

Why are there alternative routes?

Since our Preferred Route Announcement in May 2020, we've carried out a number of environmental and ecological studies to develop the routes and to explore how we might further minimise the overall impact of the project.

As work has progressed on our design for the A66, we've identified two locations – Kirkby Thore and Warcop – where there is an opportunity to revise the proposed route to further reduce the environmental and ecological impact.

We consider the environment and local ecology in every aspect of our major improvement projects, from design through to completion and ongoing maintenance.

We need to investigate these opportunities further so it is too early to say whether this work will result in changes to the preferred route. If our assessment work identifies improvements to the preferred route at Kirkby Thore and Warcop, we will consult on any further option or options as part of the statutory consultation that we are planning later this year. This will provide you with the opportunity to understand these routes better and have your say about them, as your views are really important to us.



Appleby to Brough

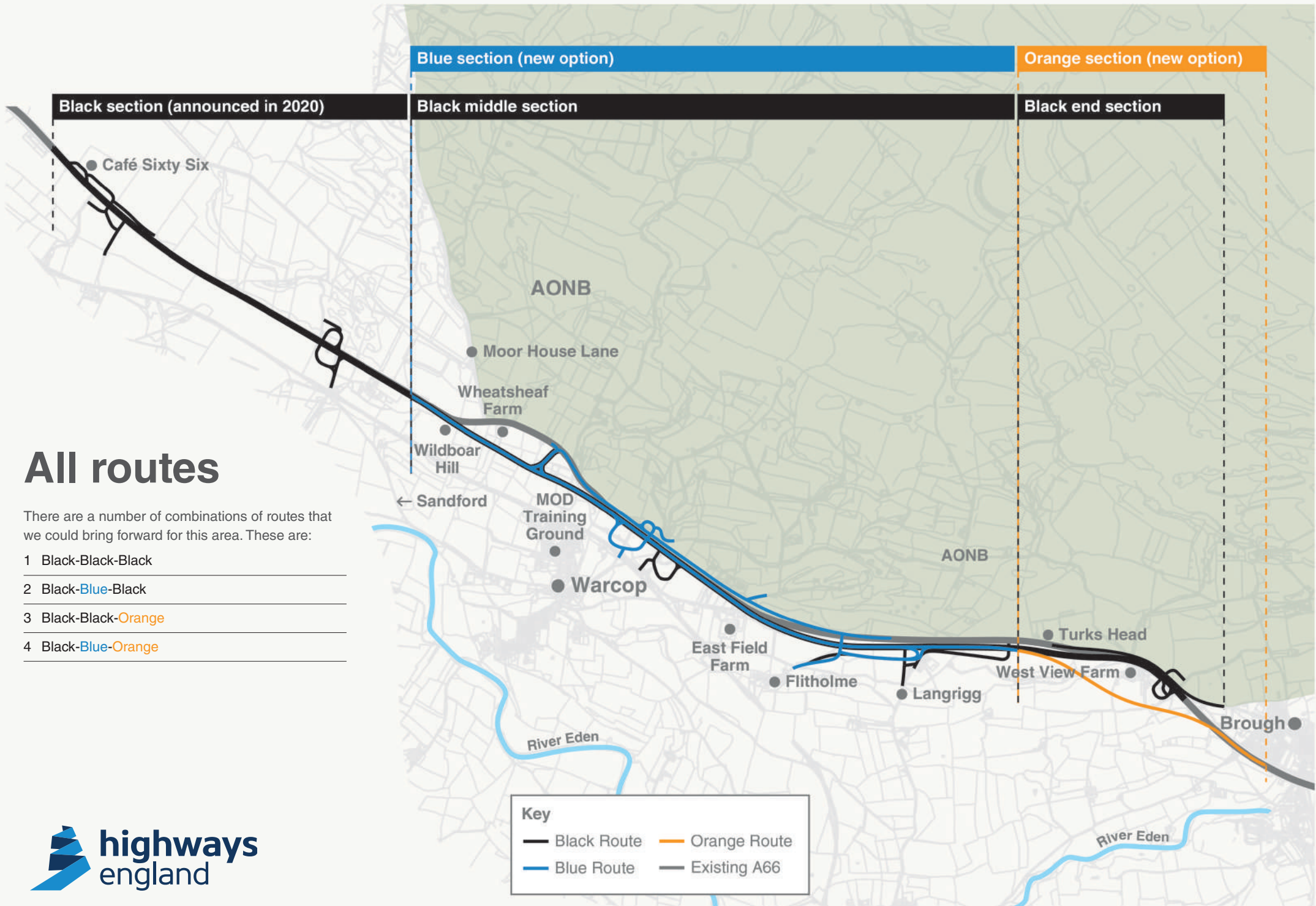
The existing A66 runs to the south of an Area of Outstanding Natural Beauty (AONB) in the Warcop area. This makes our work challenging as building in an AONB is subject to national planning policy. In order to build anything in an AONB we have to demonstrate 'exceptional circumstances' and the matter has to be agreed with the Secretary of State.

The preferred route we announced in May 2020 (Black Route) encroaches into the AONB at its eastern end. The Blue Route being considered also encroaches into the AONB in the Warcop area. We are actively looking at how such intrusions into the AONB are balanced with impacts alternative routes

might have on the local environment, property and communities. To assess if these impacts constitute exceptional circumstances, we have employed specialists in this field.

The maps on display are a graphical representation of our latest technical drawings. There is still further work for us to complete including additional design and more environmental surveys and studies which will help us to better understand the issues in the area. We are engaging with all the landowners who could be affected by these alternative routes and will continue to do so as we move towards the consultation later in the year.





All routes

There are a number of combinations of routes that we could bring forward for this area. These are:

- 1 Black-Black-Black
- 2 Black-Blue-Black
- 3 Black-Black-Orange
- 4 Black-Blue-Orange

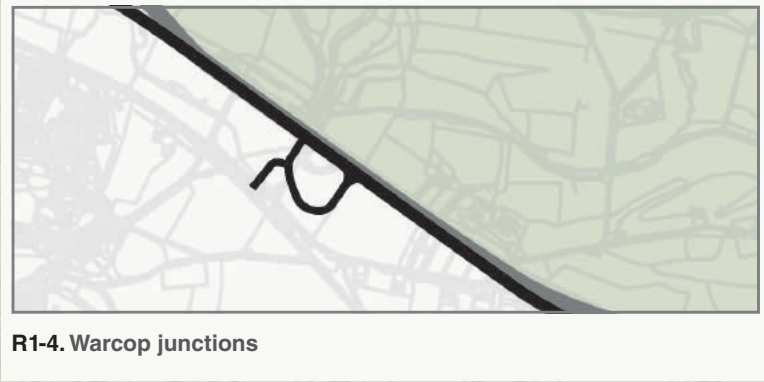
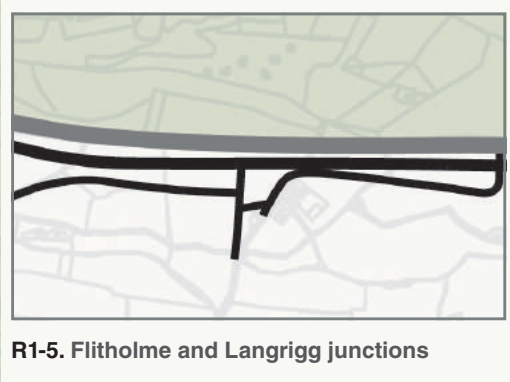
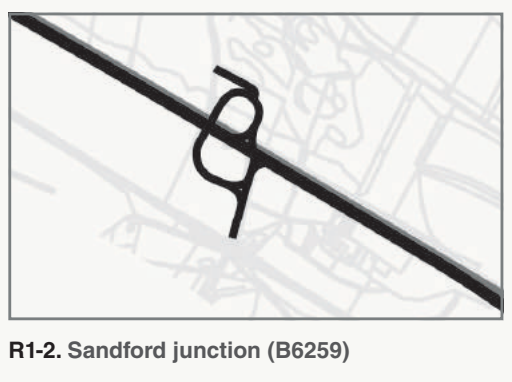
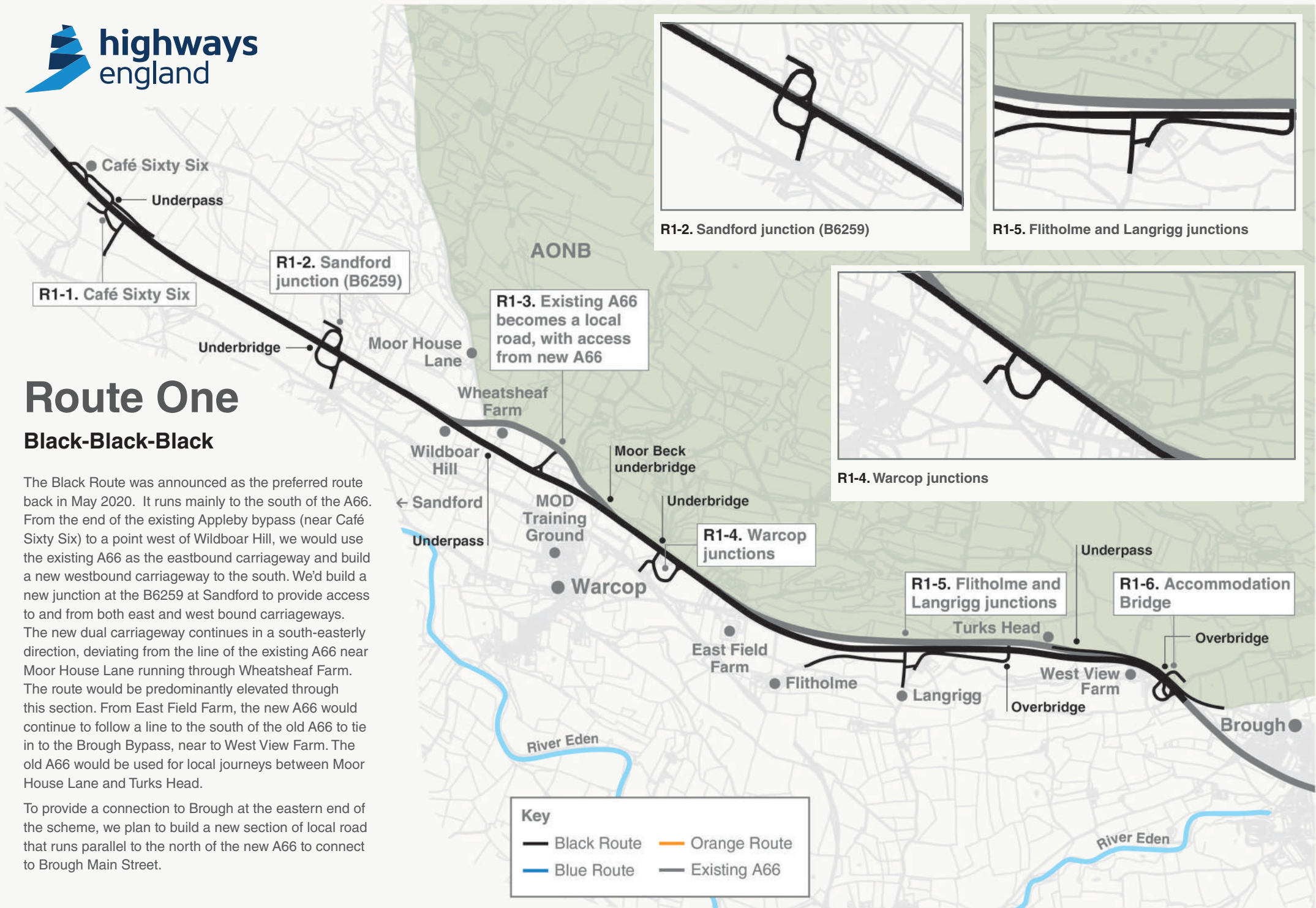
Key	
	Black Route
	Blue Route
	Orange Route
	Existing A66

Route One

Black-Black-Black

The Black Route was announced as the preferred route back in May 2020. It runs mainly to the south of the A66. From the end of the existing Appleby bypass (near Café Sixty Six) to a point west of Wildboar Hill, we would use the existing A66 as the eastbound carriageway and build a new westbound carriageway to the south. We'd build a new junction at the B6259 at Sandford to provide access to and from both east and west bound carriageways. The new dual carriageway continues in a south-easterly direction, deviating from the line of the existing A66 near Moor House Lane running through Wheatsheaf Farm. This route would be predominantly elevated through this section. From East Field Farm, the new A66 would continue to follow a line to the south of the old A66 to tie in to the Brough Bypass, near to West View Farm. The old A66 would be used for local journeys between Moor House Lane and Turks Head.

To provide a connection to Brough at the eastern end of the scheme, we plan to build a new section of local road that runs parallel to the north of the new A66 to connect to Brough Main Street.



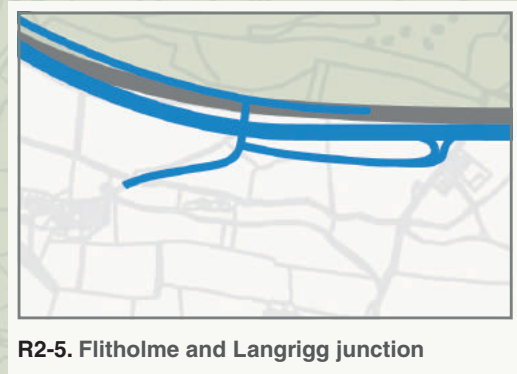
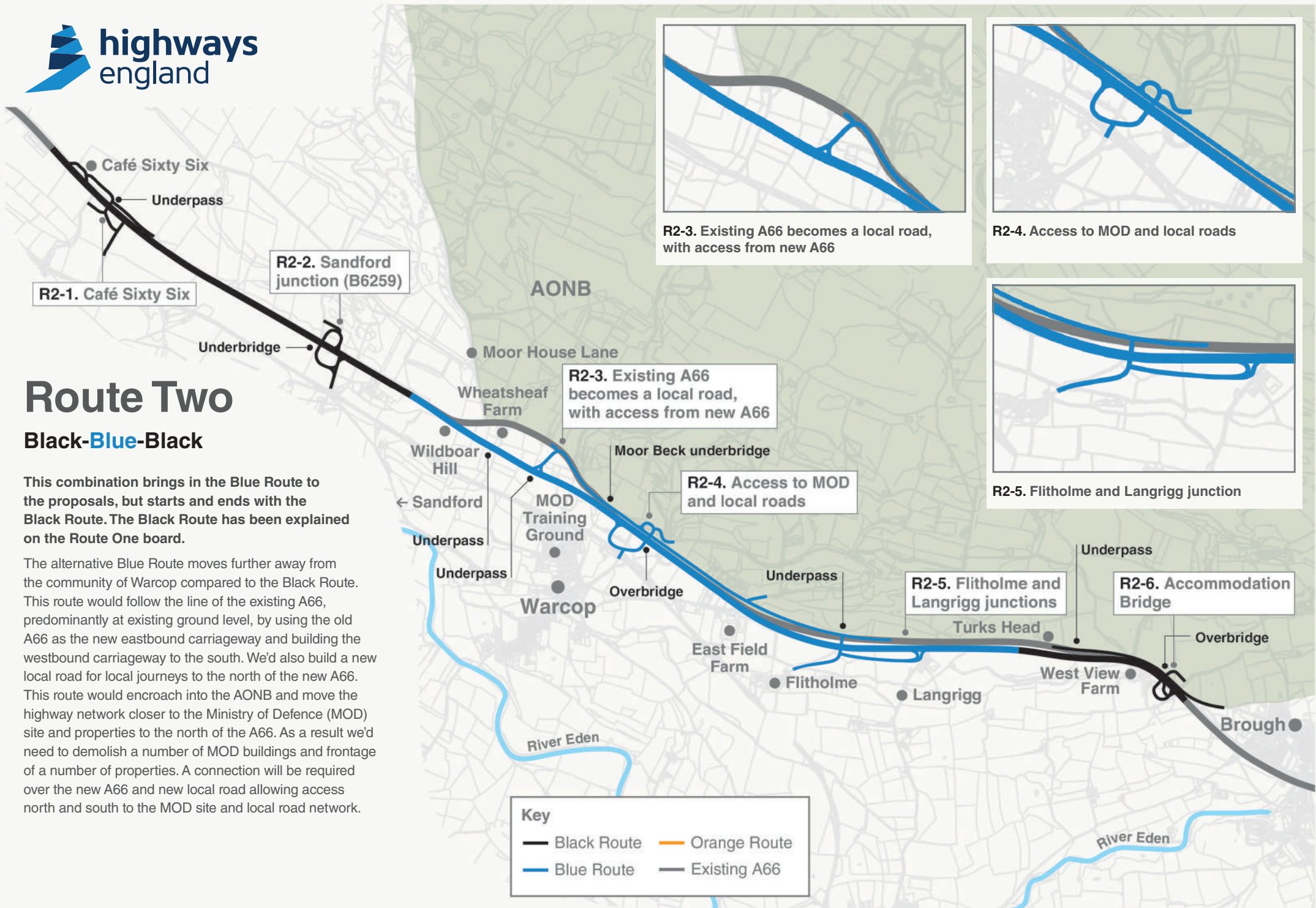
Key	
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Route Two

Black-Blue-Black

This combination brings in the Blue Route to the proposals, but starts and ends with the Black Route. The Black Route has been explained on the Route One board.

The alternative Blue Route moves further away from the community of Warcop compared to the Black Route. This route would follow the line of the existing A66, predominantly at existing ground level, by using the old A66 as the new eastbound carriageway and building the westbound carriageway to the south. We'd also build a new local road for local journeys to the north of the new A66. This route would encroach into the AONB and move the highway network closer to the Ministry of Defence (MOD) site and properties to the north of the A66. As a result we'd need to demolish a number of MOD buildings and frontage of a number of properties. A connection will be required over the new A66 and new local road allowing access north and south to the MOD site and local road network.



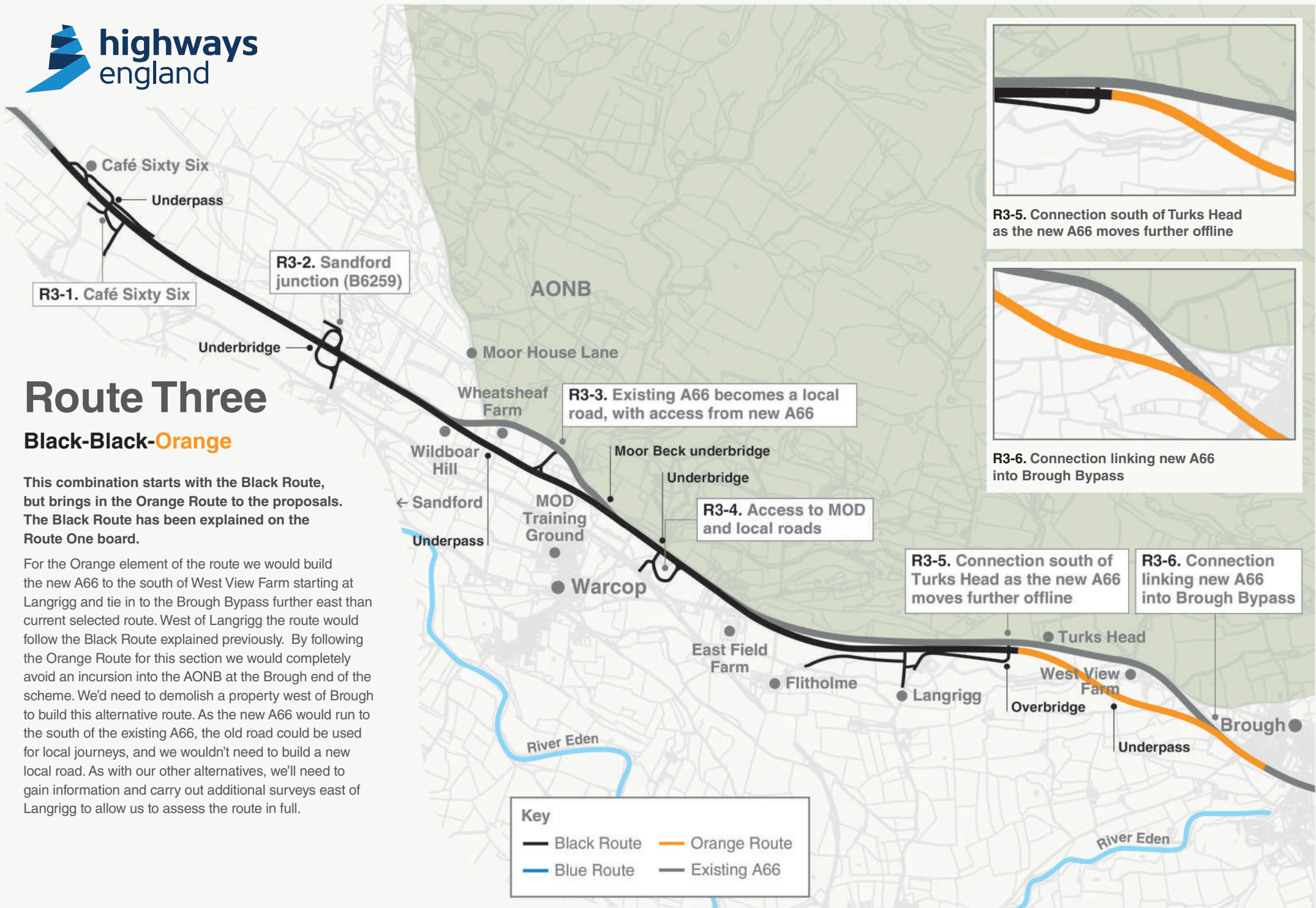
Key	
— Black Route	— Orange Route
— Blue Route	— Existing A66

Route Three

Black-Black-Orange

This combination starts with the Black Route, but brings in the Orange Route to the proposals. The Black Route has been explained on the Route One board.

For the Orange element of the route we would build the new A66 to the south of West View Farm starting at Langrigg and tie in to the Brough Bypass further east than current selected route. West of Langrigg the route would follow the Black Route explained previously. By following the Orange Route for this section we would completely avoid an incursion into the AONB at the Brough end of the scheme. As the new A66 would run to the south of the existing A66, the old road could be used for local journeys, and we wouldn't need to build a new local road. As with our other alternatives, we'll need to gain information and carry out additional surveys east of Langrigg to allow us to assess the route in full.



R3-5. Connection south of Turks Head as the new A66 moves further offline



R3-6. Connection linking new A66 into Brough Bypass

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R3-6. Connection linking new A66 into Brough Bypass

R3-1. Café Sixty Six

R3-2. Sandford junction (B6259)

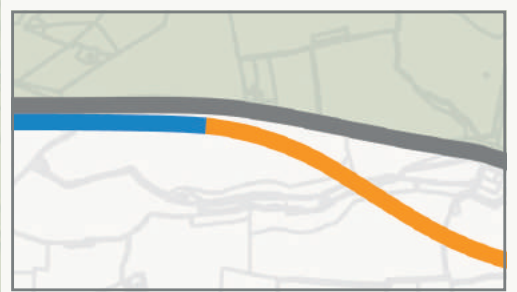
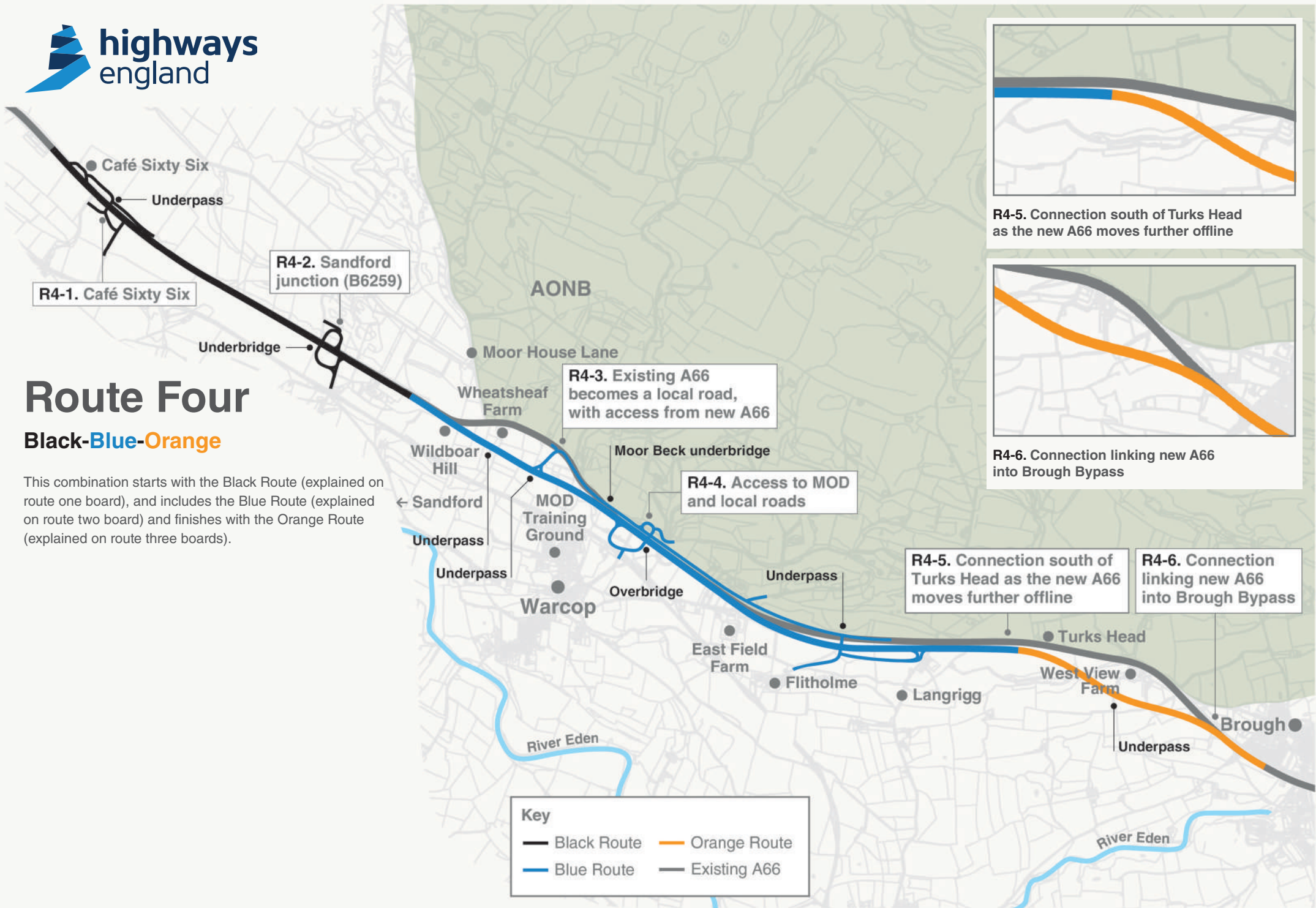
R3-3. Existing A66 becomes a local road, with access from new A66

R3-4. Access to MOD and local roads

Route Four

Black-Blue-Orange

This combination starts with the Black Route (explained on route one board), and includes the Blue Route (explained on route two board) and finishes with the Orange Route (explained on route three boards).



R4-5. Connection south of Turks Head as the new A66 moves further offline



R4-6. Connection linking new A66 into Brough Bypass

R4-5. Connection south of Turks Head as the new A66 moves further offline

R4-6. Connection linking new A66 into Brough Bypass

Key	
	Black Route
	Blue Route
	Orange Route
	Existing A66

What happens next?

If our assessment work identifies further improvements deliverable enhancements to the Preferred Route at Kirkby Thore and Warcop, we'll consult on any further options as part of our consultation later this year. Your views are really important to us and this will provide you with the opportunity to understand these routes better and have your say about them.

After the consultation period, we'll analyse the responses and finalise our surveys and design work. By the end of the year, we're aiming to tell you which of these routes we'll take forward as part of our Development Consent Order. This is the planning approvals process for major work like the A66 Northern Trans-Pennine project.

The A66 Project is planned to start work on site in 2024.

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

For more information on the A66 Northern Trans-Pennine project please visit our website: **www.highwaysengland.co.uk/A66-NTP** and follow us on Twitter **@A66NTP**

