

A66

Northern Trans-Pennine project

Public consultation

Summer 2019



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Foreword



The A66 is a trans-Pennine link that is a key route between north-eastern England, Scotland and Northern Ireland. It's a hugely important route for freight traffic and it's also important for tourism, giving access to the Lake District and the North Pennines Area of Outstanding Natural Beauty.

But the A66 isn't up to modern standards. Drivers face congestion, delays at key junctions and substandard access to jobs and leisure locations. We are investigating ways to enhance the A66 through a comprehensive programme of improvements that would raise the whole route to dual carriageway standard.

This would deliver a consistent quality of journey for the 50 miles between Penrith on the M6 and Scotch Corner on the A1(M).

A better route would bring benefits across northern England and for Scotland and would also support the development of the Northern Powerhouse.

We recognise the value of the treasured landscapes along the route and the heritage that dates from as far back as the roads built by the Romans. The options in this consultation provide local people with an opportunity to help us choose route options that best balance the needs and environmental impacts of any new infrastructure.

Please read this brochure and come along to one of our consultation events. You can meet the project team and learn more about our ideas. Or please visit our web page or complete the response form in this brochure to give us your views.

With your feedback, we can together shape the future of the A66 so that it better serves road users, local communities and the region for generations to come.

Jim O'Sullivan

Chief Executive, Highways England



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 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.

This is one of the most important highways investments in the North of England and will significantly improve journey times and driver experience while drastically reducing the number of accidents on this critical local and national route.

We are proposing to invest around one 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. Our planned improvements for the road and a modern approach to design will help protect the local environment and important designated areas such as local historic sites.

The project will involve dualling multiple sections of single carriageway between M6 junction 40 at Penrith and the A1(M) at Scotch Corner. Other improvements are proposed along its length, such as at Kemplay 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.

The A66 has been upgraded from single carriageway to dual in a number of stages since the 1970s, with the most recent dual section, the Temple Sowerby Bypass, opening in 2007. However, more than 18 miles of single carriageway remain making the route accident-prone and unreliable.

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.

Our plans will ensure the entire route has two lanes in both directions along the full 50-mile route.

In 2003, we consulted on similar proposals but were unable to progress these at the time. However, the feedback we received has been very useful and has helped us to develop the current proposals.

In this brochure we explain our proposals and provide maps with further information. We will also give details of how you can give us your feedback during this public consultation.

This is a non-statutory public consultation on our options for the project, the results of which will help to inform our decision about which option to take forward. It is not the only time we'll be consulting on the A66 improvements.

While there is no legal obligation for us to undertake a non-statutory consultation, we are passionate about understanding people's views on our proposals early in the process, enabling us to refine the design by involving the community before we carry out a further consultation process on the design of our preferred route. This will give you another opportunity to get involved and share your views.

Following this, we will then make an application for a Development Consent Order (DCO) to obtain planning permission to build it. This is required because this project is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008.

How to respond

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

The consultation will run for eight weeks from **16 May 2019 to 11 July 2019** and there are lots of ways you can tell us what you think. You can come along to one of our public consultation events or you can write to us by post or email. Details of how you can respond are below.

Your comments will help us better understand the local area and any potential impacts our project may have on the community. We will listen to everyone's feedback and we'll consider these before we select a preferred option.

Please respond using one of the following methods by midnight on Thursday 11 July 2019.

- **Online:** complete the response form online at www.highwaysengland.co.uk/A66TransPennine
- **Response form:** Complete the consultation response form in this brochure and return it using the Freepost envelope provided
- **Email:** send your response by email to: A66ntp@highwaysengland.co.uk
- **Post:** write to us at **Freepost A66 NORTHERN TRANS-PENNINE PROJECT**

All responses should be returned by the date and time above to ensure we can consider them when we are refining the design.

Consultation events

One of the best ways to find out more about our proposals and have your say is to come to one of our consultation events. This is a major investment and we are keen to talk to as many people as possible to ensure all the positive benefits are realised and to minimise any impacts on local people.

At the events, you'll be able to find out more about this transformational project and speak to members of the project team, who will be happy to answer any questions.

We will be at key locations listed below. These are drop-in events so there is no need to book an appointment.

All venues are fully accessible.

Thursday 16 May, 1.30pm – 7pm

Gilling West Village Hall, High Street, Gilling West, **Richmond**, DL10 5JG

Friday 17 May, 11am – 7pm and

Saturday 18 May, 10am – 2pm

AW Jenkinson Suite (ground floor), Penrith Rugby Club, Winters Park, **Penrith**, CA11 8RQ

Wednesday 22 May, 11am – 7pm and

Thursday 23 May, 11am – 7pm

Gilling West Village Hall, High Street, Gilling West, **Richmond**, DL10 5JG

Wednesday 29 May, 11am – 7pm,

Thursday 30 May, 10am – 3pm,

Friday 31 May, 11am – 7pm and

Saturday 1 June, 10am – 2pm

Main Hall (ground floor), The Appleby Hub, Chapel Street, **Appleby-in-Westmorland**, CA16 6QR

Tuesday 4 June, 11am – 7pm,

Wednesday 5 June, 10am – 2pm and

Thursday 6 June, 10am – 2pm

The Lake Room (1st floor), The Rooms, Penrith Parish Centre, St Andrews Place, **Penrith**, CA11 7XX

Wednesday 12 June, 11am – 7pm,

Thursday 13 June, 11am – 7pm,

Friday 14 June, 11am – 7pm and

Saturday 15 June, 10am – 2pm

The Witham Room (1st floor), The Witham,
3 Horse Market, **Barnard Castle**,
DL12 8LY

Monday 17 June, 10am – 2pm and

Tuesday 18 June, 11am – 7pm

The Lake Room (1st floor), The Rooms,
Penrith Parish Centre, St Andrews Place,
Penrith, CA11 7XX

Friday 21 June, 11am – 7pm and

Saturday 22 June, 12pm – 4pm

Townsend Suite (1st floor), The Station,
Station Yard, **Richmond**,
DL10 4LD

All of the above venues are well-served by public transport, however, if travelling by car, attendees should be aware of the following parking arrangements.

Penrith Parish Centre – there is no on-site parking so, if travelling by car, please use local car parks. The nearest disabled parking is located on Friargate.

Penrith Rugby Club – free on-site parking for up to 60 cars.

Gilling West Village Hall, Richmond – on-street parking only.

The Appleby Hub – pay and display car parking at Broad Close.

The Witham, Barnard Castle – on-street parking only.

The Station, Richmond – pay and display car parking between 8am and 4pm (free after 4pm)

Where to get further information

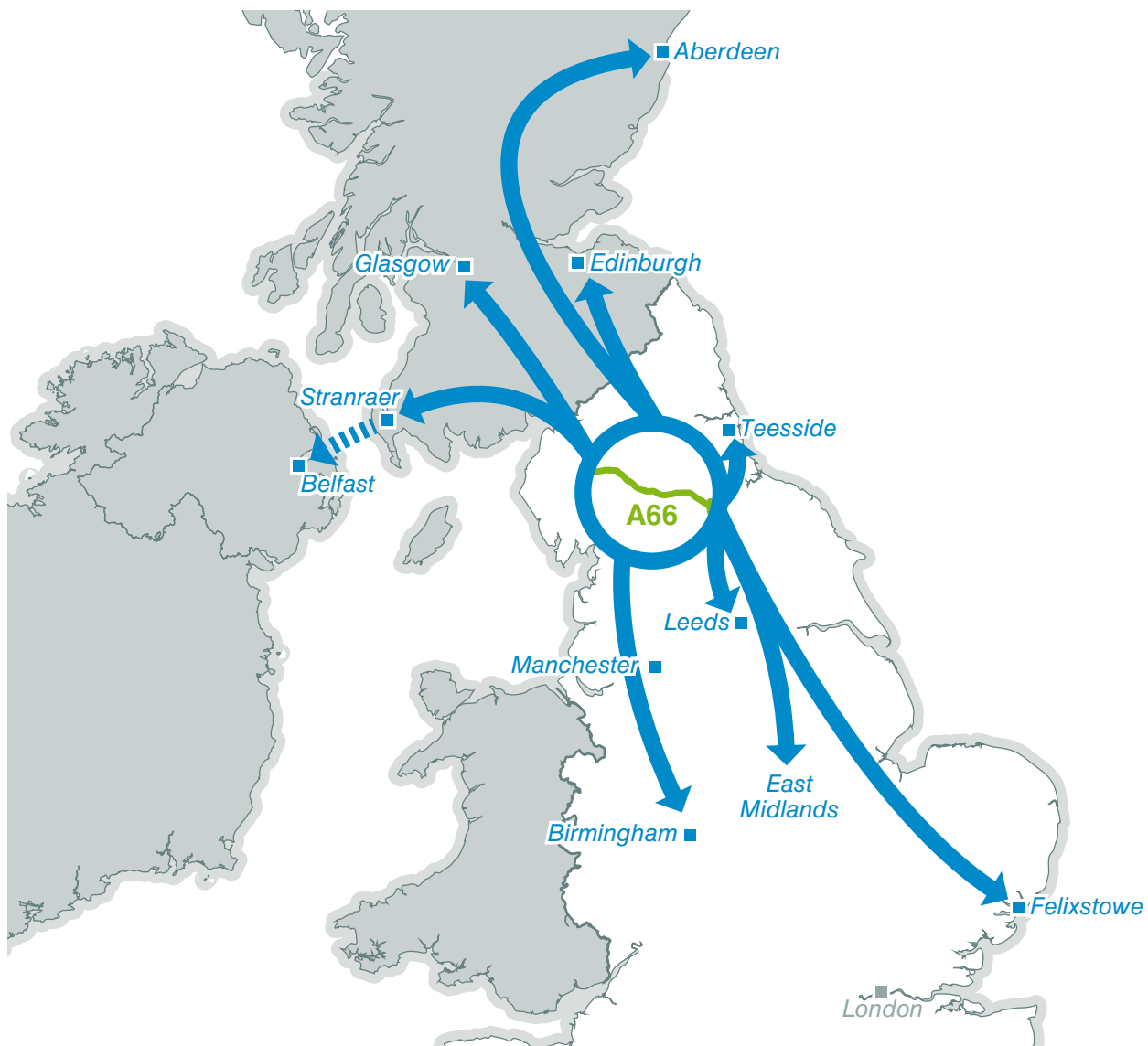
Further copies of this brochure and response form are available at several public locations across the A66 from Thursday 16 May. The full list is available here www.highwaysengland.co.uk/A66TransPennine and availability will depend on opening times of each of the locations.

Responses can be handed in at consultation events or sent to the address provided on the form.

If you wish to read our public consultation strategy on how we are conducting this consultation, please visit www.highwaysengland.co.uk/A66TransPennine



The positive strategic impact of improving the A66



The A66 plays a crucial role in the life of nearby communities. It also has an essential role for journeys across the UK, and the benefits of improvements to the A66 will be felt as far away as Inverness and Ipswich.

The A66 provides the most direct route between the central belt of Scotland and the eastern side of England, connecting cities like Glasgow and Edinburgh with Leeds, Sheffield and Norwich. Traffic from Northern Ireland, landing at the port of Stranraer, uses the A66 as its route onwards to ports such as Hull and Felixstowe.

The road also plays an especially vital role in connecting Cumbria to much of England, and is often at its busiest at the height of the Lake District's tourist season. From the east, it often

provides the route of choice to get from the Tees Valley and Tyneside to Manchester and Liverpool.

On a good day, a journey from Hull to Carlisle is 40 miles and 40 minutes shorter via the A66 than the M62. But the fact that the road repeatedly widens and narrows, and the fact that some sections of road don't match modern standards, makes it prone to congestion and delay, particularly in the holiday season. As a result, many think twice before using the A66, putting more pressure on roads like the M62.

Raising the A66 to a consistent standard would change the way people travel around the UK, and put surrounding communities next to a key national artery.

Why we need this project

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

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.

It will also be good news for all road users who will have greater confidence in getting to their destinations on time.

The objectives of the A66 Northern Trans-Pennine project are split as follows:

Safety – A consistent standard of dual carriageway, with the same speed limit throughout, may reduce the number of accidents. Use of the 'old' A66 as part of the local road network will provide better, safer routes for cyclists and pedestrians.

Connectivity – Improving connectivity for people living and working nearby and creating better facilities for cyclists and pedestrians. Reducing congestion and improving the reliability of people's journeys between the M6 at Penrith and the A1(M) Scotch Corner and nationwide. It also improves connectivity between the key employment areas of Cumbria, Tees Valley and Tyne and Wear.

Environmental – Minimising noise levels for people living and working near the route and reducing the congestion currently occurring in the single carriageway sections. The project is also being designed to minimise any potential negative impacts on the natural environment and landscapes of the North Pennines and Lake District.

Economic – Improving strategic regional and national connectivity, particularly for hauliers. Heavy goods vehicles account for a quarter of all traffic on the road and any delays to journeys can have an extremely negative effect on business and commerce, including lost working time and missed shipment slots.

Tourism – Improving access to key tourist destinations such as the North Pennines and Lake District.

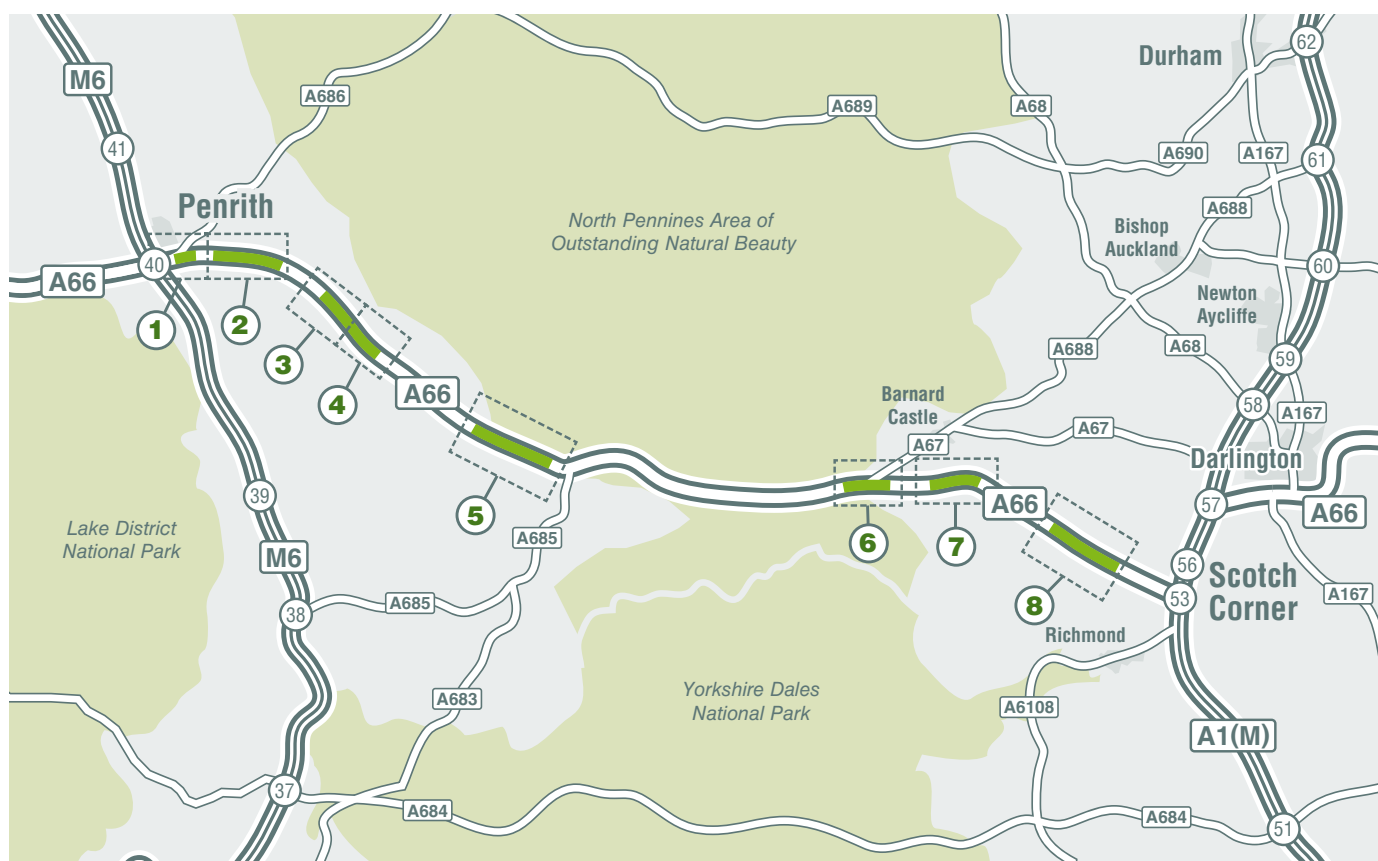
Community – Re-connecting communities and providing better links between settlements along the route as well as improving access to services such as healthcare, employment areas and education.

Capacity – Reducing delays and queues during busy periods and improving the performance of key junctions such as the A66/A6 and the M6 junction 40.

Increasing reliability – An improved A66, with consistent speed limits, will lead to less accidents which, in turn, makes the road more reliable. Also, having a dual carriageway provides the option to close lanes where required due to accidents or break downs and still keep traffic moving.



The options



Our plan is to invest around a billion pounds to dual the remaining single carriageways and improve junctions along the whole of the A66.

Without this investment the issues experienced today would worsen, with journey times getting slower, road conditions becoming more unreliable and risk of accidents increasing.

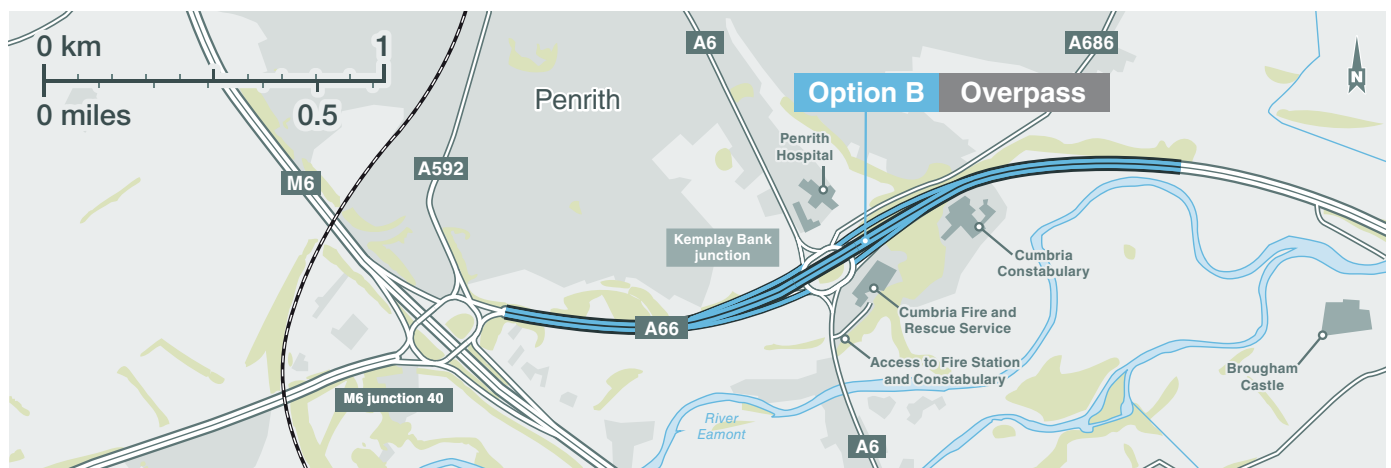
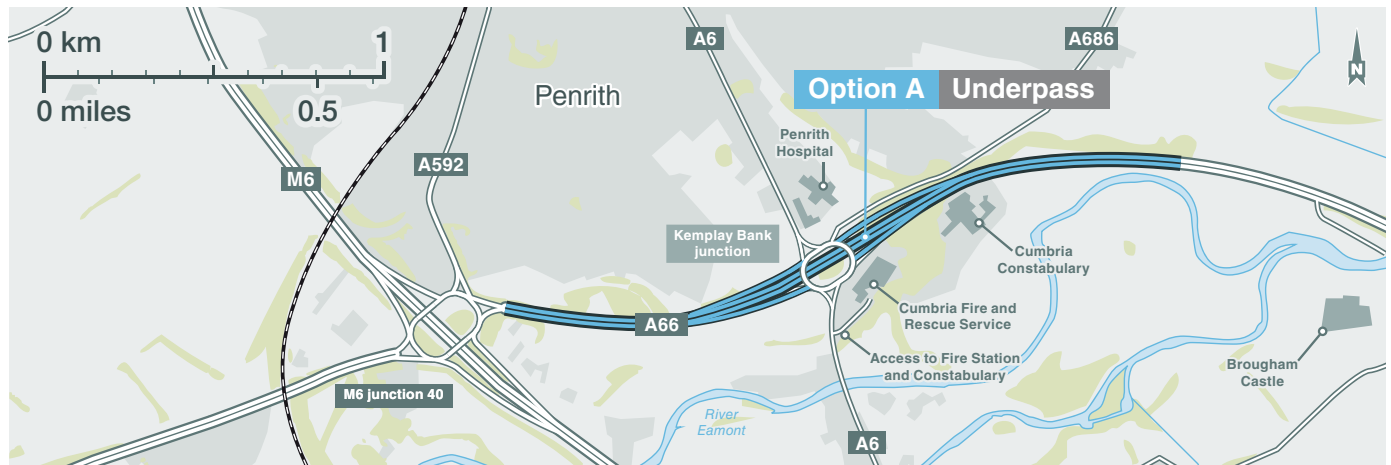
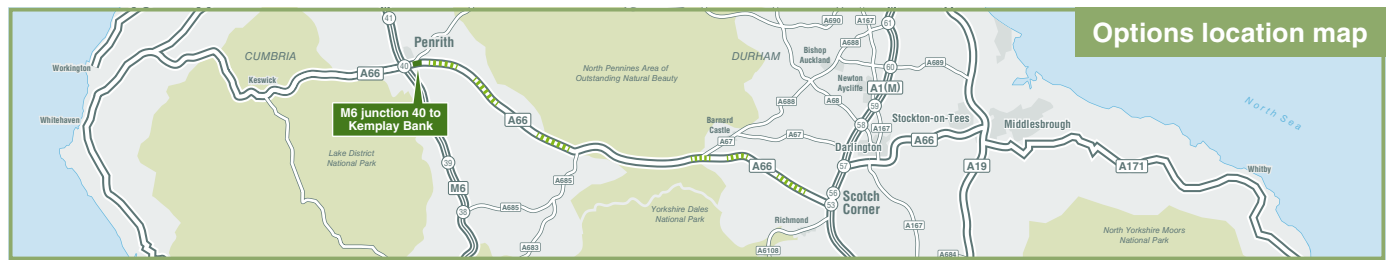
Areas identified for upgrade include:

1. M6 junction 40 to Kemplay Bank roundabout (A66/A6 interchange)
2. Penrith to Temple Sowerby
3. Temple Sowerby to Appleby – Kirkby Thore
4. Temple Sowerby to Appleby – Crackenthorpe
5. Appleby to Brough
6. Bowes Bypass
7. Cross Lanes to Rokeby
8. Stephen Bank to Carkin Moor

We are also considering improvement works at M6 junction 40 for Penrith and at the A1(M) at Scotch Corner to improve capacity within the existing junction footprint. Once we have announced the preferred route, we will carry out a further consultation about these proposals and other junction improvements along the route.

We have provided more detail on the options for the areas listed above on the following pages.

M6 junction 40 to Kemplay Bank roundabout



The roundabout can suffer from high levels of congestion which impacts on the flow of traffic along the A66 and for north and southbound traffic using the A6. This bottleneck can also impact M6 junction 40.

Vehicles slowing down as they approach Kemplay Bank roundabout can lead to potential safety issues, creating problems for both east/west and north/south traffic as it passes through the interchange.

By facilitating free-flowing traffic along the A66 this will also deliver benefits for A6 traffic and local access routes to Penrith and facilities around the junction. This will be a major benefit for local

people in allowing easier access through the junction especially at peak times.

This section carries approximately 30,200 vehicles per day, 19% of which are heavy goods vehicles.

What are we proposing?

The approach roads and junctions need to be improved and the two options we are proposing 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 un-interrupted 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.

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.

Benefits and impacts

In proposing two options for Kemplay Bank interchange our analysis shows there are benefits and potential impacts relating to both the underpass and overpass options. These are presented below to help you share your views with us.

		Option A – Underpass	Option B - Overpass
Future improvements	Journey times	Both options will improve journey times.	Both options will improve journey times.
	Resilience - how the road recovers from incidents, accidents and maintenance work	The route is much less likely to be impacted by delays and closures.	The route is much less likely to be impacted by delays and closures.
	Safety	New road layouts and clearly defined routes will improve safety levels.	New road layouts and clearly defined routes will improve safety levels.
Environment	Air quality	There is no considerable impact on air quality.	There is no considerable impact on air quality.
	Biodiversity	There could potentially be some impacts on protected bird species but measures to reduce these will be put in place.	There could potentially be some impacts on protected bird species but measures to reduce these will be put in place.
	Cultural heritage	Measures such as planting and screening would be developed to mitigate impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape.	Measures such as planting and screening would be developed to mitigate impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape.
	Visual appeal	The underpass would have minimal visual impact.	The overpass will be higher so could have some visual impact.
	Ground conditions (geology)	No impacts on ground conditions are expected.	No impacts on ground conditions are expected.
	Noise levels	Noise levels are likely to increase due to higher use of the improved junction.	Noise levels likely to increase due to higher use of the improved junction. Overpass noise levels likely to be higher than the underpass option.
	Local land	This option is unlikely to result in any significant effects.	This option would require the purchase of local recreation grounds to the north of the roundabout and would temporarily cut off two public rights of way.
	Drainage and water environment	While rates of water run-off from both the underpass and the overbridge are likely to increase, modern design standards would minimise the pollution risk to Thacka Beck and the River Eamont.	While rates of water run-off from both the underpass and the overbridge are likely to increase, modern design standards would minimise the pollution risk to Thacka Beck and the River Eamont.
	Local access and re-connecting communities	Local access routes will be improved as free-flowing traffic prevents tailbacks and standing traffic.	Local access routes will be improved as free-flowing traffic prevents tailbacks and standing traffic.
	Pedestrians, walkers, cyclists and horse riders	New access roads and pedestrian routes will make it easier for people such as pedestrians, walkers, cyclists and horse riders to navigate the roundabout.	New access roads and pedestrian routes will make it easier for people such as pedestrians, walkers, cyclists and horse riders to navigate the roundabout.

Penrith to Temple Sowerby



There is a single carriageway section for three miles with varying widths, causing an inconsistent driving experience and creating safety issues. There are several junctions and numerous private access points, including one for Center Parcs, where it is difficult for cars to join the main highway.

This section carries approximately 19,500 vehicles per day, 24% of which are heavy goods vehicles.

What are we proposing?

We are proposing two options to introduce a dual carriageway on this section. Due to limited space at this location both options require the construction of a new road which is re-routed around the village 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 Whinfell 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.

Option C

From Whinfell 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

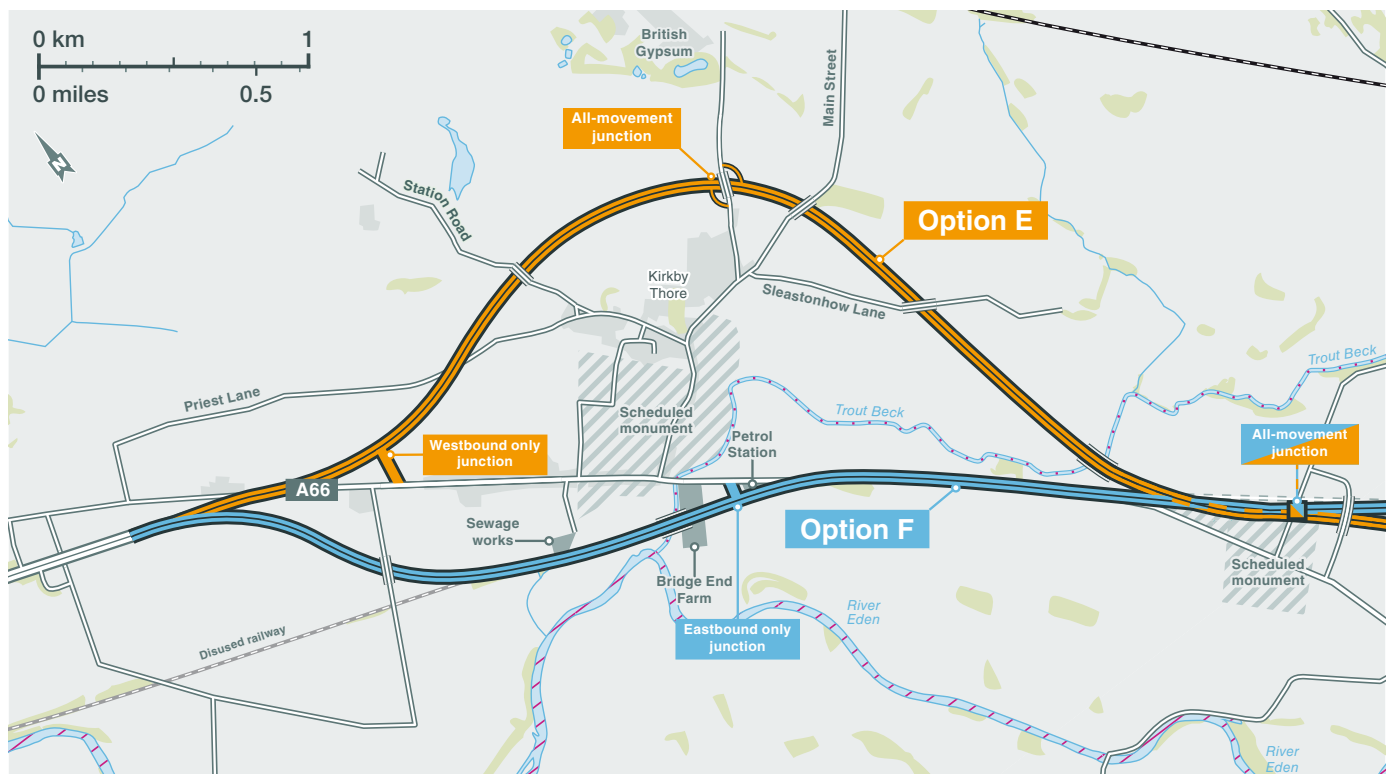
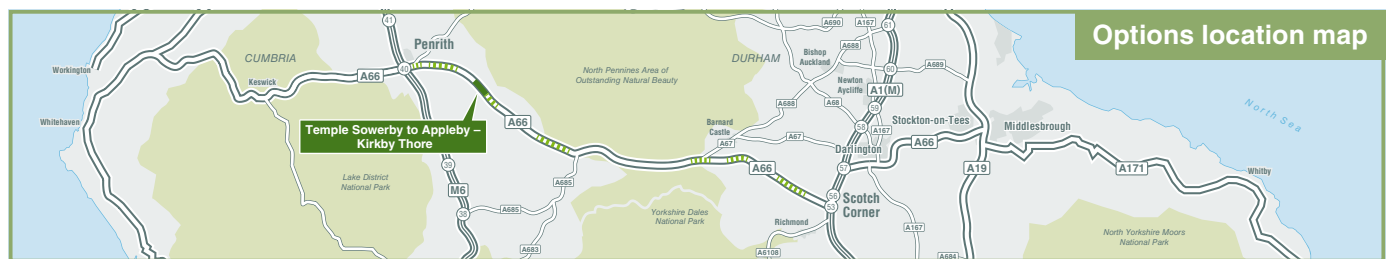
This option is the same as option C but will not divert the current road away from High Barn and will therefore require the demolition of some buildings.

Benefits and impacts

In proposing two options for the Penrith to Temple Sowerby section, our analysis shows there are benefits and potential impacts to both options. These are presented below to help you share your views with us.

		Option C – Avoiding the hamlet of Lane End	Option D – Impacting the hamlet of Lane End
Future improvements	Journey times	Both options improve journey times.	Both options improve journey times.
	Resilience - how the road recovers from incidents, accidents and maintenance work	The new dual carriageway means incidents on one lane would not result in the closure of the road, therefore improving resilience.	The new dual carriageway means incidents on one lane would not result in the closure of the road, therefore improving resilience.
	Safety	Much safer route with consistent speed limits and safer access to the A66 via re-routed local roads.	Much safer route with consistent speed limits and safer access to the A66 from re-routed local roads.
Environment	Air quality	There is no considerable impact on air quality.	There is no considerable impact on air quality.
	Biodiversity	There could potentially be some impacts on protected bird species but measures to reduce these will be put in place.	There could potentially be some impacts on protected bird species but measures to reduce these will be put in place.
	Cultural heritage	Measures such as planting and screening would be developed to reduce impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape. This includes Countess Pillar and the settlement to the north east of Brougham Castle.	Measures such as planting and screening would be developed to reduce impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape. This includes Countess Pillar and the settlement to the north east of Brougham Castle.
	Visual appeal	Neither option will alter the character of the landscape.	Neither option will alter the character of the landscape.
	Ground conditions (geology)	No impacts on the ground are expected.	No impacts on the ground are expected.
	Noise levels	Noise levels are likely to increase between Brougham and Temple Sowerby.	Noise levels are likely to increase between Brougham and Temple Sowerby.
	Local land	Will lead to the loss of some farming land.	Will lead to the loss of farming land. This option will also require the demolition of buildings.
	Drainage and water environment	Potential impacts on the Light Water River and its associated floodplains but measures to reduce these will be put in place.	Potential impacts on the Light Water River and its associated floodplains but measures to reduce these will be put in place.
	Local access and re-connecting communities	Improved junctions will provide safer access.	Improved junctions will provide safer access.
	Pedestrians, walkers, cyclists and horse riders	There is no expected impact.	There is no expected impact.

Temple Sowerby to Appleby – Kirkby Thore



There is a single carriageway for a little over two miles on this section which skirts the village of Kirkby Thore. The carriageway varies in width and local roads are connected by several junctions and private access points along the route where accidents could potentially occur.

There is also an access route through Kirkby Thore village for heavy goods vehicles visiting the British Gypsum site to the north.

This area suffers from high accident levels and speed limits have already been reduced from 60 mph to 40 mph. This section carries approximately 16,500 vehicles per day, 27% of which are heavy goods vehicles, much higher than the national average.

What are we proposing?

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

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 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:

- the 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 Spitals Farm.

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

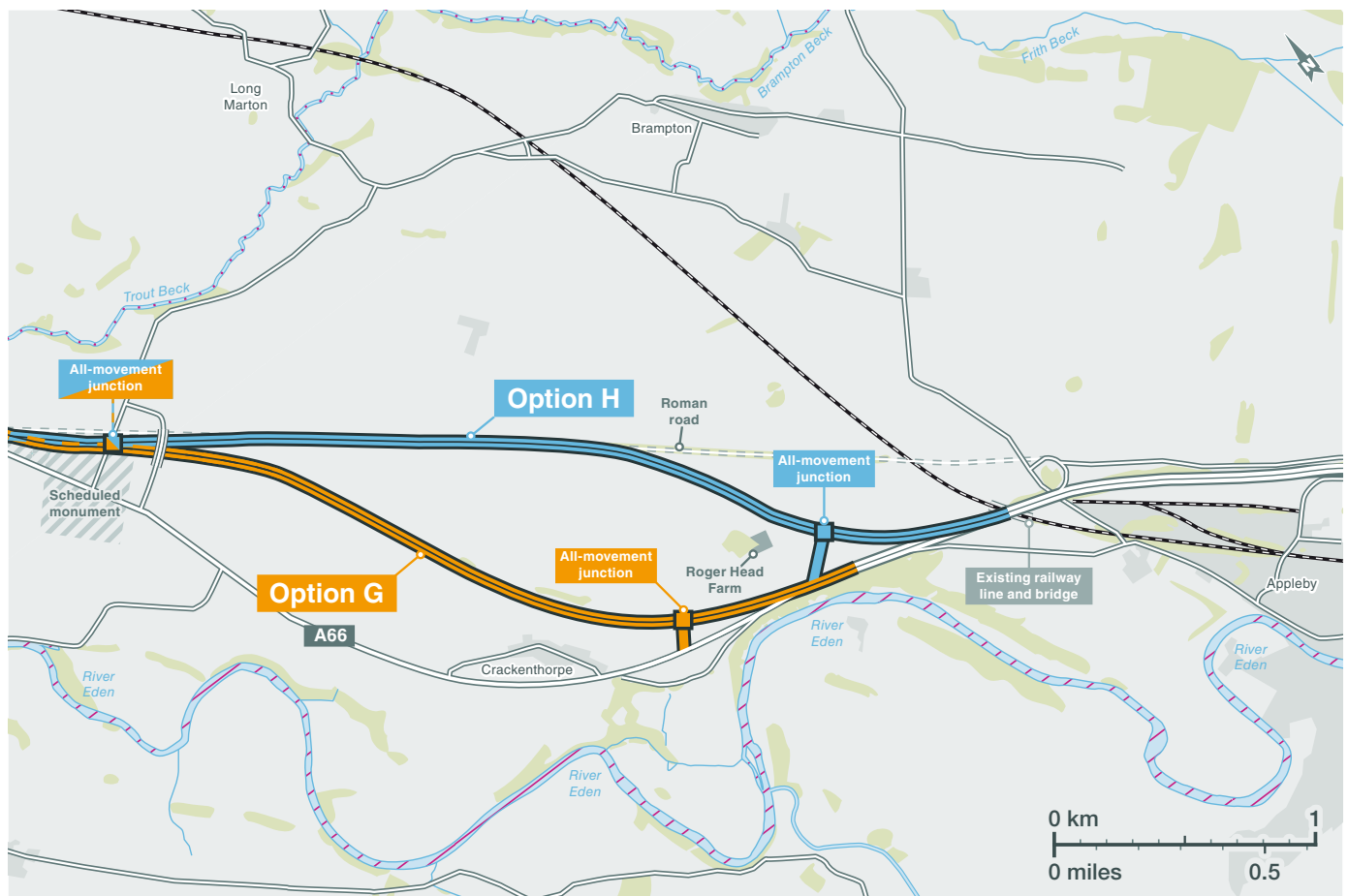
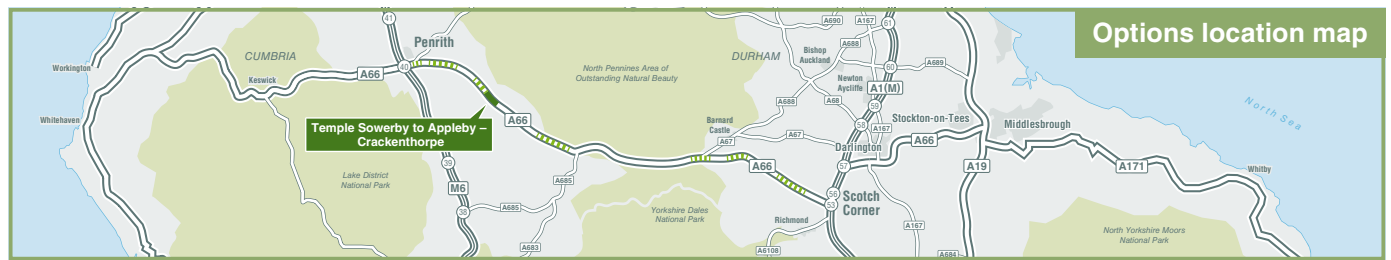
This option would require the demolition of several buildings.

Benefits and impacts

In proposing two options for Kirkby Thore our analysis shows there are benefits and potential impacts for all options. These are presented below to help you share your views with us.

		Option E – northern bypass	Option F – southern bypass
Future improvements	Journey times	Journey time improvements achieved but slower than the southern option.	Provides the shortest route and thus the quickest journey time.
	Resilience - how the road recovers from incidents, accidents and maintenance work	Dual carriageway with multiple turn-around points make the route more resilient when incidents happen.	Even more resilient than the northern bypass as additional diversions are available when incidents happen.
	Safety	The northern bypass will remove heavy goods vehicles from the village of Kirkby Thore.	The new road will be built to a higher safety standard than the existing road.
Environment	Air quality	There is no considerable impact on air quality.	There is no considerable impact on air quality.
	Biodiversity	These options could potentially have impacts on the River Eden and its tributaries, and may impact aquatic invertebrates, fish and birds. It would also require the removal of some important hedgerows. We will work with statutory environmental bodies to mitigate any impacts.	These options could potentially have impacts on the River Eden and its tributaries, and may impact aquatic invertebrates, fish and birds. It would also require the removal of some important hedgerows. We will work with statutory environmental bodies to mitigate any impacts.
	Cultural heritage	Measures such as planting and screening would be developed to reduce impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape. This includes a significant change to the Roman Camp at Kirkby Thore.	Measures such as planting and screening would be developed to reduce impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape. This includes a significant change to the Roman Camp at Kirkby Thore.
	Visual appeal	Could have effects on landscape and visual amenity but measures to reduce these would be developed.	Could have effects on landscape and visual amenity but measures to reduce these would be developed.
	Ground conditions (geology)	This northern route will take into consideration the gypsum mines.	There is no likely negative impact on the ground for this option.
	Noise levels	Noise levels will likely increase to the north of Temple Sowerby but will likely decrease between Temple Sowerby and Appleby West Morland. Measures to reduce this impact will be put in place.	Noise levels will likely increase between Temple Sowerby and Appleby West Morland but will reduce in the area around the current A66. Measures to reduce this impact will be put in place.
	Local land	Loss of some farming land potentially affecting agricultural businesses.	Loss of farming land but will also require the demolition of some buildings.
	Drainage and water environment	Could have an impact on Trout Beck and its associated floodplains but measures to reduce this will be put in place.	Could have an impact on Trout Beck and its associated floodplains but measures to reduce this will be put in place.
	Local access and re-connecting communities	Both options divert the road away from Kirkby Thore and improve current issues.	Both options divert the road away from Kirkby Thore and improve current issues
Pedestrians, walkers, cyclists and horse riders	Improves the experience for these users by presenting opportunities for new crossing points.	Improves the experience for these users by presenting opportunities for new crossing points and will provide better village to village access via the old A66.	

Temple Sowerby to Appleby – Crackenthorpe



There is a single carriageway for two-and-a-half miles on this section which runs alongside the village of Crackenthorpe. The carriageway varies in width with narrow verges and poor alignment which present visibility issues, particularly at junctions. Local roads junctions and private access points along the route create areas where accidents could potentially occur.

What are we proposing?

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

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.

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

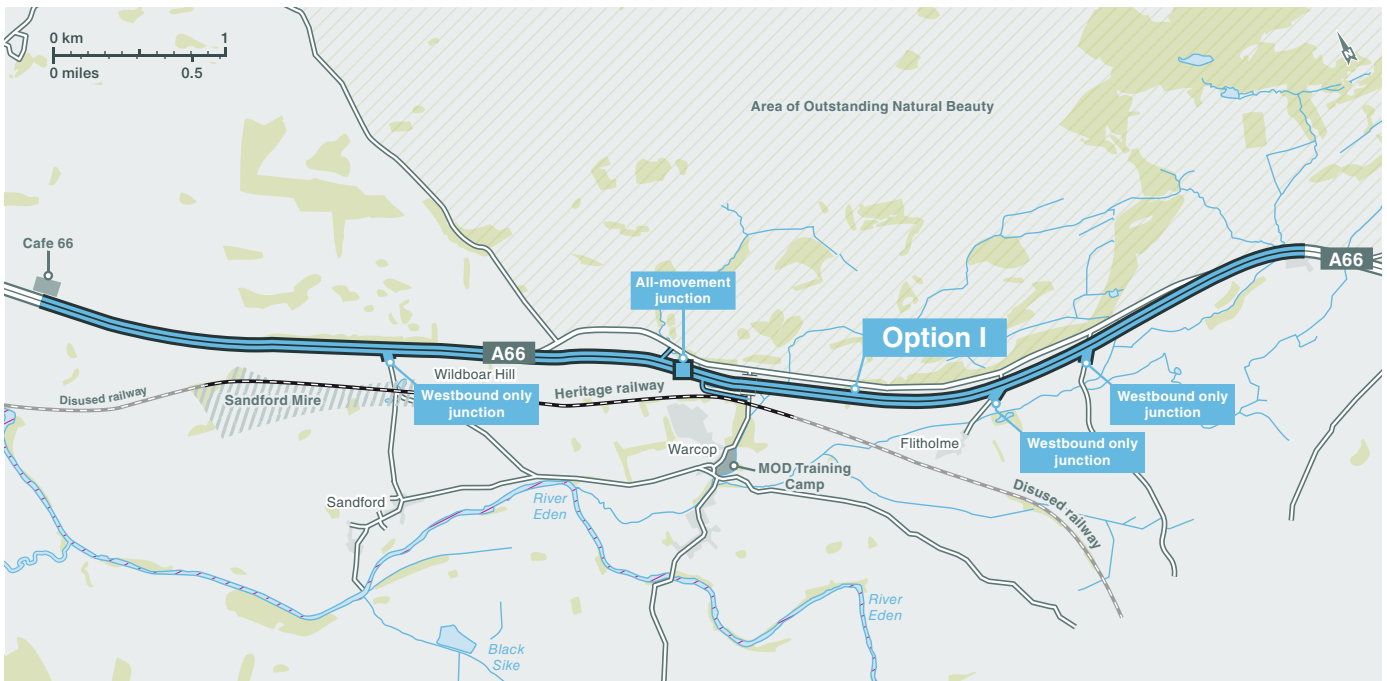
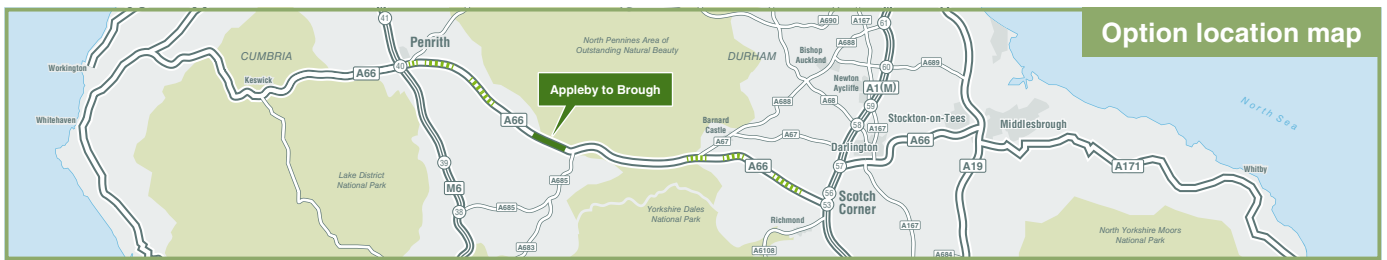
Two new junctions would be created to serve the villages of Bolton, Crackenthorpe and Long Marton.

Benefits and impacts

In proposing two options for Crackenthorpe, our analysis shows there are benefits and potential impacts for all options. These are presented below to help you share your views with us.

		Option G – closest to Crackenthorpe	Option H – further from Crackenthorpe
Future improvements	Journey times	Journey time improvements.	Journey time improvements.
	Resilience - how the road recovers from incidents, accidents and maintenance work	New dual carriageway with multiple turn-around points is more resilient when incidents happen.	Even more resilient as additional diversions are available when incidents happen.
	Safety	The new road will be built to a higher safety standard than the existing road.	The new road will be built to a higher safety standard than the existing road.
Environment	Air quality	There is no considerable impact on air quality.	There is no considerable impact on air quality.
	Biodiversity	Both options could potentially have significant impacts on 'important hedgerow' habitat and protected bird species. Measures will be put in place to reduce these.	Both options could potentially have significant impacts on 'important hedgerow' habitat and protected bird species. Measures will be put in place to reduce these.
	Cultural heritage	Measures such as planting and screening would be developed to reduce impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape. This includes a potential change to the Roman Camp at Kirkby Thore.	Measures such as planting and screening would be developed to reduce impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape. This includes a potential change to the Roman Camp at Kirkby Thore.
	Visual appeal	Could have effects on landscape and visual amenity but measures to reduce these will be developed.	Could have effects on landscape and visual amenity but measures to reduce these will be developed.
	Ground conditions (geology)	The proposed route has previously been impacted by a significant landslip and detailed assessment of the remedial works (2009) needs to be conducted.	No significant effects have been identified.
	Noise levels	Noise levels will likely increase around Powis House and Roman Vale and likely decrease around Crackenthorpe.	Noise levels will likely increase around Powis House and Roman Vale and likely decrease around Crackenthorpe.
	Local land	Both options will lead to the loss of some farming land, potentially affecting agricultural businesses.	Both options will lead to the loss of some farming land, potentially affecting agricultural businesses.
	Drainage and water environment	Depending on the final design, there may be an impact on the River Eden and its associated floodplains. Measures to reduce this will be put in place.	This option will be routed away from nearby watercourses and floodplains.
	Local access and re-connecting communities	Both options divert the road away from Crackenthorpe, improving any current issues. Local access routes will be much safer.	Both options divert the road away from Crackenthorpe, improving any current issues. Local access routes will be much safer.
	Pedestrians, walkers, cyclists and horse riders	Improves the experience for these users by presenting opportunities for new crossing points.	Improves the experience for these users by presenting opportunities for new crossing points as well as providing better village to village access via the old A66.

Appleby to Brough



There is a five-mile stretch of single carriageway on this section with six junctions providing local access to Sandford, Warcop, Flitholme and Great Musgrave.

These local access junctions present safety issues where vehicles are attempting to join the main highway, into a single lane, at high speeds. Drivers can also find themselves in a vulnerable position when attempting to slow and leave the A66, especially when turning right. Variable speed limits also create potential accident spots. The road in this section suffers from poor alignment which also makes it harder to navigate for drivers moving at speed.

This area suffers from high accident levels and speed limits have already been reduced from 60 mph to 40 mph. The route carries approximately 14,600 vehicles per day, 30% of which are heavy goods vehicles.

What are we proposing?

Only one option exists for this section of the A66.

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 horse riders.

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 county 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 (AONB) to the north of the current A66 and provides continued access for local communities during construction.

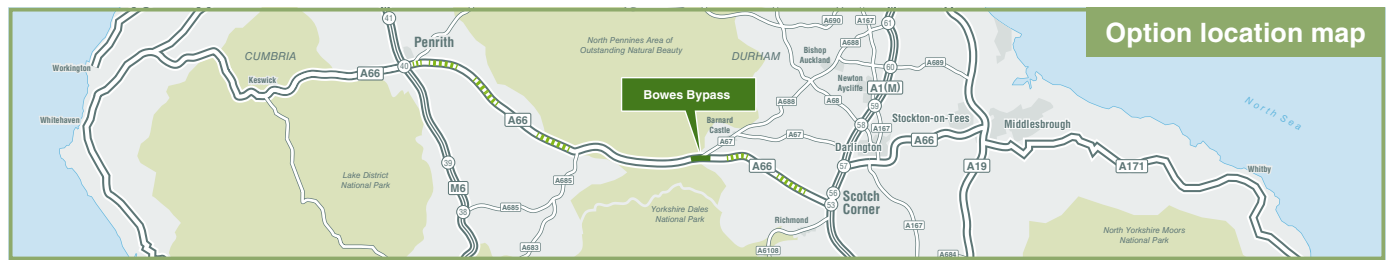
The new dual carriageway will connect back into the existing A66 at Brough bypass.

Benefits and impacts

The table below provides the benefits and potential impacts for the single option available between Appleby and Brough to help you share your views with us.

		Option 1
Future improvements	Journey times	Journey time improvements will be provided.
	Resilience - how the road recovers from incidents, accidents and maintenance work	A dual carriageway will be provided, meaning incidents on one lane would not necessarily result in the closure of the road.
	Safety	The new road will be built to a higher safety standard than the existing road.
Environment	Air quality	There is no considerable impact on air quality.
	Biodiversity	During construction, the use of North Pennine Moors Special Protection Area (SPA) land will temporarily be required. This could potentially have impacts on the rivers, streams and 'important hedgerow' habitats of the area, affecting protected birds and aquatic invertebrate species. Measures will be put in place to reduce this impact.
	Cultural heritage	Measures such as planting and screening would be developed to mitigate impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape.
	Visual appeal	This option could potentially have significant effects on landscape and visual amenity but measures will be put in place to reduce these.
	Ground conditions (geology)	No significant impacts on the ground are expected.
	Noise levels	Noise levels will likely increase between Sandforth and Brough and Great Ormside and Brough. Outlying homes in Warcop would likely experience a reduction in noise levels.
	Local land	This proposal will lead to the loss of some farming land, potentially affecting agricultural businesses.
	Drainage and water environment	This proposal could potentially impact the Hayber Beck and its associated floodplains. The proposal may have an impact on the existing crossing of the Lowgill Beck, Woodend Sike and Yosgill Sike. Measures will be put in place to reduce this impact.
	Local access and re-connecting communities	Local access routes will be much safer and existing issues improved.
Pedestrians, walkers, cyclists and horse riders	Improves the experience for these users by presenting opportunities for new crossing points and will provide better village-to-village access via the old A66.	

Bowes Bypass



This is a 1.9-mile, single carriageway section which is sandwiched between a dual carriageway to the east and west. A key feature of this section is the junction with the A67 which is currently only accessible to traffic to and from the west.

East-bound traffic approaching may not be aware that one lane at this junction is utilised for the A67 which reduces capacity and also leads to last-

minute lane changes and slowing traffic on the A66 which present safety issues.

This section carries approximately 16,300 vehicles per day, 24% of which are heavy goods vehicles.

What are we proposing?

Only one option exists for this section of the A66.

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 neighbouring barn structure.

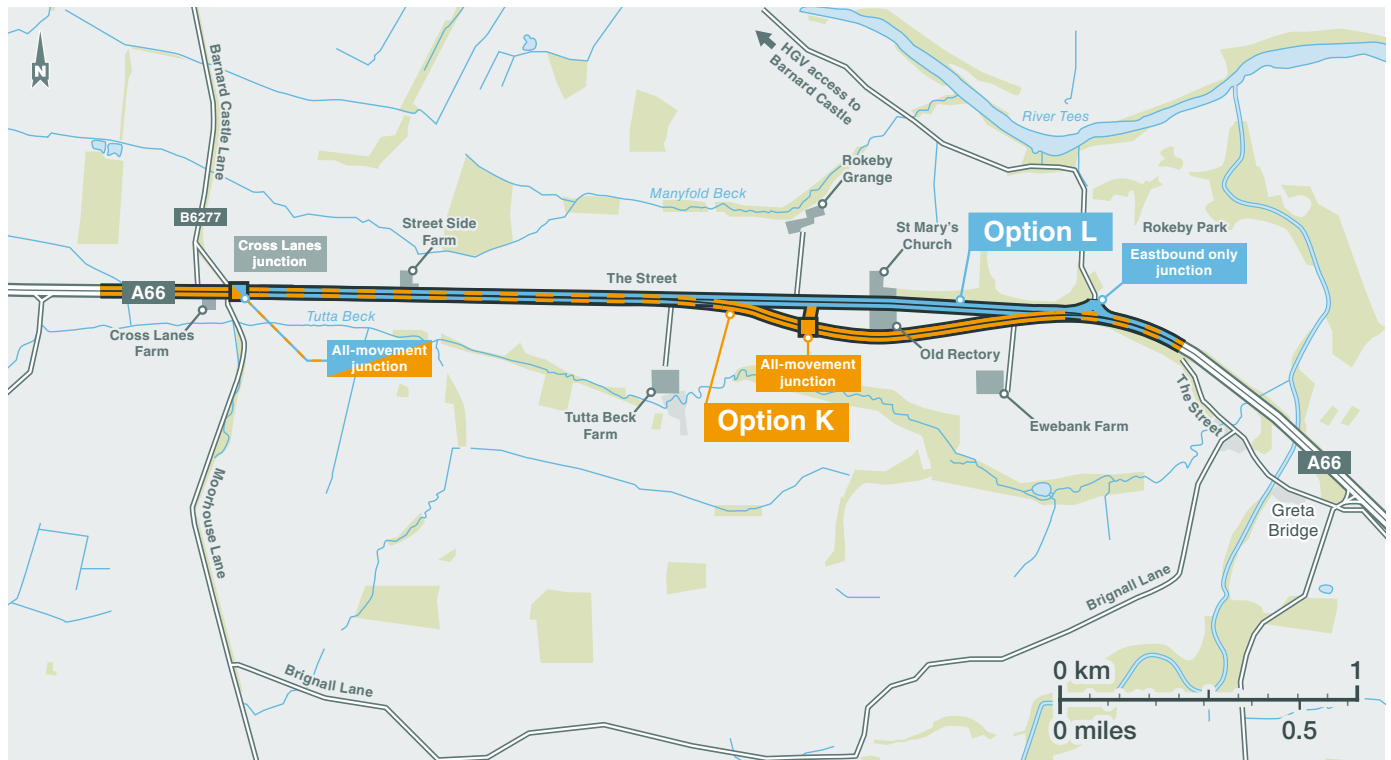
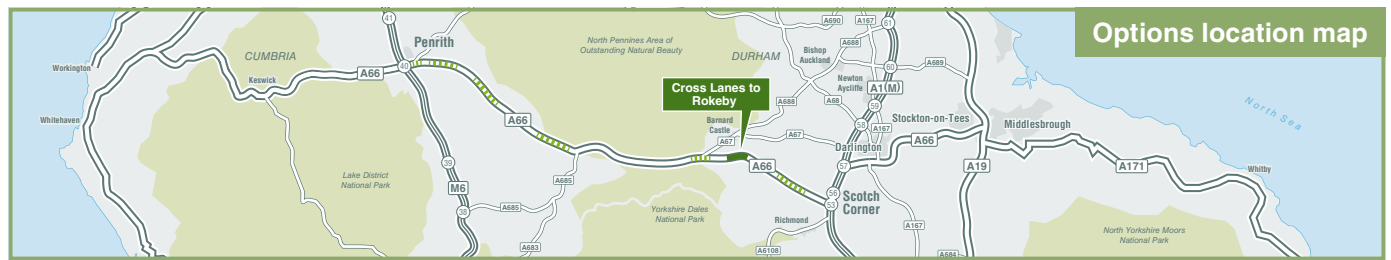
The Roman road known as The Street will be closed and access between Bowes village and the A66 instead provided by the upgraded Bowes junction, making access to the A66 safer for local traffic.

Benefits and impacts

The table below provides the benefits and potential impacts for the single option available for the Bowes bypass to help you share your views with us.

		Option J
Future improvements	Journey times	Journey time improvements.
	Resilience - how the road recovers from incidents, accidents and maintenance work	This section becomes more resilient due to the increase in options for diversion routes and the introduction of more turn-around points.
	Safety	The new road will be built to a higher safety standard than the existing road.
Environment	Air quality	There is no considerable impact on air quality.
	Biodiversity	During construction, the use of North Pennine Moors Special Protection Area (SPA) land will temporarily be required. This option could potentially have significant impacts on the North Pennine Moors SPA and protected birds and species. Measures will be put in place to reduce this impact.
	Cultural heritage	Measures such as planting and screening would be developed to reduce impacts on the settings of surrounding archaeological sites, historic buildings and the immediate landscape.
	Visual appeal	The western end of this proposal will slightly impact the North Pennines Area of Outstanding Natural Beauty (AONB). During construction it is expected that the surrounding area will be impacted, although the current A66 is already a feature of the landscape.
	Ground conditions (geology)	No significant impacts on the ground are expected.
	Noise land	Noise levels are likely to increase around Bowes.
	Local community	This proposal may lead to the loss of some farming land and potentially the demolition of some buildings. The disused Bowes train station will also be demolished.
	Drainage and water environment	This proposal does not directly impact on any watercourses or floodplains.
	Local access and re-connecting communities	Local access routes will be much safer and existing issues improved. All routes provided for at an improved Bowes junction.
Pedestrians, walkers, cyclists and horse riders	All current crossing points will be maintained.	

Cross Lanes to Rokeby



There is a 1.8-mile stretch of single carriageway in this section which sits between dual carriageway to the east and west. There are two major junctions at each end of this stretch and a further five farms accessing directly onto the A66 and other private access points.

These present considerable safety risks due to mixing fast and slow-moving vehicles, a major cause of road accidents on this stretch. Introducing a dual carriageway to this section would create a consistent road standard.

This section carries approximately 16,900 vehicles per day, 27% of which are heavy goods vehicles.

What are we proposing?

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.

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.

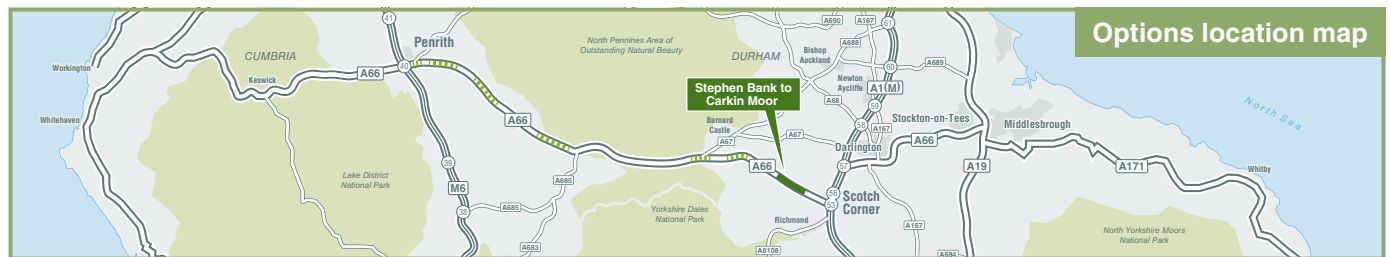
This option would retain local access at Rokeby junction for eastbound traffic. Westbound traffic would be required to utilise Cross Lanes junction and the B6277 for access to Barnard Castle.

Benefits and impacts

In proposing two options for the Cross Lanes to Rokeby section, our analysis shows there are benefits and potential impacts to both options. These are presented below to help you share your views with us.

		Option K	Option L
Future improvements	Journey times	Journey time improvements.	Journey time improvements.
	Resilience - how the road recovers from incidents, accidents and maintenance work	A dual carriageway will be provided, meaning incidents on one lane do not necessarily result in the closure of the road.	A dual carriageway will be provided, meaning incidents on one lane do not necessarily result in the closure of the road.
	Safety	The new road will be built to a higher safety standard than the existing road.	The new road will be built to a higher safety standard than the existing road.
Environment	Air quality	There is no considerable impact on air quality.	There is no considerable impact on air quality.
	Biodiversity	Could potentially impact on protected bird species. Measures to reduce these will be put in place.	Could potentially impact on 'important hedgerow' associated habitat and protected bird species. Measures to reduce these will be put in place.
	Cultural heritage	This option could have a settings impact on Greta Bridge Roman Fort and Rokeby Park. Measures to reduce these, such as planting and screening, would be developed.	This option could have a settings impact on Greta Bridge Roman Fort and Rokeby Park and additionally impact the Church of St. Mary and two milestones. Measures to reduce these, such as planting and screening, would be developed.
	Visual appeal	For both options, roadside trees between the current A66 and Rokeby Park will protect the visual appeal of the immediate area. There will be a short-term impact during construction.	For both options, roadside trees between the current A66 and Rokeby Park will protect the visual appeal of the immediate area. There will be a short-term impact during construction.
	Ground conditions (geology)	No significant impacts on the ground are expected.	No significant impacts on the ground are expected.
	Noise levels	Noise levels will likely increase around Greta Bridge.	Noise levels will likely not increase around Greta Bridge.
	Local land	This proposal will lead to the loss of some farming land, potentially affecting agricultural businesses.	This proposal will also lead to the loss of some farming land and will require the demolition of some buildings.
	Drainage and water environment	Both options could impact Tutta Beck and the River Greta, particularly to the east of the proposals. Measures to reduce these will be put in place.	Both options could impact Tutta Beck and the River Greta, particularly to the east of the proposals. Measures to reduce these will be put in place.
	Local access and re-connecting communities	New junctions will improve safety and ease of access.	New junctions will improve safety and ease of access.
	Pedestrians, walkers, cyclists and horse riders	Improves the experience for these users by presenting opportunities for new crossing points.	Improves the experience for these users by presenting opportunities for new crossing points,

Stephen Bank to Carkin Moor



There is a four-mile stretch of single carriageway in this section and, while the road is relatively straight, it rises and falls in areas, causing visibility issues and forcing heavy goods vehicles to accelerate to navigate steep inclines.

Multiple access points present safety issues where vehicles are attempting to join a single lane at high speeds. Drivers can also find themselves in a vulnerable position when attempting to slow and leave the A66, especially when turning right.

This section carries approximately 17,100 vehicles per day, 27% of which are heavy goods vehicles.

What are we proposing?

A new dual carriageway at Stephen Bank, followed by three different options that consider the impact on Foxhall, 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.

Option M

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

A new junction and bridge 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 Foxhall 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 at Foxhall 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.

Benefits and impacts

In proposing three options for the Stephen Bank to Carkin Moor section, our analysis shows there are benefits and potential impacts to each option. These are presented below to help you share your views with us.

		Option M	Option N	Option O
Future improvements	Journey times	Improved journey times.	Improved journey times.	Improved journey times.
	Resilience - how the road recovers from incidents, accidents and maintenance work	The route is much more resilient with the dual carriageway meaning incidents on one lane would not result in the closure of the road. The original A66 will also provide additional diversion routes.	The route is much more resilient with the dual carriageway meaning incidents on one lane would not result in the closure of the road.	The route is much more resilient with the dual carriageway meaning incidents on one lane would not result in the closure of the road.
	Safety	The new road will be built to a higher safety standard than the existing road.	The new road will be built to a higher safety standard than the existing road.	The new road will be built to a higher safety standard than the existing road.

Table continues overleaf

		Option M	Option N	Option O
Environment	Air quality	There is no considerable impact on air quality.	There is no considerable impact on air quality.	There is no considerable impact on air quality.
	Biodiversity	Could have impacts on 'important hedgerow', associated habitats and protected bird species. Measures to reduce these will be put in place.	Could have impacts on 'important hedgerow', associated habitats and protected bird species. Measures to reduce these will be put in place.	Could have impacts on 'important hedgerow', associated habitats and protected bird species. Measures to reduce these will be put in place.
	Cultural heritage	Will not impact the Roman Fort and prehistoric settlement.	Will result in physical impacts to the Roman Fort and prehistoric settlement.	Will result in physical impacts to the Roman Fort and prehistoric settlement.
	Visual appeal	These options could potentially have significant effects on landscape and visual amenity. Measures to reduce these will be put in place.	These options could potentially have significant effects on landscape and visual amenity. Measures to reduce these will be put in place.	These options could potentially have significant effects on landscape and visual amenity. Measures to reduce these will be put in place.
	Ground conditions (geology)	No significant impacts on the ground are expected.	No significant impacts on the ground are expected.	No significant impacts on the ground are expected.
	Noise levels	Noise levels will likely increase around Dalton, Gilling West, Ravensworth and Greta Bridge. Measures to reduce these will be put in place.	Noise levels will likely increase at Greta Bridge and Gilling West. Noise is likely to reduce at Ravensworth. Measures to reduce these will be put in place.	Noise levels will likely increase at Greta Bridge and Gilling West. Noise is likely to reduce at Ravensworth. Measures to reduce these will be put in place.
	Local land	This proposal will lead to the loss of some farming land, potentially affecting agricultural businesses.	This proposal will lead to the loss of some farming land, potentially affecting agricultural businesses.	This proposal will lead to the loss of some farming land, potentially affecting agricultural businesses.
	Drainage and water environment	All options are to be constructed across several flood zones. Measures to reduce these will be put in place.	All options are to be constructed across several flood zones. Measures to reduce these will be put in place.	All options are to be constructed across several flood zones. Measures to reduce these will be put in place.
	Local access and re-connecting communities	Local access routes will be much safer and existing issues improved.	Local access routes will be much safer and existing issues improved. Access will be maintained to Ravensworth via the old A66.	Local access routes will be much safer and existing issues improved.
	Pedestrians, walkers, cyclists and horse riders	Improves the experience for these users by presenting opportunities for new crossing points.	Improves the experience for users by presenting opportunities for new crossing points as well as providing better village-to-village access via the old A66.	Improves the experience for users by presenting opportunities for new crossing points.

Junctions

The purpose of this consultation is to seek views on the preferred route options for each section of the A66.

We are not providing options for, or consulting on, the junctions along the A66 or the junctions with the M6 and A1(M) at this stage. This is because junction layouts and positions are dependent on the final chosen route.

Once the route is selected, we will complete more detailed traffic analysis that will provide the data for the design. We will then come back for a further consultation to ask you about our proposals.

The maps provided in this brochure indicate potential locations for local junctions in each section and show whether they are likely to be eastbound, westbound or an 'all-movement junction'. We welcome your views on these early suggestions.

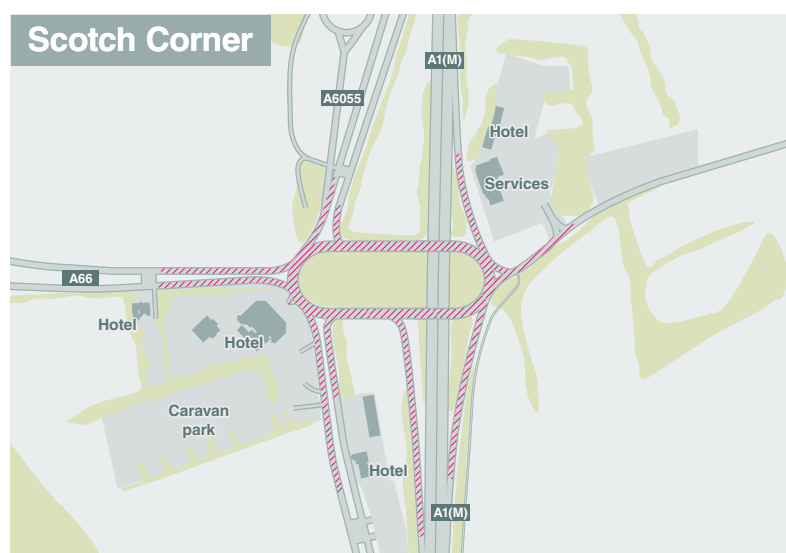
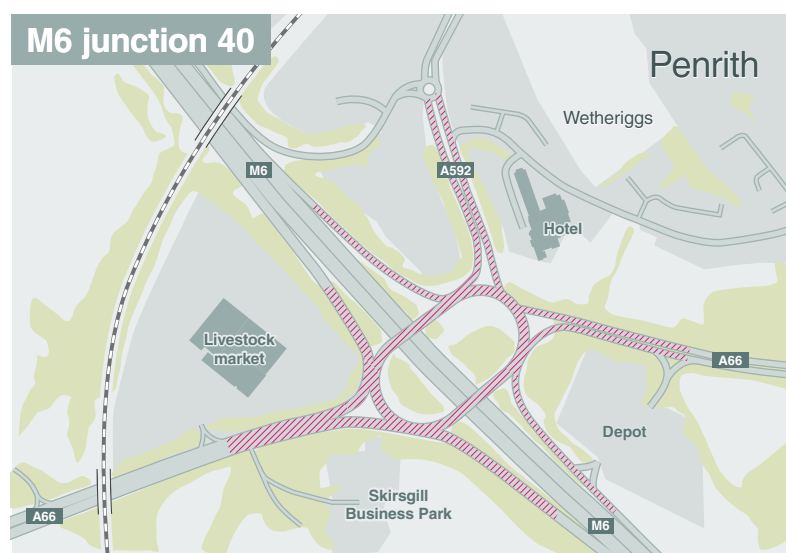
Once we have more detailed information, we will consult with you further in the future, to understand the most appropriate options.

M6 junction 40 in Penrith and A1(M) at Scotch Corner

We have also carried out high-level capacity assessments of both junctions at either end of the project - M6 junction 40 in Penrith and A1(M) at Scotch Corner (pictured) - and they confirm that the existing junctions would not provide adequate capacity in their current form for the expected traffic levels once the project is built.

These two junctions will be delivered as part of this investment project and will include measures to increase capacity and traffic flow at each location.

The diagrams below show the parts of each junction which will likely be impacted by the project.



How we propose to reduce impacts (mitigation)

We are committed to reducing the overall impact of our road projects on the local environment, during the early development of the project, construction and after it has been built. That's why we are already thinking about the environment at this early stage in the project, well before construction is due to start.

We work closely with statutory bodies, such as Environment Agency, to understand environmental impacts and plan for them, putting mitigation at the forefront of deciding routes and designing roads and structures.

We have analysed the benefits and impacts for each proposed option presented in this consultation with the below mitigation measures in mind.

Where we anticipate the need to acquire or utilise land or demolish buildings, we will seek to engage privately with the owners of such assets.



Biodiversity

Where we anticipate impacts on rivers, streams, important hedgerows, natural habitats and protected birds, fish and other species we will undertake further detailed surveys and develop appropriate mitigation measures.

Cultural heritage

Where construction is likely to impact historical sites, we will design and build the preferred route with appropriate temporary and permanent screening to protect the views of heritage areas. We will work closely with county archaeologists to excavate, map and record areas of importance.

Visual appeal

Where construction is likely to impact on the visual appeal of the local area, we will select the most sensitive route and apply appropriate lighting, planting and screening techniques.

Noise levels

Where noise levels are expected to increase, we will develop a suitable noise and vibration plan that will include appropriate design and build techniques, environmental barriers and low-noise surfaces.

Drainage and water

Where road drainage and local water courses are likely to be affected, we will use sustainable drainage systems and water diversions. We will also ensure that where flood plains are impacted there is always adequate capacity to deal with any potential flood issues.

Discounted options

The options outlined in this brochure have been shortlisted from a much longer list of options which have been considered for each section.

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 viable. Typically, these were options which would have presented such serious environmental impacts that statutory environmental bodies would have rejected them or required extensive mitigation measures.

Where multiple similar options existed only the most viable options have advanced to the shortlist.

This process of shortlisting our options avoids unnecessary spending of public funds on more detailed design and appraisal for options which are unlikely to be acceptable to consultees.

In total, we have discounted 19 options, described below.

Penrith North Bypass

Dual carriageway bypassing Penrith to the north east, connecting the M6 junction 40 with the A66 at Center Parcs.

This option was discounted because of the significant environmental impact on scheduled monuments, landscape, ancient woodland and biodiversity. The bypass would have also required significant land take and major earthworks leading to high cost and few economic benefits.

Penrith South Bypass

Dual carriageway bypassing Penrith to the south, utilising the line of the disused railway. This option would connect the A66 in Kirkby Thore with the M6 south of junction 40 where a new motorway junction would be required.

This option was discounted due to substantial environmental impacts including direct loss of land within the Site of Special Scientific Interest (SSSI), National Nature Reserve (NNR) and the loss of

ancient woodland. It would have also required a crossing of the West Coast main line of the railway and a junction with the M6 which would lead to high cost and few economic benefits. In addition, results of traffic surveys and modelling show there is lower demand on the stretch between the A66 and M6 south, compared to between the A66 and M6 north.

M6 junction 40 to Kemplay Bank interchange

A third option was considered that would have seen the A66 pass through the roundabout at ground level with an added fourth lane, creating extra capacity. It was discounted after analysis showed it would not provide enough capacity to meet expected future traffic levels.

This option would have also required the demolition of nearby buildings, including Toll Bar Cottage and the removal of surrounding trees.

Penrith to Temple Sowerby

A third option was considered that would have involved a longer route to completely avoid the hamlet of Lane End. This would have required additional land being purchased in and around Lane End and the construction of new roads and structures in the immediate area. It was not presented at the 2003 consultation and has been discounted this time as it would require a longer, more expensive diversion to avoid the properties of Lane End. Due to the nature of this diversion, it would have further isolated Lane End by removing access to the local road network.

Temple Sowerby to Appleby

Six discounted options have been considered for this section of the A66.

1. (6A1) A longer, northern bypass of the village of Kirkby Thore was considered but discounted because it would have resulted in longer journey times, affecting the economic benefits of the project and bringing significant impacts on the landscape and agricultural land. Construction costs were higher and there were increased risks due to the close vicinity of underground mines. It was not taken forward for the 2003 consultation.
2. (6B1) An alternative route for the new carriageway was considered but discounted as it would have negatively impacted local historical monuments, required the compulsory purchase and demolition of a significant amount of buildings and the need to construct multiple local access routes. Noise pollution would have increased for the residents of Kirkby Thore. This option was considered in the 2003 consultation.
3. (6C1) Using and widening a longer stretch of the current A66 was considered but discounted as it would have affected several local access points and commercial and residential frontages. In the 2003 consultation, a similar option was considered but only received support from 2% of respondents.
4. (6D1) A more direct alternative route was considered but was discounted due to the severe negative impacts on local historical monuments and the village of Kirkby Thore. Several Grade II listed buildings would have been affected and high levels of demolition would have been required. This option would have also decreased local connectivity. This option was not considered in the 2003 consultation.
5. (6A2) An additional northern bypass of Crackenthorpe was also considered but this would have resulted in longer journey times, would have negatively affected the landscape and foot and bridle paths and would have disconnected Crackenthorpe Stud from the road network. Ecology issues were also

considered too detrimental and does not demonstrate value for money. This option was not considered in 2003.

6. (6B2) Widening of the current A66 at Crackenthorpe was investigated but discounted due to its potential encroachment on the Redlands Bank monument site and the removal of trees from the Chapel Wood ancient woodland. The Grade II listed Milestone would have needed to be relocated and several buildings close to Crackenthorpe would have needed to be demolished whilst multiple new access points constructed. This option was considered in 2003.

Appleby to Brough

All these options have been considered.

1. (8A1) A similar version to the current widening proposal was considered but discounted due to the difficulty of construction, the impact on the nearby Area of Outstanding Natural Beauty (AONB) and the encroachment on the site of the Warcop Roman Camp and road.
2. (8B1) An option was considered that would see a new route constructed directly through the Warcop Roman Camp, resulting in the complete loss of this historical site. Additional land would have been required from the North Pennine Moors AONB and would have negatively affected several properties near Warcop and Warcop Hall.
3. (8D1) A route option was considered that would have utilised 90% of the Eden Valley railway and would have a severe impact on this tourist and heritage attraction. Residents of Warcop village would also have been disadvantaged due to the proximity of the new road. This option was also considered poor value for money.
4. (8B2) A new route was considered that would travel directly through the North Pennine Moors AONB but was discounted for environmental and ecology reasons. Considerable disruption was envisaged during the construction phase.

5. (8C2) A similar option to what is being currently offered around Flithholme junction was considered but discounted due to the impact on the local environment and nearby AOBN. Significant access requirements would have been needed for local properties.

Bowes Bypass

There are no discounted options for this section.

Cross Lanes to Rokeby

An option was considered that would have resulted in the direct loss of an area of woodland adjacent to the existing A66 that forms part of the Rokeby Park Registered Park and Garden. This was also consulted on in 2003 and discounted.

Stephen Bank to Carkin Moor

All these options were considered as part of the 2003 consultation.

All the below options would have required the demolition of the Grade II listed building at Ravensworth Lodge and its attached outbuilding.

1. (14B) A new southern route after West Layton junction was considered but discounted due to the requirement to take land from the nearby historic site, the requirement for the construction of multiple access points and the demolition of Fox Hall Inn.
2. (14C +D) Widening of two small sections of the current A66 was not feasible due to the access requirements for Mainsgill Farm.
3. (14E) An option affecting the Carkin Moor Roman fort was rejected after the 2003 consultation.



Next steps

Once the consultation closes on **Thursday 11 July 2019**, we'll analyse all responses and compile them into a consultation report. We will then refine the option designs, incorporating the comments provided where practicable, and complete our assessment work.

We will then announce the preferred route for the project which is currently planned to be in Spring 2020.

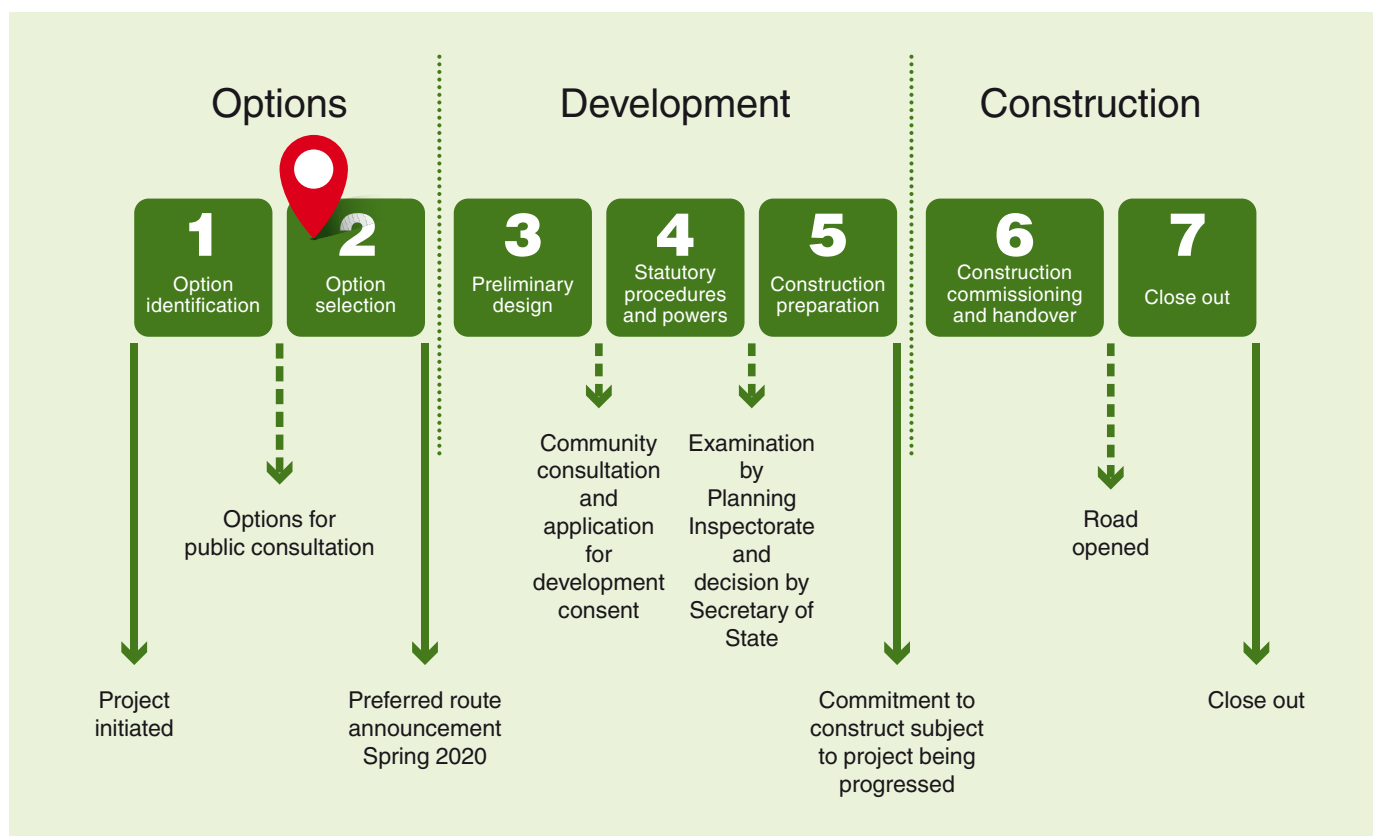
Following this, our preferred route will be taken through to the preliminary design stage. This is when the detail is developed on the overall design and when we complete the detailed environmental assessments. We will carry out a further consultation process in the future on our preferred

route and this will give you another opportunity to get involved and share your views.

We will then make an application for a Development Consent Order (DCO) to obtain planning permission to build it. This 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 environmental and heritage statutory bodies, landowners and stakeholders.

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





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