat and level and thus the underpass will be 20 feet down and will require a pumping station.”

Local Road User

## M6 Junction 40 Kemplay Bank roundabout – option B



Key	Agree	Disagree
Neither/nor	Strongly agree	Strongly disagree
Don't know	Tend to agree	Tend to disagree

### Most frequent reason for support

An overpass will be better value for money / cheaper / cost less – **7 mentions**.

“The overpass may offer a quicker build and therefore more cost effective, with less disruption to all traffic during construction.”

Local Resident and Local Road User

### Most frequent reason for not supporting this option

An overpass would be visually intrusive and spoil the character/landscape – **64 mentions**.

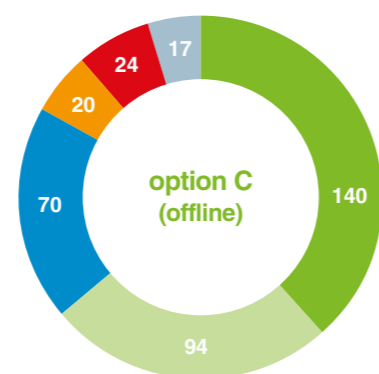
“Would be the biggest mistake doing an overpass, it would be seen for miles around like a carbuncle on the Lakes.”

Local Resident and Local Road User

“From a tourism perspective an underpass would be the preferable option as it would detract less from the area visually.”

Assistant Director Planning and Economic Development,  
Eden District Council

## Penrith to Temple Sowerby – option C



Key	Agree	Disagree
Neither/nor	Strongly agree	Strongly disagree
Don't know	Tend to agree	Tend to disagree

### Most frequent reason for support

A southern diversion does not require the demolition of nearby buildings – **79 mentions**.

“Option C doesn’t involve demolition of existing buildings and impact the hamlet – there were no other differences between the two so it’s an obvious choice.”

Local Resident

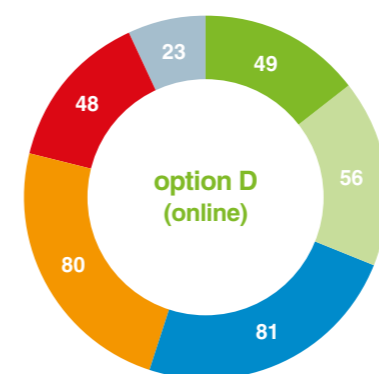
### Most frequent reason for not supporting this option

A southern diversion would result in land take of local farmland – **10 mentions**.

“Option C goes through current wheat-fields, hence objections will be raised.”

Local Resident

## Penrith to Temple Sowerby – option D



Key	Agree	Disagree
Neither/nor	Strongly agree	Strongly disagree
Don't know	Tend to agree	Tend to disagree

### Most frequent reason for support

Option D aligns better with the existing A66 route – **13 mentions**.

“My preference would be to maintain the alignment with the existing A66 route and preserve the rural character of the surrounding farmland”

Local Resident

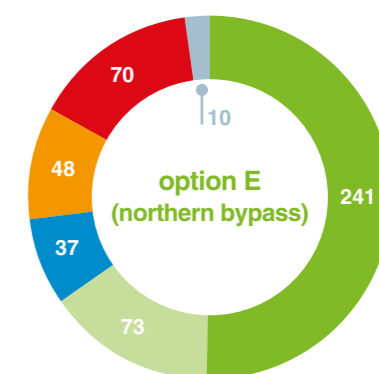
### Most frequent reason for not supporting this option

The northern diversion would require the demolition of nearby buildings – **22 mentions**.

“It does seem a pity to demolish buildings which look to have some history.”

Local Resident

## Temple Sowerby to Appleby – Kirkby Thore – option E



Key	Agree	Disagree
Neither/nor	Strongly agree	Strongly disagree
Don't know	Tend to agree	Tend to disagree

### Most frequent reason for support

Option E would remove HGVs and other large vehicles from the village of Kirkby Thore – **186 mentions**.

“British Gypsum trucks diverted from a real accident hotspot at Kirkby Thore turning.”

Local Resident

### Most frequent reason for not supporting this option

Option E would give poorer access and connections to local areas – **82 mentions**

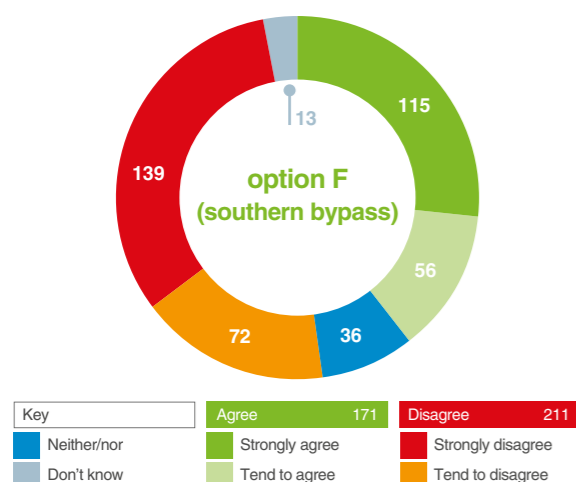
“The road would run past numerous houses that are not affected by traffic or road noise currently”

Local Resident

“Option E better serves the requirements of the local community and the HGV access and egress from the British Gypsum facility.”

Eden District Councillor, Brough Ward

## Temple Sowerby to Appleby – Kirkby Thore – option F



### Most frequent reason for support

Option F is a more direct route – **64 mentions**.

“Option F should be the preferred route as this is most direct route and will not result in significant increased journey times.”

Local Resident and Local Road User

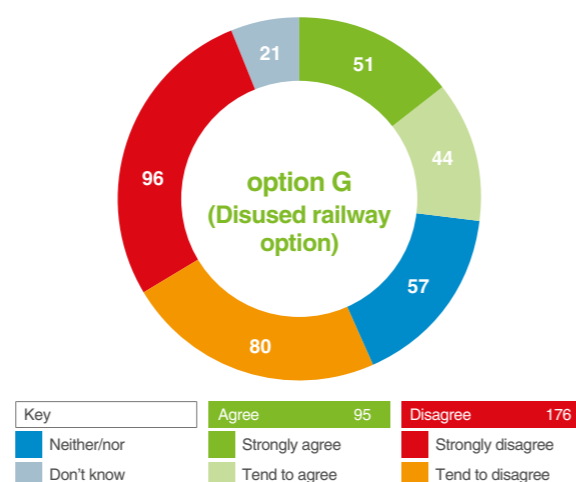
### Most frequent reason for not supporting this option

Negative economic impact on local businesses and jobs – **40 mentions**.

“The south bypass is much worse because it will send all heavy goods vehicles that are going to the British Gypsum plant right through the village of Kirkby Thore just like now.”

Local Resident

## Temple Sowerby to Appleby – Crackenthorpe – option G



### Most frequent reason for support

Bypass closest to Crackenthorpe would require least land – **12 mentions**.

“Option G reduces the environmental footprint, i.e. by leaving more land outside the trunk road footprint and preserving the tranquillity and beauty of the foothills of the Pennines.”

Local Resident and Local Road User

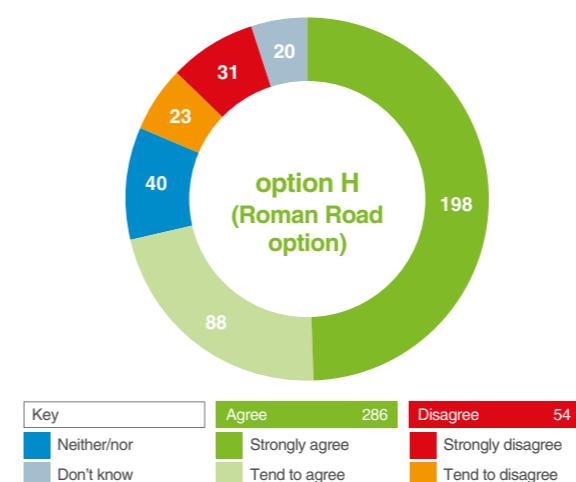
### Most frequent reason for not supporting this option

Unsuitability of the land for a new road – **49 mentions**.

“Too close to the River Eden... loss of wild woodland and important habitats, especially owls, jays, badgers and deer. Red squirrels also seen here.”

Local Resident, Landowner and Local Road User

## Temple Sowerby to Appleby – Crackenthorpe – option H



### Most frequent reason for support

Option H takes the road further away from unsuitable land especially in relation to the River Eden and land slips – **65 mentions**.

“Option H is the logical solution to incorporate the old Roman Road, resulting in traffic being routed further from Crackenthorpe residents.”

Local Resident

### Most frequent reason for not supporting this option

Use of the original Roman Road – **21 mentions**.

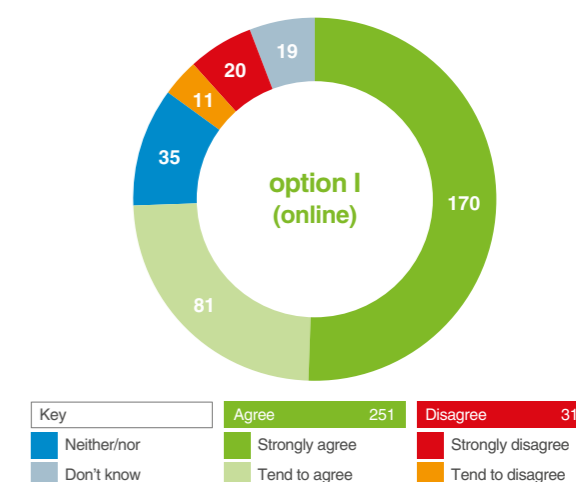
“Option H will destroy one of the last sections of an ancient unspoiled byway, a Roman Road, which will need thorough archaeological investigation, setting the project back for years.”

Local Resident

“With increasing interest in reopening closed railway lines, it may be short-sighted to use the dismantled railway line as a route.”

Town Councillor, Kirkby Stephen Town Council

## Appleby to Brough – option I



While only one proposal was brought forward for this section, the feedback received will be utilised in the design phase of the project.

### Most frequent reason for support

Improved safety conditions – **33 mentions**.

“I like the fact that this part will be widened – this is a dangerous section of road and there has been a number of accidents here due to people getting impatient and trying to overtake. I strongly support the road widening on this part of the road.”

Local Resident

### Most frequent reason for not supporting this option

Option I would provide poor access and connections to local villages from A66 westbound – **59 mentions**.

“Whilst we acknowledge that the current junction is not ideal, we do not want to have to drive miles every day if we want to be able to go into Kirkby Stephen by only being allowed to exit left.”

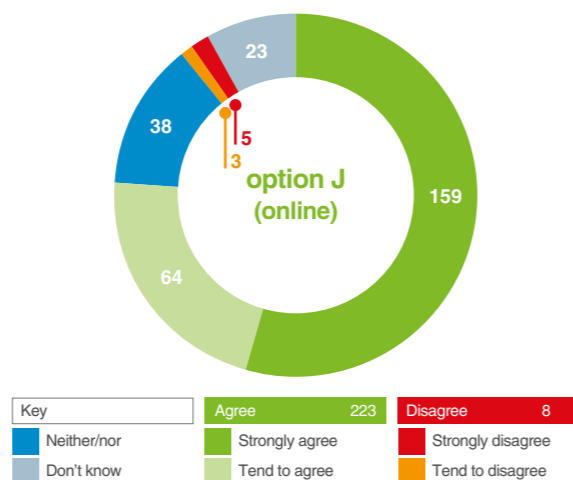
Local Resident

“The A66 Northern Trans-Pennine Project is essential from a highway safety and economic perspective. These improvements will significantly help the delivery of aggregates and asphalt for construction, maintenance and repair of nationally important infrastructure.”

Estates Manager, Aggregate Industries UK



### Bowes Bypass – option J



While only one proposal was brought forward for this section, the feedback received will be utilised in the design phase of the project.

#### Most frequent reason for support

Option J is the most obvious solution – **51 mentions.**

“Option J seems to be a quite straightforward solution to the widening of the existing Bowes Bypass. As I see it, I do not see how this stretch of the A66 could be widened any other way.”

Local Resident and Local Road User

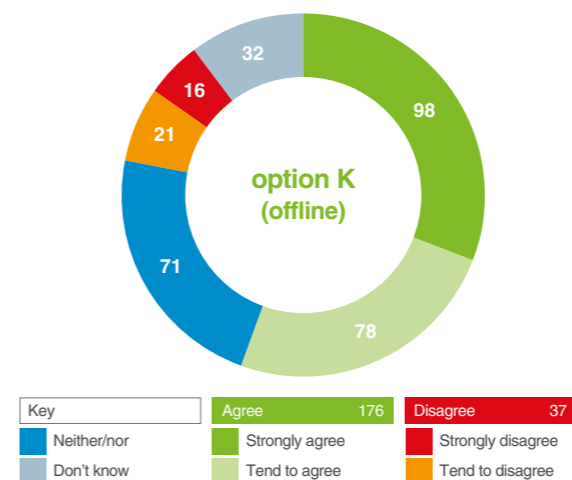
#### Most frequent reason for not supporting this option

Would result in poorer access and connections to local area – **17 mentions.**

“Your current option for the Bowes Bypass appears to result in us having no access to the A66. Our suggestion for a safer access to Bowes would be via a service road past Stonebridge to The Street. There is currently a partial road still remaining from previous A66 route.”

Email response

### Cross Lanes to Rokeby – option K



#### Most frequent reason for support

Option K minimises the need to demolish buildings – **53 mentions.**

“Option K would appear to have less of an impact on cultural heritage. Option K will not require the demolition of buildings (cost, environmental impact).”

Local Resident

#### Most frequent reason for not supporting this option

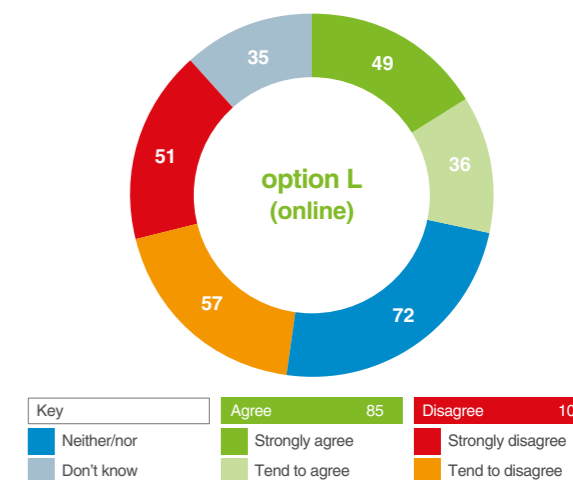
Would result in poorer access and connections to local area – **10 mentions.**

“The problems arise because of the lack of plans to replace the bridge access routes into Barnard Castle and the related need for a town bypass.”

Local Resident and Local Road User

“Option L would be much better for traffic flows in Barnard Castle with fewer HGVs doing a 270 degree turn around the Buttermarket.” MP for Bishop Auckland (Incumbent at the time of consultation)

### Cross Lanes to Rokeby – option L



#### Most frequent reason for support

Option L is a straighter road with fewer bends – **13 mentions.**

“Option L is the best proposal as it would follow the existing road.”

Local Resident and Local Road User

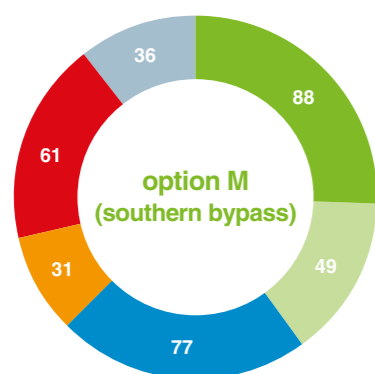
#### Most frequent reason for not supporting this option

Route north of Old Rectory would provide poor access and connections – **81 mentions.**

“Option L would appear to leave HGV traffic with no option other than to drive a significant distance East (potentially to Scotch Corner) in order to travel West. This would add an hour to any journeys in my HGV (I cannot cross County Bridge in Barnard Castle as this has a 7.5t weight limit) and would impact on not just my own journeys but those of the other businesses in town.”

Local Resident and Local Road User

## Stephen Bank to Carkin Moor – option M



Key	Agree	137	Disagree	92
Neither/nor	Strongly agree		Strongly disagree	
Don't know	Tend to agree		Tend to disagree	

### Most frequent reason for support

Minimises damage to local heritage sites – **51 mentions.**

“I have driven this route over many years, experiencing the evolution of the A66 from totally single carriageway to incremental dualling, preventing fatal and serious casualty rate on this section demands dualling and improved junction arrangements. In my opinion, Option M, involving a new dual carriageway south of the existing A66 and rejoining the original A66 Carkin Moor Farm, offers the most satisfactory outcome.”

Local Resident

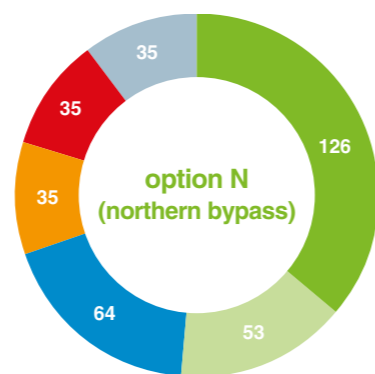
### Most frequent reason for not supporting this option

Will cause an increase in traffic noise – **15 mentions.**

“Option M would have a severe detrimental effect on Ravensworth Village, bringing the A66 and accompanying noise and pollution towards the village.”

Local Resident

## Stephen Bank to Carkin Moor – option N



Key	Agree	179	Disagree	70
Neither/nor	Strongly agree		Strongly disagree	
Don't know	Tend to agree		Tend to disagree	

### Most frequent reason for support

Better access to local villages and places – **61 mentions.**

“Option N moves the main road away from Ravensworth and will make turning onto the A66 from Ravensworth much safer. It will also make a much safer junction for visitors to Mainsgill Farm and Fox Hall.” Local Resident and Local Road User

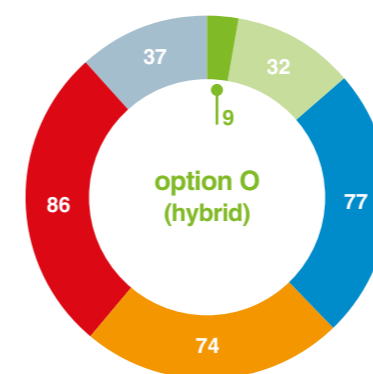
### Most frequent reason for not supporting this option

Option N will cause damage to the local scheduled monument – **12 mentions.**

“Damage to the Roman fort is regrettable – construction must require archaeological surveys and recording to improve historical record.”

Local Resident and Local Road User

## Stephen Bank to Carkin Moor – option O



Key	Agree	41	Disagree	160
Neither/nor	Strongly agree		Strongly disagree	
Don't know	Tend to agree		Tend to disagree	

### Most frequent reason for support

Option O is my preferred option / the best / sensible option / logical choice – **4 mentions.**

“Option N is feasible but the easiest is Option O with just one all movement junction not east bound only to the south of the existing road. This all movement junction on the new road can take traffic from West Layton, Moor Lane, New Lane and Mainsgill with minimum new roads leading to it. There would be no need for a new all movement junction on Moor Lane.”

Local Resident and Local Road User

### Most frequent reason for not supporting this option

Increase in traffic noise – **13 mentions.**

“Option O to me seems too ‘twisty’ so might not be as safe as the ‘straighter’ options.”

Local Resident

“Option M appears beneficial in heritage terms... however the potential for possibly numerous and currently unknown archaeological assets to be impacted through the choice of option M appears to have a far greater impact and is therefore our least preferred option.”

Inspector of Ancient Monuments, Historic England



Source: All quotes and graphical data from A66 Northern Trans-Pennine Project Consultation, Analysis of findings. Ipsos MORI 2019

## 8. Your suggestions from the consultation process

In our response form, we provided people the opportunity to provide further details about their feedback and the reason that they agreed or disagreed with each option. In addition, respondents could provide neutral comments or suggestions for each option.

Alongside the options-specific feedback, we have analysed these comments by theme. Where comments relate to potential design of the individual sections of the improved A66, these have been fed back to the design team for consideration in the development of the preferred route.

The numbers opposite in brackets after each comment relate to the frequency at which that subject appeared in the responses.



### M6 junction 40 to Kemplay Bank

There was a large number of positive comments in the free text boxes about the need for improvements in this area. Respondents welcomed plans for the Kemplay Bank roundabout because the improvement works are necessary (27) and would help to improve safety at this critical roundabout (10) and ease congestion and improve traffic flow (30). There were 10 mentions of the need to prioritise improvements at this junction over other areas of the A66.

Respondents on the Kemplay Bank roundabout requested us to review the plan for an underpass in the light of potential flooding issues (5) especially relating to the impact in the water table in this section. Design considerations were important (5) as was the desire to minimise the environmental impact with planting and woodland (5). Respondents also asked us to consider access for the Cumbria Fire and Rescue service (10) and the public rights of way used by cyclists (10).

Signage was also considered to be important in the planning of this junction and clear road markings and electronic signage were mentioned by five respondents. There was also considerable feedback about traffic light sequencing in this area (10) and the potential to remove the lights on this section altogether to improve traffic flow (10).

All these suggestions and considerations have been fed back to the design team. During the preliminary design stage, detailed ground investigation will be commissioned to determine the most appropriate solution for the Kemplay Bank roundabout improvements and a full flood risk assessment (FRA) would be undertaken in order to understand potential flooding issues and inform the design. In addition, consideration will be given to adjacent stakeholders to ensure continuity of access is maintained in any final proposals as well as during construction periods.



## Penrith to Temple Sowerby

The plans for the improvement on this section were welcomed in the general comments particularly with respect to how those works would improve safety on this section (17). Respondents particularly welcomed the plans to improve the access at Center Parcs for both safety reasons (20) and to improve traffic flow and ease congestion (5).

The alternative suggestions on this section also focussed on safety and access with people asking us to review the junction at Center Parcs (6) and at Llama Karma Kafe (5).

All these suggestions and considerations have been fed back to the design team. Safety is paramount to project design and as such, access to the A66 for cyclists, local businesses and villages will be carefully considered. All existing provision will be reviewed and arrangements will either be improved to current design standards or a suitable, safe alternative provided.

## Temple Sowerby to Appleby – Kirkby Thore

Generally, relating to both options, there was considerable support for the improvement works in this location. Reasons cited for supporting these plans included that they are necessary (6) with some respondents specifically relating this to safety reasons (19) and how it would ease congestion (9) and improve traffic flow for HGVs through Kirkby Thore (11).

Respondents also asked the design team to consider moving the junction north of Kirkby Thore (14) to Main Street and to provide a link road from Main Street to the British Gypsum access road (13). They also asked us to consider noise impact (11), biodiversity and wildlife (6), the impact on the water table and the potential for flooding (5) and rights of way and access provision for cyclists (9), pedestrians (7) and to local roads through underpasses or overpasses (5).

People were also keen to be engaged and consulted throughout the design process (8). See section 9 for details of further engagement and consultation throughout the project.

A number of respondents felt that both options (E and F) had merit and would work in this location (10).

The designs for Kirkby Thore presented two very different options for improving this section of the A66. More specific comments were therefore received which focussed around the individual sections of the route to the south and the north of the village.

In relation to the southern bypass there were very few comments relating to this option. The only alternative suggestions were to move the bypass further to the south (2) and to consider an all movement junction at the petrol station.

In relation to the northern bypass, 24 respondents asked the team to consider upgrading the junction on Main Street at Kirkby Thore and a further 5 asked for the current road to be retained for local traffic.

While there were very few comments on this section, 3 people mentioned moving the road further to the North and 2 suggested moving it further to the East.

All these suggestions and considerations have been fed back to the design team. The alignment of both the northern and southern options were carefully considered based on a high number of physical and environmental constraints and, as such, there is minimal opportunity for variants of either option. During the preliminary design stage, all comments raised regarding junction locations will be considered as part of the ongoing junction strategy work.

On the environmental points, a detailed noise assessment will be undertaken for the preferred option and appropriate noise mitigation will be incorporated into the design to minimise noise impacts. Engagement with the Environment Agency and Natural England and additional survey work/modelling has helped identify the options least likely to impact on biodiversity and flooding.

## Temple Sowerby to Appleby – Crackenthorpe

The plans for dualling at Crackenthorpe received positive feedback with respondents saying they felt the plans were needed (3) especially for safety reasons (7). Connections to local villages such as Bolton and Appleby featured highly in the feedback around these sections of route.

Respondents to this section were keen to see consideration given to mitigating the environmental impact (5).

There were very few suggestions in this section but 2 people suggested option H could be built further along the Roman Road.

All these suggestions and considerations have been fed back to the design team. During the preliminary design appropriate mitigation measures will be identified to minimise any adverse environmental impacts. This would be undertaken in collaboration with Statutory Environmental Bodies such as the Environment Agency.

## Appleby to Brough

Due to constraints (outlined in section 3) there was only one option presented for the stretch of carriageway between Appleby and Brough. There was a lot of responses around the need for improvements in this area (15) with people welcoming the dual carriageway plans (13). Most of the respondents cited safety reasons (28) for their support.

In this section respondents were keen that the team reviewed access issues along the new dualled carriageway with local towns and villages (5) and farmland (6) getting most mentions.



Feedback on the need for cycleways and cycle crossing points also featured and access to and from Appleby (5) and Brough (6) were specifically mentioned by multiple respondents.

As with other sections, people were keen that we review the water table locally and the potential for flooding in this area (7) while others want us to minimise noise (6) with suggestions including screening (2) and planting (2). Planting was also suggested to minimise environmental impacts (3).

A number of people (14) asked us to consider building the dual carriageway on the Ministry of Defence (MOD) land while others (19) simply stipulated it be built further to the north.

People were also keen that we considered a number of junction improvement works with all movement junctions (6) and connections to farms and fields (6) getting a number of mentions. Suggestions were also put forward around underpasses and overpasses to improve local connectivity with mentions of fields (7), Flitholme (6) and Landrigg (6).

The retention of the detrunked section of A66 was a popular option in this section with 16 people mentioning it in their response.

All these suggestions and considerations have been fed back to the design team. For safety reasons access to the A66 for cyclists, local farms and villages will be carefully considered. All existing provision will be reviewed and arrangements will either be improved to current design standards or a suitable, safe alternative provided.

During the preliminary design, the preferred option will be developed to identify appropriate environmental mitigation measures to minimise any adverse impacts. This would be undertaken in collaboration with Statutory Environmental Bodies such as the Environment Agency.

We have been in discussions with various organisations about the potential to move the alignment further to the north in this section. However, the land to the north of the A66 is within the Area of Outstanding Natural Beauty (AONB) and the current alignment of the A66 is the boundary of that designation. The designation, and the planning restrictions inherent within it, therefore curb any development to the north of the existing alignment. We have been in ongoing dialogue with Natural England throughout the design process to investigate if there is any flexibility within this designation but their view is that there has to be an exceptional planning reason for development within the AONB and that our plans do not meet this standard.

### **Bowes Bypass**

The section bypassing Bowes to the north has only one suggested route (see page 13 for constraints information) which was presented for consultation, therefore there were less comments and suggestions made in relation to this stretch of the A66.

A number of comments were made saying the works were necessary (10) especially in relation to safety (15) and the A66/A67 junction (5).

People also asked the team to be aware of the water table at this location (7) and the potential for flooding. Connectivity and access also featured in the feedback on this option with farms (7) and public rights of ways (7) having a number of mentions.

The potential to retain Bowes Station as a heritage site received 4 mentions and 7 people asked us to think about noise mitigation.

All these suggestions and considerations have been fed back to the design team. Access to the A66 for local farms and villages will be carefully considered as will all public rights of way in this section. All existing provision will be reviewed and arrangements will either be improved to current design standards or a suitable, safe alternative provided.

A full flood risk assessment (FRA) would be undertaken in order to understand potential flooding issues and inform the design.

### **Cross Lanes to Rokeby**

Respondents in this section agreed that works are required to this stretch with safety (11) featuring, specifically around Rokeby (5).

People have asked us to consider what mitigation might be possible in this area with planting (4), screening (5) and minimising land take (4) all being suggested.

While there were lots of suggestions for this section, not many received multiple mentions. The exception was one suggestion to make the junction at Rokeby Park an all-movement junction (11) rather than the eastbound-only junction which is shown in the consultation materials. Other suggestions included under and overpasses and slip roads.

All these suggestions and considerations have been fed back to the design team. All existing access points will be reviewed and arrangements will either be improved to current design standards or a suitable safe alternative provided. During the preliminary design we will identify appropriate mitigation measures to minimise any adverse impacts on landscape and visual receptors such as planting and screening.

### **Stephen Bank to Carkin Moor**

There were three alternative options presented for this section and there was agreement that improvements are required here (8) specifically the dualling programme (5).

Safety (10) was the most cited reason for agreement with Mainsgill Farm access (13), New Lane junction (5) and the Ravensworth road (11) being mentioned as particular areas of concern. People were also concerned about speeding (5) and congestion (8).

Public rights of way were mentioned by a number of respondents to this section with a wide-spread of different user types specified including equestrians (9), cyclists (6) and pedestrians (7).

We also received a number of suggestions for this section where people would like to see the de-trunked A66 maintained for local use (14) and asked the team to consider building the route further south (6) and upgrading junctions (5).

All these suggestions and considerations have been fed back to the design team. All existing access points will be reviewed and current arrangements will either be improved to current design standards or a suitable safe alternative provided. During preliminary design, lengths of A66 to be de-trunked will be identified and proposals for their continued use discussed with the local highway authority.

### **How we'll use your suggestions**

All the feedback we have received through the consultation process has been reviewed, coded and interpreted by our analysis partner. This includes comments received through the online and offline response forms and those received by email and letter.

All this information has been collated into themes and passed to the relevant teams within Highways England. Some of this has been reviewed by the design team who will look at comments you have made about issues such as junctions, access points and road configuration. Other teams will review the comments received around subjects like heritage and ecology.

All the comments and suggestions have been very valuable in the process and we are very grateful to everybody who took part in the consultation.

# 9. Summary and next steps

## Summary of findings

The results of the public consultation exercise have revealed overwhelming support for the need to make improvements to the A66. More than nine out of every ten respondents (492 of 532) stated they were in favour of the project with only 27 individuals being against the dualling.

There seem to be clear forerunners in public preferences for particular options. The total

number of people stating a preference against each option can be seen in the table on page 55 of this report. These are the opinions stated by those who responded to the consultation and, therefore, the information in this report is not representative of all stakeholders.



In summary there are six sections where there was more than one option for respondents to choose from and for sections Appleby to Brough and Bowes Bypass only one route was proposed. The section, and the public preference for each, can be seen in the table below:

Section	Preference from consultation	Description of the option	Number of respondents agreeing with option	Preferred route
M6 junction 40 to Kemplay Bank	A	Underpass	358	A
Penrith to Temple Sowerby	C	Southern diversion	234	C
Temple Sowerby to Appleby – Kirkby Thore	E	Northern bypass	314	E
Temple Sowerby to Appleby – Crackenthorpe	H	Roman Road northern most route	286	H
Appleby to Brough	I	Single route proposed	251	I
Bowes Bypass	J	Single route proposed	223	J
Cross Lanes to Rokeby	K	Southern diversion	176	K
Stephen Bank to Carkin Moor	N	Northern diversion	179	N

## Next steps

We have used the information gathered through the consultation to feed into the preliminary design of the project. We have also used feedback received about the local area to identify any specific constraints we need to be aware of along the route and within the wider study area.

While the results of the consultation are a critical element of the decision-making process, there is also a considerable amount of investigation work, including environmental assessment work, wildlife surveys, planning policy considerations and detailed traffic modelling which have been undertaken before we reached a conclusion on

the preferred route for the A66 between the M6 junction 40 and the A1(M) at Scotch Corner. We have now concluded this work and announced the preferred route

The preferred route has been decided through a combination of the results from the public consultation and the detailed studies into environmental and geological constraints. The preferred route is in line with the preferences expressed through the consultation process.

Further details of this decision making can be seen in the preferred route leaflet and the scheme assessment report (see the project webpage at [highwaysengland.co.uk/a66-northern-trans-pennine](https://highwaysengland.co.uk/a66-northern-trans-pennine) for further details).

Our preferred route will now be taken through to the preliminary design stage where we develop the design in more detail and undertake more environmental surveys and detailed investigation works. All the feedback from the consultation will be fed into this design process.

The plans which are brought forward for the next stage of consultation will be underpinned by these detailed assessments which will evolve throughout the process as we update our information. We will carry out a further consultation process as we develop our application for a Development Consent Order

(DCO) and this will give you another opportunity to get involved and share your views prior to our DCO application submission. A Statement of Community Consultation (SoCC) will be developed prior to the statutory consultation which will set out proposals for this process.

The DCO, if granted, will provide development consent to undertake the improvements to the A66. Development consent is required because this project is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008.

Throughout this process, we will continue to work with natural and historic environmental statutory bodies, landowners and stakeholders.

The seven-step process for this project is explained in the table below.

Pre-project	Options phase		Development phase			Construction phase	
0 Strategy, shaping and prioritisation	1 Option identification	2 Option selection	3 Preliminary design	4 Statutory procedures and powers	5 Construction preparation	6 Construction, commissioning and handover	7 Closeout



I am behind the change as the volume of traffic warrants a dual carriageway. It's one of the few roads leading into the Lakes and a major road connecting the East to the West.

Quote from consultation feedback



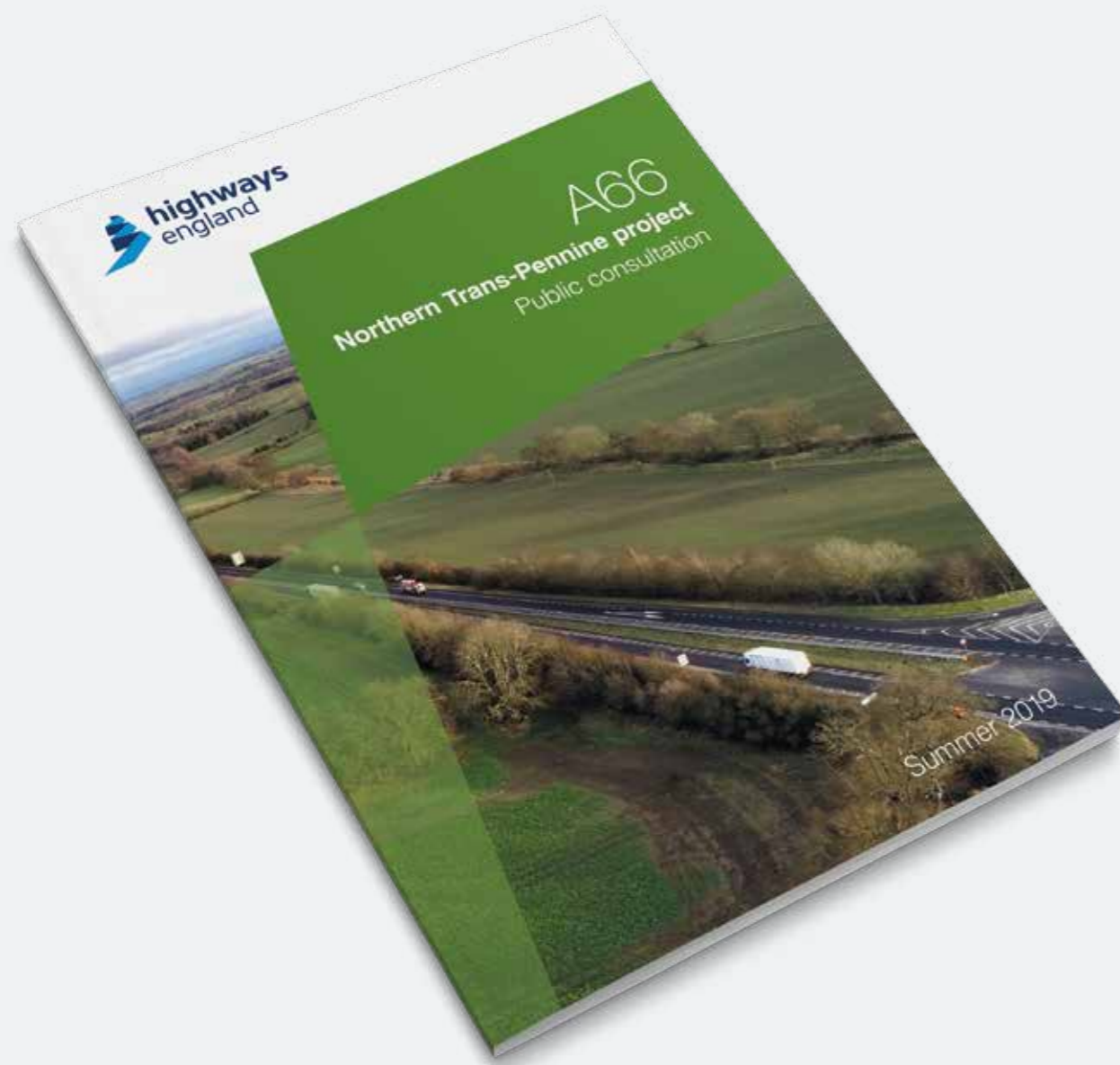
# Appendices

<b>Appendix A</b>	<b>58</b>
Consultation brochure and response form	58
<b>Appendix B</b>	<b>59</b>
Approach to public consultation document	59
<b>Appendix C</b>	<b>60</b>
Sample invitation letter	60
<b>Appendix D</b>	<b>61</b>
Analysis of findings	61
<b>Appendix E</b>	<b>62</b>
Deposit points	62
<b>Appendix F</b>	<b>63</b>
Flyers	63
<b>Appendix G</b>	<b>64</b>
Sample press advert	64
<b>Appendix H</b>	<b>65</b>
Sample poster	65
<b>Appendix I</b>	<b>66</b>
Sample press coverage	66
<b>Appendix J</b>	<b>67</b>
Sample exhibition boards	67

Full copies of all appendices can be viewed on the project website:  
[highwaysengland.co.uk/a66-northern-trans-pennine/](http://highwaysengland.co.uk/a66-northern-trans-pennine/)

# Appendix A

Consultation brochure and response form



# Appendix B

Approach to public consultation document



# Appendix C

## Sample invitation letter



# Appendix D

## Analysis of findings




# Appendix E

## Deposit points

Location	Point	Address
Scotch Corner	Scotch Corner Services	Middleton Tyas, Richmond DL10 6PQ
Middleton Tyas	Middleton Lodge	Middleton Lodge, Kneeton Lane, Middleton Tyas, Richmond, North Yorkshire DL10 6NJ
Gilling West / Richmond	The White Swan pub	The White Swan, 51 High Street, Gilling West, Richmond DL10 5JG
Richmond	Lidl Richmond	Queens Rd, Richmond DL10 4AJ
Richmond	Richmond Town Hall	Town Hall, Market Pl, Richmond DL10 4QL
Richmond	Richmond Post Office	6a Finkle St, Richmond DL10 4QB
Richmond	The Georgian Theatre Royal	Victoria Road, Richmond, North Yorkshire DL10 4DW
Richmond	Richmond Library	10 Queens Rd, Richmond DL10 4AE
Richmond	Richmond Yorks Golf Club	Richmond DL10 5EX
Barnard Castle	Cross Lanes Organic Farm	Cross Lanes, Barnard Castle DL12 9RT
Barnard Castle	Co-Op	Prospect Pl, Barnard Castle DL12 8HL
Barnard Castle	TCR Hub Community Centre	Shaw Cres, Middleton-In-Teesdale, Barnard Castle DL12 8TD
Barnard Castle	Barnard Castle Doctors Surgery	Barnard Castle Surgery, Victoria Rd, Barnard Castle DL12 8HT
Barnard Castle	Morrisons	23 Galgate, Barnard Castle DL12 8EJ
Stainmore	Stainmore Café	A66, Kirkby Stephen CA17 4EU
Brough	Brough Community Primary School	Kirkby Stephen CA17 4EY
Brough	Brough Castle Ice Cream Parlour and Tearoom	Church Brough CA17 4EJ
Appleby	Old Hall Veterinary Centre	Cross Croft, Industrial Estate, Appleby-In-Westmorland CA16 6HX
Appleby	The Haybergill Centre	Hayber Lane, Warcop, Appleby, Cumbria CA16 6NP
Appleby	Warcop Primary School	Warcop, Appleby-In-Westmorland CA16 6NX
Appleby	Café Sixty Six	Ketland Moor, Appleby-In-Westmorland CA16 6LN
Appleby	Appleby Golf Club	Brackenber, Appleby-In-Westmorland CA16 6LP
Appleby	Appleby Leisure Centre	Chapel Street, Appleby, Cumbria CA16 6QR
Appleby	Appleby Sports Centre	Battlebarrow, Appleby-In-Westmorland CA16 6XU
Kirkby Thore	Kirkby Thore Post Office	Somerset House, Kirkby Thore, Penrith CA10 1UD
Temple Sowerby	Temple Sowerby Medical Practice	Linden Park, Temple Sowerby, Penrith CA10 1RW
Temple Sowerby	Hazel Dene Garden Centre	Hazel Dene Garden Centre, Penrith CA10 1QF
Penrith	Penrith Hospital	Bridge Ln, Penrith CA11 8HX
Penrith	Penrith Cricket Sports and Social Club	27 Wetheriggs Ln, Penrith CA11 8PE
Penrith	Morrisons	24-25 Brunswick Rd, Penrith CA11 7JU, UK
Penrith	Booths	Westgate House, Brunswick Rd, Penrith CA11 7JU, UK

# Appendix F

## Flyers



## A66

### Northern Trans-Pennine project

Public consultation – share your views

May – July 2019

#### 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 have been commissioned by the Department for Transport (DfT) to investigate the potential to improve the A66 between the M6 junction 40 at Penrith and the A1(M) at Scotch Corner to address the east/west connectivity across the Pennines in the north of England.

We are proposing to invest around a billion pounds to dual the remaining single carriageway sections of the A66.

This will significantly improve journeys and connectivity, which is great news for the local, regional and national economy.

This work is important to future growth and will help the economies of both the North East and Cumbria, as well as improve journeys between England and Scotland.

**The following locations require improvements or dualing:**

- M6 junction 40 to Kemplay Bank roundabout (A66/A6 interchange)
- Penrith to Temple Sowerby
- Temple Sowerby to Appleby – Kirkby Thore
- Temple Sowerby to Appleby – Crackenthorpe
- Appleby to Brough
- Bowes Bypass
- Cross Lanes to Rokeby
- Stephen Bank to Carkin Moor

#### How we are consulting

We're holding a public consultation on our proposals and we would like to hear what you think, so please share any concerns, ideas or local knowledge that you may have.

The consultation will run between 16 May and 11 July 2019 with public events taking place in May and June. There will be lots of ways you can tell us what you think.

Your comments will help us better understand the local area and any potential impacts our project may have on the community and we look forward to hearing from you.

The list (opposite) shows where you will be able to see our proposals and provide feedback face to face with us.

**We look forward to seeing you.**

Alternatively, you can find out how you can take part online at [www.highwaysengland.co.uk/A66TransPennine](http://www.highwaysengland.co.uk/A66TransPennine)



#### Event venues, dates and times

- **Gilling West Hall, Richmond**  
16 May 2019, 1.30pm – 7pm\*
- **Penrith Rugby Club, Winters Park**  
17 May 2019, 11am – 7pm  
18 May 2019, 10am – 2pm
- **Gilling West Hall, Richmond**  
22 May 2019, 11am – 7pm  
23 May 2019, 11am – 7pm
- **The Appleby Hub**  
29 May 2019, 11am – 7pm  
30 May 2019, 10am – 3pm  
31 May 2019, 11am – 7pm  
1 June 2019, 10am – 2pm
- **Penrith Parish Centre**  
4 June 2019, 11am – 7pm  
5 June 2019, 10am – 2pm  
6 June 2019, 10am – 2pm
- **The Witham, Barnard Castle**  
12 June 2019, 11am – 7pm  
13 June 2019, 11am – 7pm  
14 June 2019, 11am – 7pm  
15 June 2019, 10am – 2pm
- **Penrith Parish Centre**  
17 June 2019, 10am – 2pm\*\*  
18 June 2019, 11am – 7pm\*\*
- **The Station, Richmond**  
21 June 2019, 11am – 7pm  
22 June 2019, noon – 4pm

\* new date \*\* rearranged date

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# Appendix G

## Sample press advert

**highways england**

# A66

Northern Trans-Pennine project

**Scotch Corner Brough A66**

**(M6) Keswick Penrith A66**

**Your chance to share your views on the future of the A66 between M6 junction 40 at Penrith and A1(M) Scotch Corner.**

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 have been commissioned by the Department for Transport (DfT) to investigate the potential to improve the A66 between M6 junction 40 at Penrith and the A1(M) at Scotch Corner. This is in order to address the lack of east / west connectivity across the Pennines in the north of England.

We are proposing to invest around a billion pounds to dual the remaining single carriageway sections of the A66. This will significantly improve journeys, safety and connectivity, which is great news for the local, regional and national economy.

We are holding a number of consultation events to explain our proposals and seek your views

**Event venues, dates and times**

- **Gilling West Hall, Richmond**
  - 16 May 2019, 1.30pm – 7pm
- **Penrith Rugby Club, Winters Park**
  - 17 May 2019, 11am – 7pm
  - 18 May 2019, 10am – 2pm
- **Gilling West Hall, Richmond**
  - 22 May 2019, 11am – 7pm
  - 23 May 2019, 11am – 7pm
- **The Appleby Hub**
  - 29 May 2019, 11am – 7pm
  - 30 May 2019, 10am – 3pm
  - 31 May 2019, 11am – 7pm
  - 1 June 2019, 10am – 2pm
- **Penrith Parish Centre**
  - 4 June 2019, 11am – 7pm
  - 5 June 2019, 10am – 2pm
  - 6 June 2019, 10am – 2pm
- **The Witham, Barnard Castle**
  - 12 June 2019, 11am – 7pm
  - 13 June 2019, 11am – 7pm
  - 14 June 2019, 11am – 7pm
  - 15 June 2019, 10am – 2pm
- **Penrith Parish Centre**
  - 17 June 2019, 10am – 2pm
  - 18 June 2019, 11am – 7pm
- **The Station, Richmond**
  - 21 June 2019, 11am – 7pm
  - 22 June 2019, noon – 4pm

Our team can be contacted at [A66NTP@highwaysengland.co.uk](mailto:A66NTP@highwaysengland.co.uk).  
More information is available at [www.highwaysengland.co.uk/A66TransPennine](http://www.highwaysengland.co.uk/A66TransPennine)

MCR19\_0070

# Appendix H

## Sample poster

**highways england**

# A66

Northern Trans-Pennine project

## Consultation events being held here at The Witham

We are proposing to invest around one billion pounds to dual the remaining single carriageway sections of the A66 between M6 junction 40 at Penrith and the A1(M) at Scotch Corner. This will significantly improve journeys, safety and connectivity, which is great news for the local, regional and national economy.

Public consultation events will be held here on the following dates.

**Drop in and have your say.**

**Wednesday 12 June 2019** – from 11am – 7pm  
**Thursday 13 June 2019** – from 11am – 7pm  
**Friday 14 June 2019** – from 11am – 7pm  
**Saturday 15 June 2019** – from 10am – 2pm

For more information, please visit [www.highwaysengland.co.uk/A66TransPennine](http://www.highwaysengland.co.uk/A66TransPennine)

**Can't make these events?**  
We're holding a number of events at venues along the A66 route during May and June. To find out where and when they are please visit the web page address above.

**Telling someone else about these events?**  
To help someone else to find this venue the full address is: The Witham, 3 Horse Market, Barnard Castle, DL12 8LY

Highways England creative MCR19\_0070

# Appendix I

## Sample press coverage

### Concerns over impact of A66 proposals

AS mentioned in the TM recently, the proposed restriction of traffic from the A66 westbound lane into Barnard Castle via the Abbey Bridge, could reduce the numbers of HGVs using this route, and driving through the town.

However, the concern is then shifted to the use by the large number of non-HGVs on this route which would then have to drive further west and then north on the B6277, from Cross Lanes to the three-way traffic lights and over the County Bridge.

At the consultation in The Witham and in the consultation document, Option K would give a two-way junction at Rokeby, as at present. Option L would make all westbound non-HGV vehicles access the town via Cross Lanes. The B6277 is a narrow road (unlike the Abbey Bridge road) it has at least three concealed road junctions and three significant bends with poor visibility. At the narrowest point in the 30mph section, the only pavement is less than one metre width which a pushchair, buggy or wheelchair cannot negotiate without moving onto the road. In addition a huge percentage of vehicles drive this section above the speed limit of 30, endangering

walkers, bikers and other motorists on the blind corners. This extra traffic will also be negotiating the County Bridge and The Bank, with its parking on both sides and difficulty in allowing two vehicles to pass even in normal circumstances.

There is obviously a long way to go with the proposed dualling but I would encourage local people to consider these proposals carefully and reply to Highways England through their consultation document.

Jennifer White  
Barnard Castle

### Road chiefs trying to resolve HGV issue on A66

ROAD planners have been out in force in Barnard Castle as part of a public consultation into the dualling the A66.

The four-day event, hosted by Highways England at The Witham, was designed to allow people to comment on the proposals. The Witham event was one of 20 planned along the route of the A66. Already more than 1,500 people have been along to look at the proposals and express their thoughts.

One concern is the access to and from the A66 around Barnard Castle and the prob-

lems associated with a proposal to shut the crossing point to westbound traffic at the Rokeby junction.

Matt Townsend, senior project manager for Highways England, said: "We are now looking at putting in a junction in the area of Cross Lanes Organic Farm. This would mean traffic travelling from the east wanting to get to Barnard Castle would come off here. It is proposed to put an underpass for the main carriageway at this location so vehicles would re-join the A66 eastbound and exit at the

Rokeby junction on their way to Barnard Castle. This measure would make access safer and easier."

The problem of HGVs leaving Barnard Castle and wanting to head west on the A66 remains. The weight limit on the County Bridge would stop them using the Cross Lanes junction. Mr Townsend said: "We are aware of the issues and are actively looking at ways to resolve them."

He added: "We want to work closely with Durham County Council over how the A66 will interact with Barnard

Castle and the wider road network."

Resident Philip Williams, who was taking a look at the proposals at The Witham, said: "It is good to see what they are planning to do. This project is 30 years overdue." Peter and Jackie Hull, who had travelled from East Cowton, agreed, adding: "It has answers a lot of our questions."

After the consultation closes, Highways England will refine the proposals and hope to announce the preferred route by next spring.

#### Letters: Whoever will replace John Blackie in fighting for Wensleydale?

WE have just heard the sad news about John Blackie, a man who never ceased working for the Upper Dale, he can at last rest. When we first met John, he had a rather bare office, a desk, a typewriter and a phone, and from there he built his "empire".

Sometimes controversial, he made some mistakes, but then people who never make a mistake, never make anything.

John was a tireless supporter of people living in Wensleydale, always fighting to retain, establish and maintain services which are always under threat, be it schools, transport, health services, or housing.

Whatever the cause, he was there. The quality of life for local people is in large part down to John's determination. Who will ever replace him?

Sue Harpley, Scorton

Wild flowers

RECENTLY the verges and roundabout at the Springhouse end of the Bedale bypass were a joy of wild flowers, but this was turned into a wasteland of cut and rotting vegetation, one example of many.

We are told that insects are experiencing great difficulties in these times of planetary catastrophe, yet the roadside habitats are deliberately and unnecessarily destroyed at this time of year. Why?

Is it not possible to leave them until flowering and seeding are over, so that birds and small animals may also benefit? I quote from Rachel Carson's *Silent Spring* of 1962.

"In the economy of nature the natural vegetation has its essential place... providing food, cover and nesting areas for birds and homes for many small animals... Such vegetation is also the habitat of wild bees and other pollinating insects. Man is more dependent on these wild pollinators than he usually realises... These insects, so essential to our agriculture and, indeed, to our landscape as we know it, deserve something better from us than the senseless destruction of their habitat."

Mary Clacy, Bedale

Post office

ON a recent Sunday I called at the newly re-located post office in Northallerton High Street. As most folk will know, it's now in the branch of WHSmith bang in the middle of the town centre.

I was pleasantly surprised. Despite everyone saying it will never work in that location, access to the post counters at the back of the store was easy. There is now a large aisle right down the middle big enough for a double buggy and mobility scooter and there is plenty of space around the counters too.

The woman behind the counter who had transferred to the new premises said it was actually roomier than the old post office and she liked the light and airy feel. The former post office on Northallerton High Street

# Appendix J

## Sample exhibition boards

highways england

A66 Northern Trans-Pennine project

### M6 junction 40, Penrith

We will be consulting at a later date on the junctions at either end of this project but meanwhile we are interested in your feedback and experiences. Please share your comments on M6 junction 40 (pictured below).

Please see page 27 of the consultation brochure which is available at this event or online at: [www.highwaysengland.co.uk/A66TransPennine](http://www.highwaysengland.co.uk/A66TransPennine)

highways england

A66 Northern Trans-Pennine project

### M6 junction 40 to Kemplay Bank roundabout

There are two options for this section (options A and B):

A - A new dual carriageway under Kemplay Bank roundabout.

B - A new dual carriageway over the existing Kemplay Bank roundabout.

Please see pages 10 and 11 of the consultation brochure which is available at this event or online at: [www.highwaysengland.co.uk/A66TransPennine](http://www.highwaysengland.co.uk/A66TransPennine)

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