

A66 Northern Trans-Pennine project Supplementary design consultation:

Walking, cycling and horse-riding (WCH) provision, landform and compounds

About the scheme

The A66 Northern Trans-Pennine project is planning to dual the remaining single carriageway sections on the route between M6 junction 40 at Penrith and A1(M) at Scotch Corner.

Since our consultation in autumn 2021, we have moved some of our compound locations, made some changes to the landscaped bunds (artificial hills) and improvements to the walking, cycling and horse-riding provision on five schemes.

What we are proposing

Compounds

Should the project be approved, we will need to build a number of temporary work compounds and storage areas near to the route. These will be used for a variety of purposes, including offices for staff, welfare facilities, storage for plant machinery and materials. The size and shape of these compounds varies, as does the number of staff required, so we anticipate several large compounds supported by smaller, satellite sites. To support the sustainability of the project, we will explore how innovative technology solutions can be introduced, including solar powered offices and charge points for electric vehicles for use by construction staff.

The location of these compounds is very important and depends on the specific work planned for the area. Some facilities will need

to be sited close to major structures and we will need to store large quantities of soil near to areas we plan to in-fill.

Our proposals for several compounds have moved location since our autumn consultation and it is possible their use will change as we move into the detailed design stage of the project. We know moving heavy plant machinery can potentially impact local traffic, so we have identified areas where our compounds can minimise any congestion.

Any compounds added since our autumn consultation are shown in yellow with a pink hatch on our maps. Those unchanged since consultation are shown in yellow with no hatch.

We would welcome your thoughts on this as part of our supplementary consultation.



Landform

Since our autumn consultation we have made some proposed changes by introducing landscaped bunds – artificial hills – on certain sections of the route. By adding these landscaping features, we aim to minimise the impacts of the road on your community and on the character of the landscape.

Bunds serve a range of purposes. They allow us to screen off sections of the road; provide a sound barrier that reduces the noise of passing traffic.

Bunds are quite simple in their concept. Soil is shaped into a feature that blends into the local landscape to mask the road. To make it more attractive to the eye, trees and shrubs can be planted into the bund, which then help to remediate the soils contained within.

Importantly, bunds offer a more flexible, visually “softer” option than other types of screening, such as fences and walls.

To make these changes, we will need to acquire land on a temporary basis, but our aim is to return land to landowners, where possible, once the bunds are created.

Any new landform added since our autumn consultation are shown in yellow with a green outline on our maps.

We would welcome your thoughts on this as part of our supplementary consultation.

Walking, cycling and horse-riding (WCH) provision

Our proposals for walking, cycling and horse-riding (WCH) were set out in our consultation in autumn 2021. They included details on how we would bring all WCH routes which intersect with the A66 to safe crossing points and junctions. In some cases, these routes would involve small diversions.

In our autumn 2021 consultation we did not include any provision for additional WCH routes along the new road corridor as this was

outside the scope of the project. However, we received a lot of feedback about WCH during the consultation from stakeholders and local people. We have since been working with local authorities and landowners to introduce additional, specifically east / west, WCH routes where possible as part of the project.

The following information outlines where we have introduced new WCH provision along the new road corridor.

We would welcome your thoughts on this as part of our supplementary consultation.

We have already outlined our plans to reconnect WCH facilities severed by the dualling works at either grade-separated junctions or at stand-alone bridges and underpasses. We have also outlined plans to use the ‘old’ A66 on the section past Kirkby Thore and Crackenthorpe.

This supplementary consultation material intends to outline where there is new provision for east-west WCH routes introduced after our autumn consultation and to get your views on our plans.

Our new proposals in more detail Penrith to Temple Sowerby

There was a lot of support at consultation for a continuous walking/cycleway in this area. We also recognised that closing the gap in the central reservation at the Brougham junction would negatively impact connectivity. In addition, an on-road cycle lane into Temple Sowerby would be lost due to the construction of the eastbound dual carriageway.

As a result, we have introduced proposals for a shared cycle/footway parallel to the A66. The route will tie into a grade-separated crossing at Brougham junction at the western extent and into existing infrastructure at the eastern extent at Temple Sowerby. The route will enable safe cycling and walking from Penrith to Temple Sowerby.

Temple Sowerby to Appleby

Plans to use the old A66 were included as part of the autumn consultation. However, we are re-consulting on this section as we are now providing further east-west connectivity on other sections of the route and we are interested in your feedback on this overall provision.

A shared cycle/footway is planned on the old A66 running the entire length of the scheme extent. This road will become a local route only, with significantly less traffic once the new dual carriageway is open. This route will run on the south side of the old A66 through Kirkby Thore, and then to the north to the west side of Appleby. This new route ties into existing provision at each end of the scheme. Segregated crossings of the proposed dual carriageway at several locations are proposed to reconnect and tie into rights of way.

Appleby to Brough

We are proposing to introduce a shared-use cycle/footway parallel to the A66 which will connect into the existing rights of way in the vicinity of the scheme. It will utilise the grade-separated crossing points of the dual carriageway along the route.

Cross Lanes to Rokeby

We are proposing to introduce a shared-use cycle/footway parallel to the A66 which will connect into existing rights of way to the west of the Rokeby Junction, using the proposed maintenance access track that leads to the junction at Cross Lanes. While the additional infrastructure is only 250m in length, the result is a 3.5km shared cycle/footway from Cross Lanes junction to Greta Bridge, tying into the existing cycle track to the west of the village.

Stephen Bank to Carkin Moor

On this section, the feedback at consultation was more focussed around provision for horse-riders.

As a result of the consultation process, a shared bridle/footway has been proposed in the verge along the old de-trunked A66. This road will become a local route only, with significantly less traffic once the new dual carriageway is open. The new bridle/footway will connect several existing bridleways and footpaths in the area. It will allow circular routes and onward journeys by users, including grade separated crossings of the dual carriageway.

Where the new route crosses the old de-trunked A66, horse corrals will be provided.



Why your views matter

We would welcome your feedback on our proposals for compounds, landforms and WCH and have included contact details and a feedback form on this page.

We'll be consulting from Wednesday 16 February to 18 March 2022.

We will continue to engage with landowners and local authorities on issues such as maintenance and signage arrangements as we work through the detailed design stage.

We'll also continue to engage with stakeholders, our Community Liaison Groups and Focus Groups about these plans.

Contact us

If you have any specific questions, you can contact us by email on A66NTP@nationalhighways.co.uk or call us on **0333 090 1192**.

For more information on the A66 Northern Trans-Pennine project please;

Visit our website:

www.nationalhighways.co.uk/A66-NTP

Follow our Twitter feed:

@A66NTP

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A66 Northern Trans-Pennine project

What happens next

Following a review of all feedback received, we will finalise our design and plan to submit our application for a Development Consent Order (DCO) in the spring. If our application is approved this would give us the permission we need to build the project.

Visit our consultation web page:

highwaysengland.citizenspace.com/he/a66ntp-wch-landform-compounds-design-consultation

