

Welcome to our consultation

As you know the A66 is a key local, regional and national route for journeys across the north of England, providing vital connections for freight, tourism and businesses right across the UK. However, the A66 is not up to modern standards and was not built to support current demand.

That's why we're investing around £1bn to improve journeys on the A66 by upgrading the whole route to dual carriageway standard. This investment, between the M6 junction 40 at Penrith and the A1(M) at Scotch Corner, will ease congestion, reduce delays at junctions and enable access to jobs, supporting economic growth.

We propose upgrading the following sections of the A66:

- 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

This project is about upgrading infrastructure so it can cope with the 28,000 journeys that use the A66 every day; 25% of which are heavy goods vehicles (HGVs). Since 2017, we have been working hard to deliver a safer, more connected A66 but most importantly, whether you're a driver, passenger, pedestrian, cyclist or horse rider, we want to deliver an A66 that works for you.

In spring 2020, we announced our Preferred Route, based on evidence from what you told us at our consultation in 2019. Since then, we have been conducting further environmental and ecological surveys and have improved our proposals in several areas.

In this consultation, we want your views on our route proposals so we can continue improving our design to provide a safer A66 for everyone. Please take a look at the materials – including maps, videos and banners – around this room for more information.



Protecting the environment

The A66 runs through a beautiful and unique landscape that includes the Lake District National Park, the Yorkshire Dales National Park and the North Pennines Area of Outstanding Natural Beauty. We're giving extra consideration to how we can protect this extraordinary environment. At every stage of the project, we have sought to balance essential upgrades to the A66 with protecting the landscape.

We will be paying special attention to areas such as:

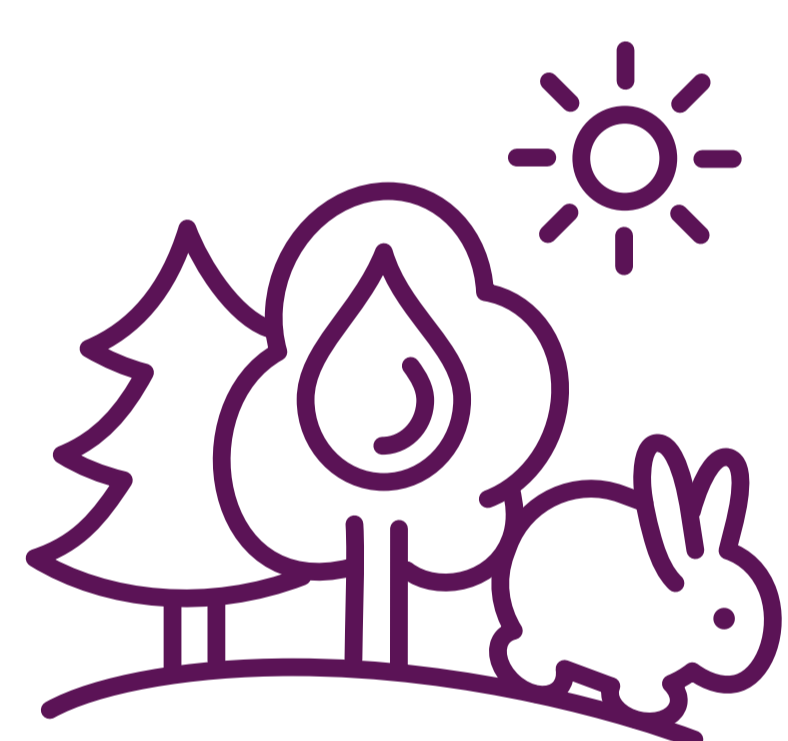
- The Lake District National Park
- The Yorkshire Dales National Park
- The Area of Outstanding Natural Beauty (AONB)
- Sites of Special Scientific Interest (SSSI)
- Special Areas of Conservation
- Special Protection Areas
- The Air Quality Management Areas (AQMA)
- Noise Important Areas (NIA)

At Highways England, sustainability shapes our thinking and decision-making. Following the public consultation in 2019, we took your feedback on environmental concerns on board and have considered this during our environmental surveys to ensure our route reflects what is best for the local landscape.

We have assessed the following environmental topics:



Air quality



Biodiversity



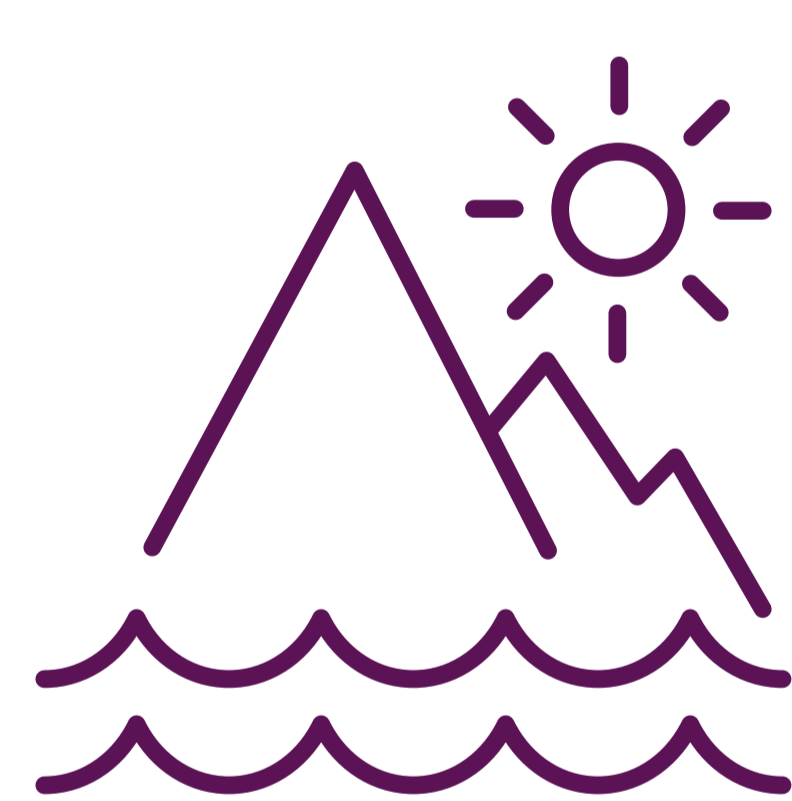
Climate



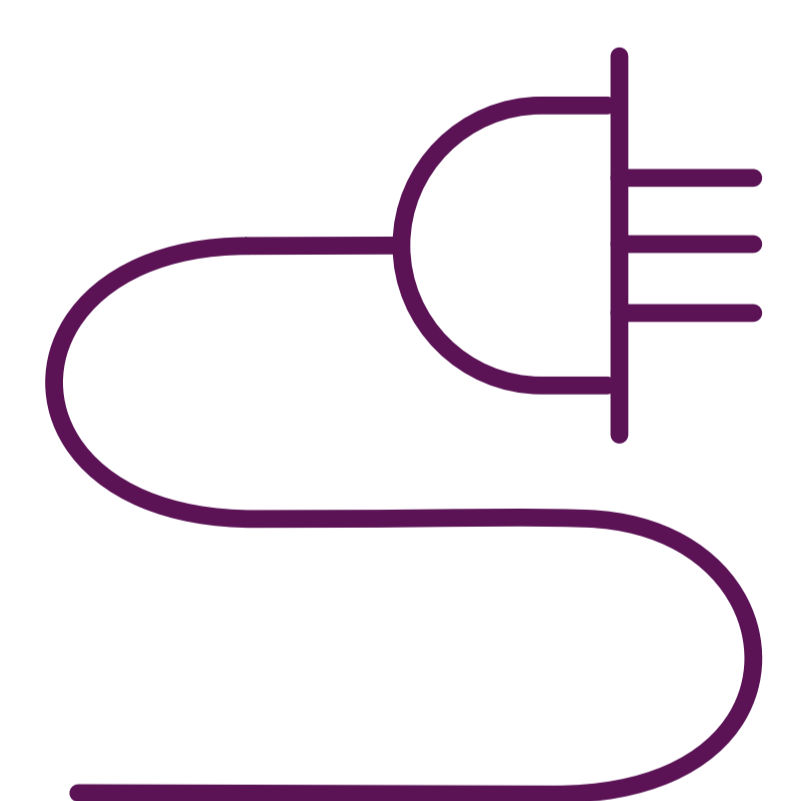
Cultural heritage



Geology and soils



Landscape and visual effects



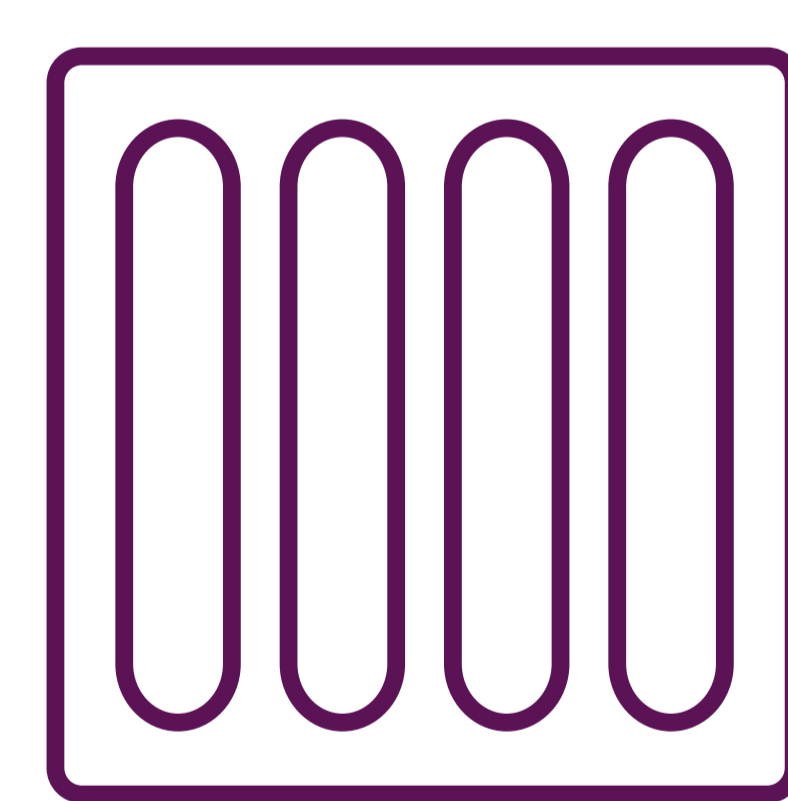
Resources used by the project



Noise and vibration



Population and human health



Road drainage and water environment

We've used geophysical surveys and trial trenching to understand the archaeological potential of our sites. Through these ground surveys, we are better placed to protect the Roman heritage along the route.

We are shaping the future of this project by working with local communities, specialists and stakeholders.

More information on environmental considerations can be found in our consultation brochure, in our Preliminary Environmental Information Report (PEI Report) and its non-technical summary.

Designing a safer A66

Throughout the design of this project, we have worked with local authorities, landowners and local people to balance the impact of our design on both people and places.

The old A66 has an outdated design and no longer meets modern standards. It is frequently congested, has many dangerous turnings and junctions, varying speed limits and inconsistent standards. As well as these factors, the current A66 carries double the national average of HGVs. This creates accident hotspots and unreliable journeys for everyone who relies on this road.

We want the design of the new A66 to improve connectivity to key employment areas, reduce the number of accidents and keep traffic moving. As well as increasing investment across the north and strengthening local and regional economies, our design approach seeks to protect the environment and boost local connectivity.

We've completed a traffic modelling exercise, which looks at value for money and environmental impact to inform the design. Once the new design is operational, it is anticipated that users will save between 11 and 13 minutes (20-23%) when travelling along the A66 corridor in future years.

We have also prioritised maintaining local connectivity – every junction has been tailored to meet the needs of individual communities.



M6 junction 40 to Kemplay Bank

As the main point of access to Penrith, M6 junction 40 accommodates high volumes of traffic.

Our proposals for an underpass for the A66 at the existing Kemplay Bank roundabout will enable free-flowing traffic along the new A66 which will be a major benefit for local people, including pedestrians and cyclists. Easier access through the junction, especially at peak times, will improve access to Penrith and local services and facilities around the junction.

This scheme is split into three sections – M6 junction 40, Kemplay Bank roundabout and the road connecting these two major junctions. We have outlined our proposals for each section below:

M6 junction 40

- We will upgrade the junction with new traffic signals and provide extra dedicated left-turns for each of the roads approaching M6 junction 40 (M6 North, M6 South, A66 East, A66 West and A592). This includes new, clearer road markings on the junction.

Kemplay Bank roundabout

- We will provide a new dual-carriageway underpass below the existing Kemplay Bank roundabout to enable free-flowing traffic along the A66 and improved access to Penrith and the A6
- New slip roads to the A6 and A686 at Kemplay Bank roundabout will allow drivers to safely join and leave the A66 in both directions and provide links to Penrith and Eamont Bridge

The route between the junctions

- We will widen the existing dual carriageway between M6 junction 40 and Kemplay Bank to three lanes in each direction



Penrith to Temple Sowerby

The A66 between Penrith and Temple Sowerby is a single carriageway section which varies in width. Along this section there are several private access points, including one for Center Parcs. These can be difficult and unsafe for drivers to manoeuvre when turning right on to or off the A66. The dual carriageway will closely follow the line of the current A66.

What we are proposing:

This scheme predominantly follows the line of the current existing route, but we will widen it to dual carriageway, providing more capacity. This would involve both widening the existing carriageway and building a new one to its north.

To enable people to safely join and leave the A66 on this stretch, we are also proposing to replace several junctions with a range of safer solutions. This includes:

- **Center Parcs:** A new junction will provide access to the holiday park and local roads. This will cater for all movements on and off the new A66 making it easier for drivers to join the main highway and prevent tailbacks at peak times. This two-level junction will ensure vehicles can safely join and leave the A66 in the same direction
- **St Ninian's Church:** We will convert the existing access point here to a left only junction to make access to and from the A66 safer for all. We will relocate the existing car park to accommodate this new junction
- **Whinfell Holme Wastewater Treatment Works:** We will convert the existing access point here to a left only junction to make access to and from the A66 safer for all



Temple Sowerby to Appleby

The Temple Sowerby to Appleby stretch of the A66 passes close to the villages of Kirkby Thore and Crackenthorpe. For just over two miles a single carriageway, varying in width, skirts the village of Kirkby Thore with local roads connected by several junctions and private access points.

Since our Preferred Route Announcement in 2020 we have carried out extensive local surveys. This has led to the development of alternative routes which work better with the surrounding environment, particularly at Trout Beck which is part of the River Eden Special Area of Conservation (SAC).

Alternative routes in this location since our Preferred Route Announcement

The Preferred Route announced in May 2020 is no longer under consideration. However, we now have three alternative routes in this location. You can find details of all three of these alternative routes in our consultation brochure.

Our preferred route

Our analysis shows that the Blue Route is the most suitable for the surrounding environment, having the least impact on the scheduled monument at Kirkby Thore.

If you would like further information about our sifting process to determine the route preference, please read our Route Development report and the Preliminary Environmental Information Report (PEIR), both of which can be found online via the A66 webpage or in deposit points and at event locations.

As part of this route, we would provide:

- A short section of road from the Temple Sowerby Bypass junction, improving connections between the old A66 and the local road network
- A new bridge at Main Street, enabling traffic to pass over the proposed A66 alignment
- New bridges at both Station Road and Sleastonhowe Lane to enable access over the A66; a diversion would lead from Priest Lane to Station Road to maintain local traffic access
- A bridge over the new A66 at Long Marton Road close to Powis House. This will maintain connectivity between Bowdon and Long Marton and will also allow traffic to access the existing A66 to travel east or west. Traffic levels will be considerably reduced leading to a safer junction
- A new junction at Crackenthorpe on the westbound carriageway of the new A66 to will allow traffic to join and leave the route in the same direction. The junction would link to the old A66 and the B6542 and provide access to both Crackenthorpe and Appleby

Appleby to Brough

The A66 between Appleby and Brough includes a five-mile section of single carriageway with seven local access junctions. These present safety issues for drivers, with vehicles attempting to join and leave the main highway, which operates at a higher speed.

Since announcing our Preferred Route in May 2020, we have identified opportunities to improve our design in this location. We have reviewed alternative route options and now have a new preferred route alignment.

This route has slight incursions into the Area of Outstanding Natural Beauty (AONB) and Ministry of Defence land to improve the alignment and minimise impacts. We have discussed this with the AONB Partnership and Natural England.

We are proposing to:

- Widen 2.6km of road, starting from Coupland Beck, with a new westbound carriageway to the south of the existing carriageway
- Provide an eastbound access lane at Café Sixty Six and a replacement underpass which will serve both New Hall Farm and Far Bank End, along with a new junction on the westbound carriageway

- Construct a new junction at Sandford with a bridge under the new A66
- Build a new local road for journeys to the north of the new A66
- Provide new junctions at Warcop on the westbound and eastbound carriageways
- Build an overbridge to cross the new A66 for land and property owners at the eastern end to access Brough. The route would bring the road closer to some homes and businesses

If you would like further information about our sifting process to determine the route preference, please read our Route Development report and the Preliminary Environmental Information Report (PEIR), both of which can be found online via the A66 webpage or in deposit points and at event locations.



Bowes Bypass

This is a 1.9-mile, single carriageway section which is sandwiched between existing dual carriageway sections to the east and west.

We have identified a safety issue at the junction with the A67, which is currently only accessible to traffic to and from the west. This leads to last-minute lane changes that suddenly slow down traffic. Our proposed route will improve safety for all road users.

We are proposing to:

- Closely follow the existing road alignment to the north of Bowes Village, widening it with a new eastbound carriageway to the north. This would begin to the east of the Clint Lane overbridge
- Build an underpass at the junction with the A67
- Provide a new bridge to ensure Stone Bridge Farm, Mid Low Fields Farm and High Broats Farm have continued access to the A66 via the improved junction at the A67
- Close the Roman road, known as 'The Street', at the western end. Access between Bowes and the A66 will be via the upgraded Bowes junction instead



Cross Lanes to Rokeby

This is a 1.8-mile stretch of single carriageway, sandwiched between existing dual carriageways to the east and west. By upgrading the Cross Lanes to Rokeby section of the A66 to a dual carriageway, we can create a consistent road standard that helps minimise risks to all road users.

We identified two options for both Cross Lanes and Rokeby, which presented three end-to-end options, depending on the combination taken forward.

We've compared these junctions and considered how they work together in relation to impacts on people, the environment, traffic and technical viability. Our preferred option is Cross Lanes West and Rokeby West – together they are the Black Route.

**Our preferred design,
the Black Route:**

**At Cross Lanes West,
we are proposing to:**

- Build a compact, grade-separated junction west of the existing Cross Lanes junction with a structure over the A66 that will serve this busy local route
- Provide better, safer links for walkers, cyclists and horse riders and remove an additional two direct access points from the A66

**At Rokeby West,
we are proposing to:**

- Build a compact, grade-separated junction west of St Mary's Church and the Old Rectory, avoiding any direct impact on the Registered Park and Garden
- Develop an underpass junction, providing access to Barnard Castle Road for all westbound traffic and diverting eastbound traffic via the old A66, which would form part of the local road network

If you would like further information about our sifting process to determine the route preference, please read our Route Development report and the Preliminary Environmental Information Report (PEIR), both of which can be found online via the A66 webpage or in deposit points and at event locations.



Stephen Bank to Carkin Moor

This is a four-mile stretch of single carriageway. The road rises and falls at various points, which results in visibility issues and forces HGVs to accelerate to navigate steep inclines. This section needs to be upgraded to improve safety, ease congestion and provide better access for local communities.

Our proposals would see a new dual carriageway section created between Stephen Bank and Carkin Moor Farm. The new dual carriageway would be to the north of the old A66 and the properties at Fox Hall and Mainsgill Farm. It would then re-join the old A66 to the east of Mainsgill Farm.

We are proposing to:

- Widen the A66 through Carkin Moor scheduled monument to Carkin Moor Farm
- Raise the new A66 as it passes through the cutting adjacent to the Carkin Moor Scheduled Monument. This will reduce any impact on the scheduled monument itself

- Use the old A66 to the south of the new A66 route for local road access
- Provide a new underpass to the north of Dick Scott Lane
- Provide an overbridge to link Collier Lane to the old A66
- Create a new junction to the west of Moor Lane to provide safe and easy access to the local road network



Scotch Corner

Located on the A1(M), Scotch Corner is a critical junction on the A66 and acts as a gateway to Cumbria, the north-east and Scotland. To improve capacity, we are proposing several major upgrades that would reduce congestion and improve safety.

Our proposals aim to ensure that the A1(M) junction 53 Scotch Corner meets the future needs of the area for years to come and can cope with the increased capacity of the A66 once the project has been completed.

We are proposing:

- To widen the Middleton Tyas Lane approach to the A1(M) junction 53 at Scotch Corner roundabout from one lane to two lanes
- Add an additional lane within the extents of the northern bridge cross section on the circulatory carriageway with amended lane marking on either side of the bridge
- Reuse the existing drainage system with relocated drains where required



How to have your say

It is important to Highways England that you have your say on our proposed upgrades.

The feedback you give us today, and throughout consultation, will help inform the development of the project. All our consultation materials, including our consultation brochure, can be found online on the A66 Northern Trans-Pennine project website.

This is your opportunity to give your views on our proposals before we submit our Development Consent Order application.

There are various ways that you can respond to the consultation.

- Completing the feedback form online at www.highwaysengland.co.uk/A66-NTP
- Posting your feedback form to **Freepost A66 NORTHERN TRANS-PENNINE**. You do not need a stamp.
- Leaving your completed feedback form with us at the consultation events.

If you do not want to complete a feedback form, you can:

- Email us at **A66NTP@highwaysengland.co.uk**
- Write to us, marking your envelope **Freepost A66 NORTHERN TRANS-PENNINE**. You do not need a stamp.

For any questions, please contact us:

Email:

A66NTP@highwaysengland.co.uk

Call: 0333 090 1192 (local call rate)

Follow:

- Twitter – **@A66NTP**, **@HighwaysNWEST** and **@HighwaysNEAST**
- Facebook – **A66 Northern Trans-Pennine project**

If you would like any further information on the Development Consent Order application process, please visit the Planning Inspectorate's website: <https://infrastructure.planninginspectorate.gov.uk/applicationprocess/the-process/>

Thank you for your continued support and engagement with this project.

