

A66 Northern Trans-Pennine project

Summary of the autumn 2021
statutory consultation

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The project

At National Highways 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.

The A66 Northern Trans-Pennine project (the project) is part of our continued investment programme and represents one of the largest and most important highways investments in the north of England in a generation.

We are proposing to invest around one billion pounds to improve the remaining single carriageway sections of the A66 to dual carriageway between M6 junction 40 and the A1(M) at Scotch Corner. This will improve safety, journey times, reliability, and resilience on the A66 between the M6 and A1(M).

The project is classified as a Nationally Significant Infrastructure Project, or NSIP, by the UK Government under the Planning Act 2008 (PA 2008).

As such, we are required to make an application for a Development Consent Order (DCO) to obtain permission to construct and operate the new A66. The PA 2008 requires National Highways to undertake consultation on the project before submitting its DCO application.

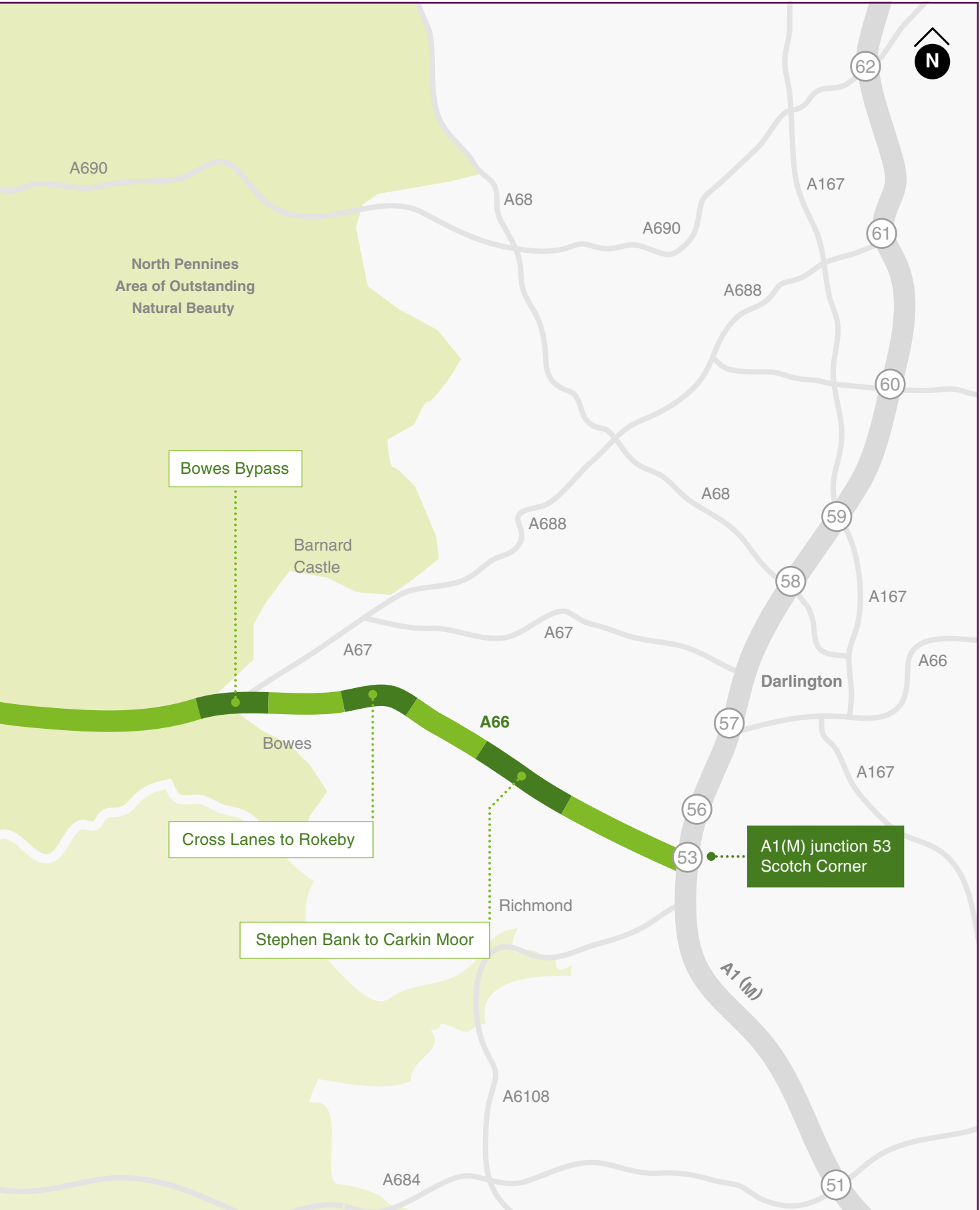
We announced the Preferred Route in May 2020 and since then we have continued to develop the design of the route. We presented this during the statutory consultation in autumn 2021 to find out the views of local authorities, communities, landowners, national stakeholders, such as Ministry of Defence, hauliers and regional stakeholders, such as the ambulance services.

In this report, we explain in brief our approach to the statutory consultation, summarise the feedback received and outline the key themes from this consultation. We also give details of what will happen next.



Full project map





What we consulted on

The purpose of the statutory consultation was to receive feedback on the project generally, including the design of the project and the key findings from our technical work, which included the following elements:

- Route alignment and preliminary design, including route alignment alternatives considered within specific areas
- Junction layouts, including junction location alternatives considered within specific areas
- Construction compounds and other land potentially required during construction
- Proposed DCO boundary (the area of land needed to carry out the project)
- Proposals for walking, cycling and horse riding, including the diversion of existing routes
- Environmental assessments and potential environmental impacts

- Emerging environmental mitigation measures and associated land requirements
- Arrangements to mitigate the impact on any communities, farms or businesses

We consulted on the eight sections of the project along the 50 miles of the A66. They are:

- M6 junction 40 to Kemplay Bank
- Penrith to Temple Sowerby
- Temple Sowerby to Appleby
- Appleby to Brough
- Bowes Bypass
- Cross Lanes to Rokeby
- Stephen Bank to Carkin Moor
- A1(M) junction 53 Scotch Corner



Public consultation

The formal consultation ran for six weeks, from 24 September 2021 to 6 November 2021.

We held 24 public consultation events at a range of times and locations during the consultation period, providing people with the opportunity to view and discuss the project with members of the team. In total, 1,663 people attended the public information events.

During the consultation period, we also used our engagement van, which visited nine locations along the route to raise awareness of the project and encouraged people to participate in the consultation. For those who did not wish to attend or were unable to attend our public events, we held four virtual Question & Answer sessions to provide the opportunity for stakeholders and the local community to ask questions about the project.

To raise awareness about the consultation and events, we wrote to landowners, stakeholders and local communities by email and/or post. This included posting over 47,000 leaflets to those living in the local area. The consultation was also advertised in the local press, on social media and at venues such as service stations, supermarkets, libraries, etc. Posters were also shared with local community facilities and public buildings.

As part of our awareness-raising, we also met with the community liaison groups and stakeholder focus groups to promote the consultation and share the consultation materials. We meet with these groups on a regular basis to discuss aspects of the project. These groups are split into categories such as local community representatives, strategic environmental bodies, emergency and public services and walking, cycling and horse riding.

A suite of consultation materials was available online and in person, to help everyone have a clear understanding of the project, its potential

effects and the ways feedback could be provided. The materials available included:

- Public consultation brochure
- Consultation feedback form
- Map book
- Preliminary Environmental Impact (PEI) Report, Non-Technical Summary, and Outline Environmental Management Plan
- Technical reports including the Project Design Report, Route Development Report, Draft Construction Method Statement, and Local Traffic Report

The consultation was carried out in accordance with the Statement of Community Consultation, which was prepared by National Highways in consultation with the host local authorities. All consultation material is available on our website (nationalhighways.co.uk/our-work/a66-northern-trans-pennine/). These materials were also available at deposit locations to allow local people to view the printed material. Consultation materials were also available in hard copy on request.

Responses to the consultation were accepted through various channels:

- Using the online consultation feedback form at highwaysengland.citizenspace.com/he/a66-northern-trans-pennine-design-consultation/
- At public consultation events by completing a paper copy of the questionnaire
- By post using the freepost address provided on the feedback form
- By email to the dedicated project email address: A66NTP@highwaysengland.co.uk Note* the email address has changed following this consultation to A66NTP@nationalhighways.co.uk

Consultation findings

This section provides initial findings from the autumn 2021 statutory consultation feedback. More detailed information, including our response to points raised in the feedback and how the feedback has shaped the design, will be set out in a Consultation Report, which will be submitted alongside our DCO application.

In total 1,277 responses were received from a range of local, regional and national stakeholders. Respondents included organisations and people such as:

- Prescribed consultees like Historic England, the Environment Agency, the police and parish councils
- Government such as the host local authorities and elected representatives
- Persons with interests in land
- Business, community and other interest groups
- Freight and transport organisations such as the Road Haulage Association
- Local residents

In total **1,277 responses** were received.



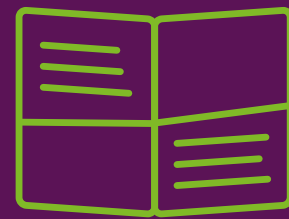
Online form

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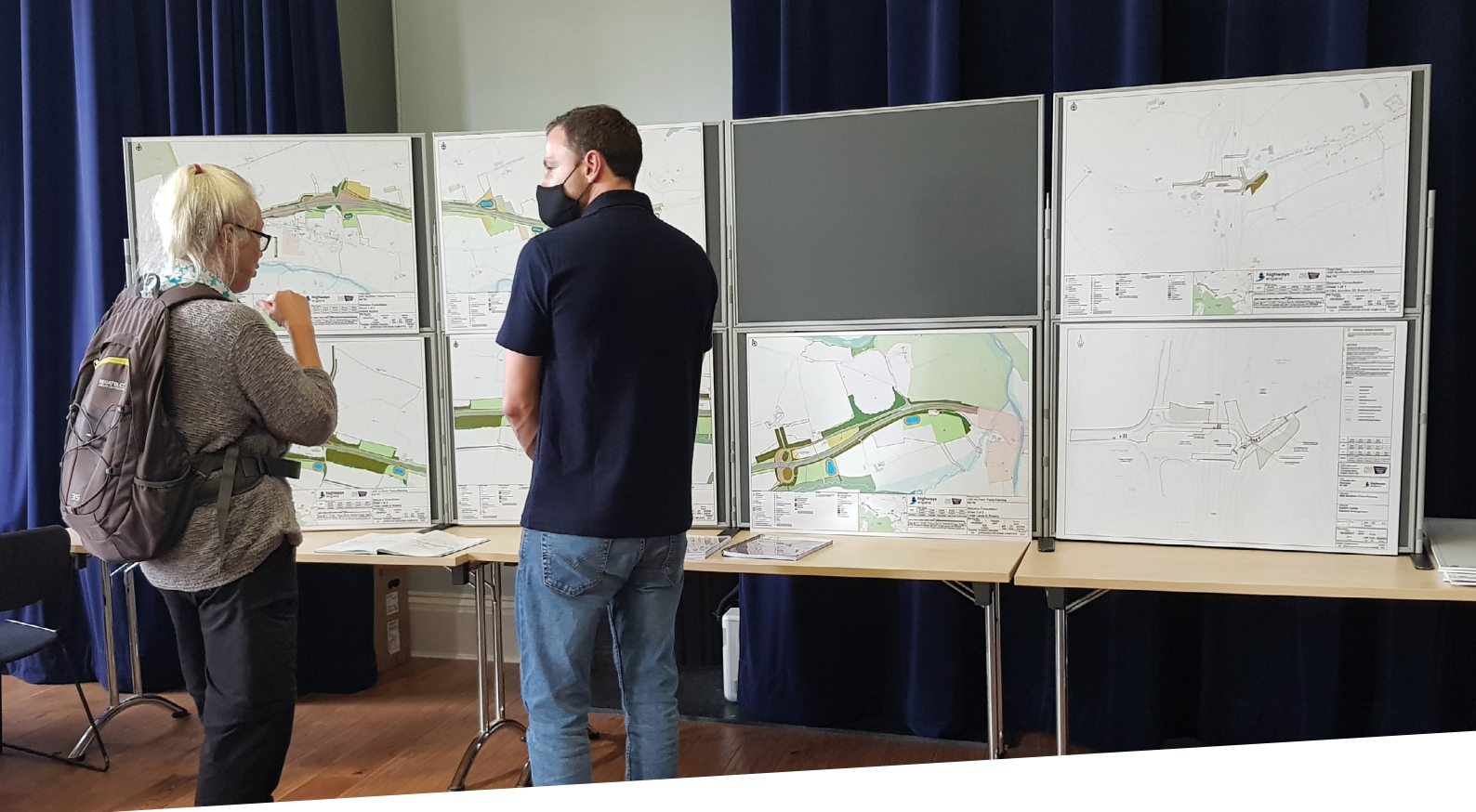
Email

329



Hardcopy

268

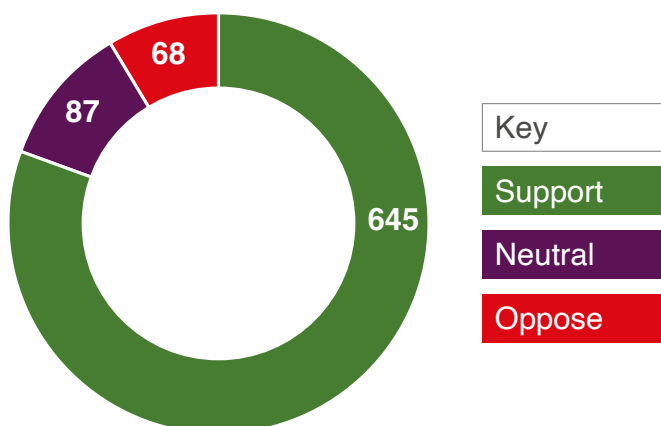


Project-wide: key headlines

Respondents were asked to indicate their interest in the project and had the opportunity to select multiple options. Respondents most frequently identified as a local road user and resident.

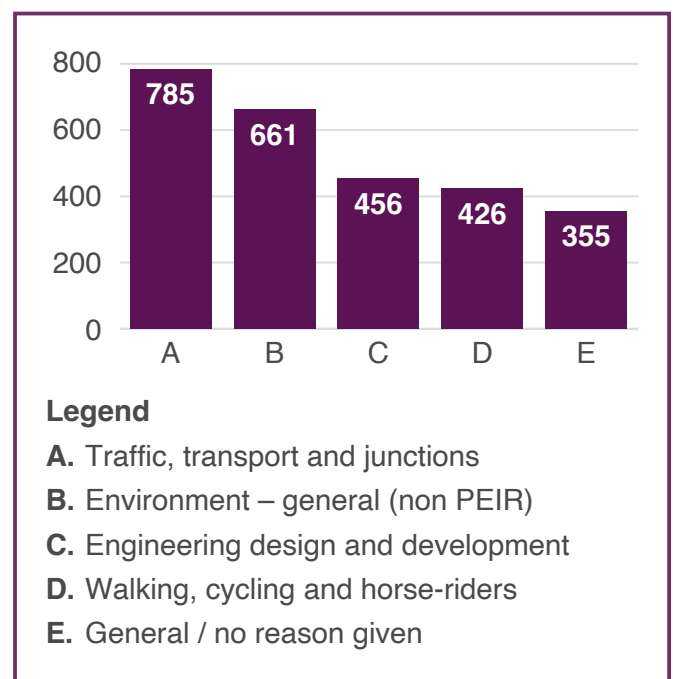
A total of 645 people were in favour of dualling the remaining single carriageway sections of the A66, with 68 people opposed to it. The results of this question are shown in Figure 1.

Figure 1 Responses to dualling the remaining single carriageway sections of the A66



The most frequently raised themes in the feedback were about traffic, transport and junctions, general environmental issues (which didn't mention the PEI Report), engineering design, walking, cycling and horse riding and general comments as can be seen in Figure 2.

Figure 2 Frequently raised themes in the feedback



Support for the project

People in support of the project said:



The overall improvement in safety and the aim to reduce accidents on the A66



The project is long overdue and should begin as soon as possible



Improving safety at junctions and near local properties



Reducing congestion along the A66 and improving journey times



Increased local, regional and national connectivity, particularly for east – west connections



Better access to services and jobs for local residents



Reducing congestion would lead to a boost for the national and local economy

Suggestions and issues raised

Construction

- The most common issue raised was the potential for increased congestion during construction, including the potential for bottlenecks while construction takes place.

Traffic and transport

- Some people raised issues about an insufficient reduction in traffic when the project was finished, with a concern that dualling could attract additional traffic from other routes.
- There were concerns about increased speed and its impact on traffic safety, particularly at junctions.

Environment

The principal environmental issues raised were:

- Potential for an increase in vehicles resulting in an increase in CO₂ emissions, air quality, and noise pollution.
- The project's impact on the climate.
- Visual impacts and disruption of views over the countryside, including local parkland, green spaces, and cycle paths.
- Impacts on wildlife and their habitats, particularly within areas of special conservation and protected areas.
- Potential impact on cycle paths, footpaths, and bridleways. Many people suggested ways to improve cycle paths, footpaths, and bridleways or create new ones.

Section specific findings

This section covers key headlines from our analysis of the feedback on each section. As mentioned, our Consultation Report will provide more detail on all the points raised in your feedback and our response to those points, including where the design of the sections has been changed in response to feedback.

M6 junction 40 to Kemplay Bank

A total of 258 people responded to our question on this section of the project.

The main matters raised were:

- Support for this section, particularly the proposals for Kemplay Bank Roundabout and connectivity to Center Parcs.
- Concerns about increased congestion at the A66/M6 junction and Kemplay Bank.
- Comments about the project's potential for increased use of local roads as rat runs through Eamont Bridge and Clifton. Similar comments were made about the concern for this to happen during construction.
- Suggestions to improve pedestrian safety for this section such as using the central island on the Kemplay Bank roundabout for pedestrians.

Penrith to Temple Sowerby

A total of 222 people responded to our question on this section of the project.

The main matters raised were:

- Support for this section, with people commenting that there would be an improvement in safety for road users, HGVs included, along with this section and at junctions.
- Concern around an increase in traffic congestion, with people specifically mentioning where the A66 meets the M6 at Eamont Bridge and the B6262 at Culgaith, as well as at the time of Center Parcs changeover days.
- Impact on agricultural land.
- A common suggestion for this section was the addition of a dedicated route for walkers and cyclists adjacent to the route for people to access Center Parcs and/or St Ninians.

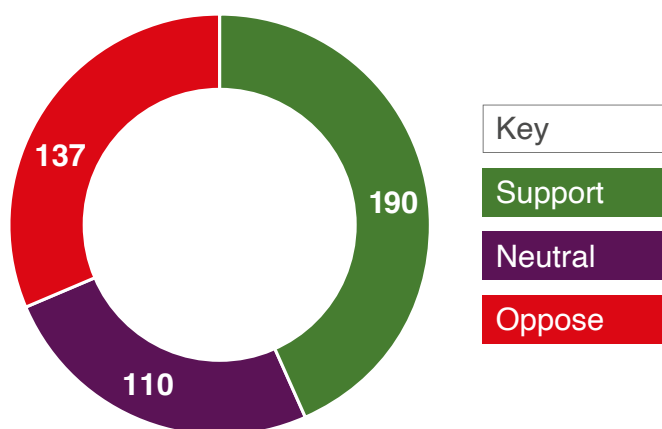


Temple Sowerby to Appleby – Kirkby Thore

We asked three questions about this section of the project. The main findings were:

- 213 people provided general comments about this section of the project.
- Support for this section, with people stating it would have a positive impact on local residents, in particular mentioning the opportunity for reduced HGV traffic through local villages, including Kirkby Thore and Long Marton.
- Concerns were raised about the location of the junction north of Kirkby Thore with suggestions to look at alternatives to the west on Fell Lane.
- Potential impact on noise levels for local residents at Kirkby Thore and areas close to Sleastonhow Farm, Priest Lane, and Trout Beck.
- 437 people answered our question about whether they agreed with our preferred alignment. 190 people supported the preferred alignment, while 137 disagreed with the preferred alignment. Refer to Figure 3 for responses to this question.

Figure 3 Responses to the preferred alignment from Temple Sowerby to Kirkby Thore



Temple Sowerby to Appleby – Crackenthorpe

A total of 145 people responded to our question on this section of the project.

The main matters raised were:

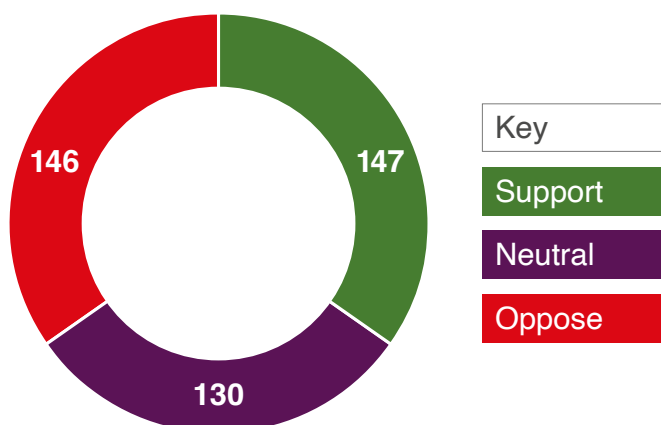
- Support for the section, including the new bridge near Powis Cottages and the proposed junction design near Appleby.
- Concerns raised about the removal of the junction local to Long Marton and suggestions to re-instate this junction.
- Some shared concerns that the section would negatively impact traffic connectivity to the A66 for local residents from Penrith, Powis, and Long Marton. Also, that the proposed junctions and diversions would increase journey times and encourage road users to use unsuitable local roads.
- Some suggested modifications to the engineering design, such as lay-bys on right-hand curves to improve visibility and improved noise mitigation measures.
- Issues were also raised about the project's impact on connectivity to the A66 for local residents from Penrith, Powis, and Long Marton.
- For this section, some people suggested that alternative alignments that had been considered, such as the Orange route, should be the preferred option.

Appleby to Brough

We asked three questions about this section of the project. The main findings were:

- 221 people provided general comments about this section of the project.
- 423 people answered our question about whether they agreed with our preferred alignment. A total of 147 people agreed, and 146 people disagreed with the preferred alignment for this section. Refer to Figure 4 for responses to this question.
- A suggestion was made for an alternative route further north, crossing the Area of Outstanding Natural Beauty. The support for this alternative route alignment was associated with potential benefits for local communities due to its distance from residential areas and its environmental impact on agricultural land and the environment, such as the impact on the landscape and visual amenity of the Eden Valley.
- Concerns about the project's potential impact on the risk of flooding and existing drainage systems in this area.
- Suggestions relating to routes for walkers, cyclists, and horse-riders, including specific suggestions on new routes, such as a cycle track from Cafe sixty six to the Coupland track.

Figure 4 shows responses to the preferred alignment for Appleby to Brough



Bowes Bypass

A total of 158 people responded to our question on this section of the project.

The main matters raised were:

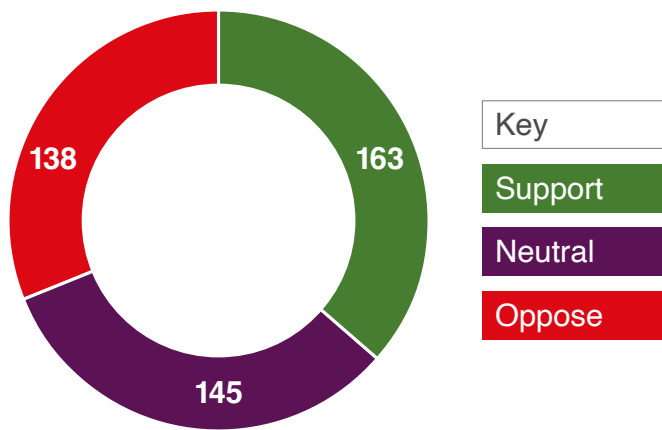
- Support for this section, with some stating, that there would be an improvement in safety for motorised traffic. There was also support for closing the Stonebridge Farm junction.
- Concern about the potential increase in noise pollution during construction and operation.
- Concerns about flooding and drainage on the existing road and if the new road would exacerbate the problem. Issues were also raised regarding the location of the proposed balancing ponds.
- Suggestions for future-proofing bridges to allow for extra lanes in the future.
- Suggestions on lengthening slip roads for safer acceleration and replacing grassy verges with concrete for easier maintenance.

Cross Lanes to Rokeby

We asked four questions about this section of the project. The main findings were:

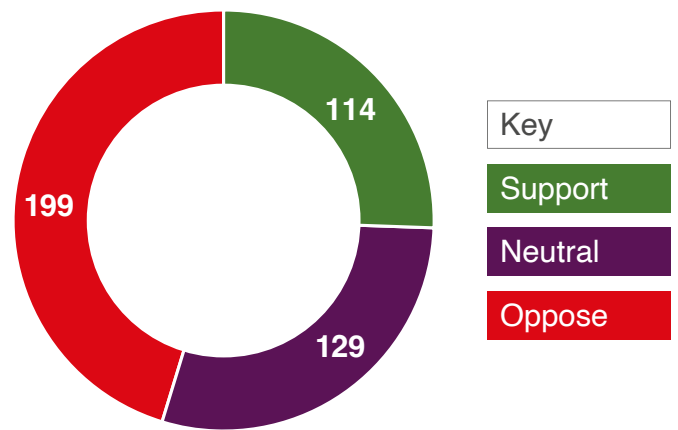
- 272 people provided general comments about this section of the project.
- Many people supported this section and our preferred alignment and junction solution for Cross Lanes but less so for the junction proposal at Rokeby.
- 446 people answered our question about whether they agreed with our preferred junction as Cross Lanes. 163 people stated their support for the junction, and 138 people stated they disagreed with the preferred junction. Refer to Figure 5 for responses to this question.

Figure 5 shows responses to the preferred alignment and junction at Cross Lanes



- 442 people answered our question about whether they agreed with our preferred junction as Rokeby. 114 people stated their support for the junction and 199 people disagreed with the preferred junction at Rokeby. There were many people who responded to this question who supported the alternative Blue route alignment (which was described in our consultation material). Those people stated concern about the preferred alignment at Rokeby Junction due to longer journey lengths from Rokeby, which they thought would encourage more traffic to enter Barnard Castle through the Cross Lanes junction. Refer to Figure 6 for responses to this question.

Figure 6 shows the responses to the preferred junction at Rokeby



Other concerns raised included:

- Potential impacts to cultural heritage sites such as St Mary’s Church, the Rectory, County Bridge, and the Butter Market.
- Safety issues due to local roads being unsuitable to deal with the additional traffic associated with the project due to their width or blind bends.

Stephen Bank to Carkin Moor

A total of 171 people responded to our question on this section of the project.

The main matters raised were:

- Support for this section as it would reduce traffic congestion and improve road safety, specifically mentioning local villages and near to Mainsgill Farm.
- Concerns about the potential for increased flood risk, specifically mentioning Ravensworth Lodge and Carkin Moor.
- Concerns about proposed road closures and changes in road layouts that could hinder access to and from some properties, such as the closure of Moor Lane.
- Suggestions for improved or new routes for walkers, cyclists, and horse riders, including specific proposals for safe routes for horse riders and connectivity for bridleways.

A1(M) junction 53 Scotch Corner

A total of 123 people responded to our question on this section of the project.

The main matters raised were:

- Comments about existing traffic queues on the A1(M), A66, and roads from Richmond and Middleton Tyas.
- The need to consider the potentially increased traffic levels and congestion caused by the planned retail park at Scotch Corner.



What you had to say



“Hurry up and get started. Stacking of traffic going from dual carriageway to single track passed Mainsgill is dreadful.”



“I welcome improvements that enhance safety and traffic flow on the A66 and feel that the project team has mitigated some of the effects of bringing the dual carriageway close to West Layton.”

Conclusion

We carried out a comprehensive consultation on the A66 Northern Trans-Pennine project.

The responses we received raised a wide range of matters such as support, suggestions and concerns.

A common concern raised across all sections was about the potential for increased traffic because of the project, and, as a result, increased congestion in local communities. Many people were also concerned about potential impacts on the climate and the environment including air quality, noise pollution and on wildlife and their habitats.

One of the most common suggestions focused on the need for better walking, cycling and horse riding connectivity. This was a common theme across individual sections, such as the need to improve connections between local communities and the overall project for better east – west connections.

Overall, there was support for dualling the remaining single carriageway sections of the A66. Those in support highlighted the aim for this project to reduce the number of accidents along this stretch of road.

Next steps

All consultation responses received during the statutory consultation have been recorded and considered. Your feedback, alongside our survey work and traffic assessments, has helped us to refine and shape our final design, as part of finalising our DCO application.

We've changed some of our proposals following our autumn 2021 statutory consultation such as the M6 junction 40 to Kemplay Bank, Temple Sowerby to Appleby, Appleby to Brough and Bowes Bypass schemes.

This means, where appropriate, we have directly contacted the local communities and stakeholders affected - including impacted landowners and local authorities - and are carrying out smaller, supplementary consultations with them to gather their feedback on the proposed changes.

These and other proposed changes have been included in our winter update 2021/2022 brochure which can be found on our webpage www.nationalhighways.co.uk/our-work/a66-northern-trans-pennine in the 'About the Project' section.

We'll continue to engage with affected landowners, stakeholders and local communities as the project progresses.

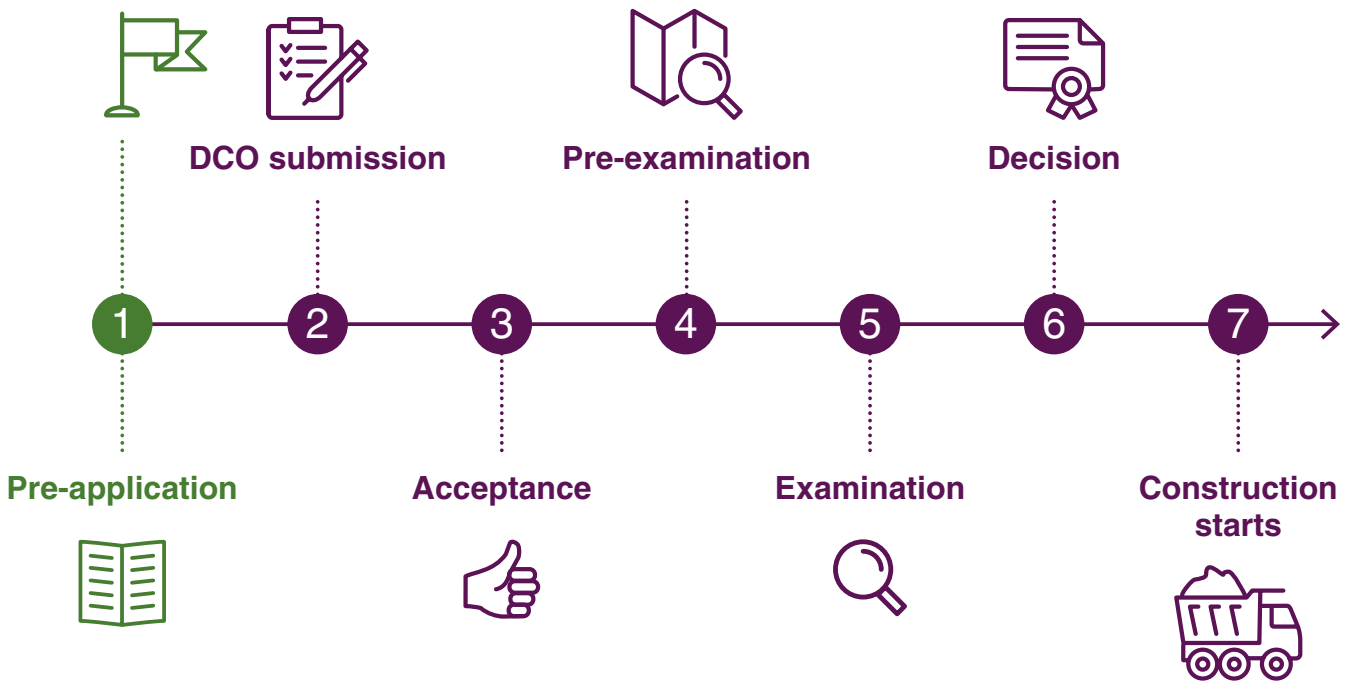
We'll provide further detail of our findings in a Consultation Report, which forms part of the DCO application which we'll submit to the Planning Inspectorate (PINS) in spring 2022.

PINS will decide whether the application and our consultation meets the required standards before it can proceed to examination. Once the DCO application has been accepted, we'll advertise the application and the documents will be available on ours and the PINS website. Alternatively, call 0333 090 1192 to request a printed copy once published.



The application process

We are here



For more information about the DCO process, please visit:
infrastructure.planninginspectorate.gov.uk/application-process/the-process/



What you had to say



“Pleased to see that a proper junction is being included for Center Parcs as it is often a source of congestion on this stretch of road.”



“It is welcome that the project interventions to create a new dual carriageway underpass below the existing Kemplay Bank roundabout are included.”

Your data, your rights

On 25 May 2018, the General Data Protection Regulations (GDPR) became law. The law requires Highways England to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

Highways England adheres to the government's consultation principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by Highways England and its appointed contractors until the scheme is complete.

In some instances consultation responses may also be sent to the Planning Inspectorate. To view the Planning Inspectorate's information relating to GDPR at Examination events please visit: **infrastructure.planninginspectorate.gov.uk/help/privacy-notice/**

Under the GDPR regulations you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.



If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: **DataProtectionAdvice@highwaysengland.co.uk**

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