

# 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.



# Temple Sowerby to Appleby

The River Eden, along with its streams, including Trout Beck, is designated as a Special Area of Conservation (SAC) for its rare and important wildlife and habitats. Our Preferred Route crosses one of the widest parts of Trout Beck and its surrounding floodplain.

While we're confident that the route at this location is technically feasible, we have looked at alternative locations to investigate if there are any other potential crossings where there may be less impact on the ecology and important habitats in this area.

We are looking at these alternative routes to see how we can minimise the environmental impact our design has on Trout Beck. We'll consider other features such as the mine workings around British

Gypsum and the scheduled monuments and archaeology which are scattered along this former Roman Road.

The maps on display are a graphical representation of our technical drawings. There is still further work for us to complete including additional design and more environmental surveys and studies before these can be fully understood.

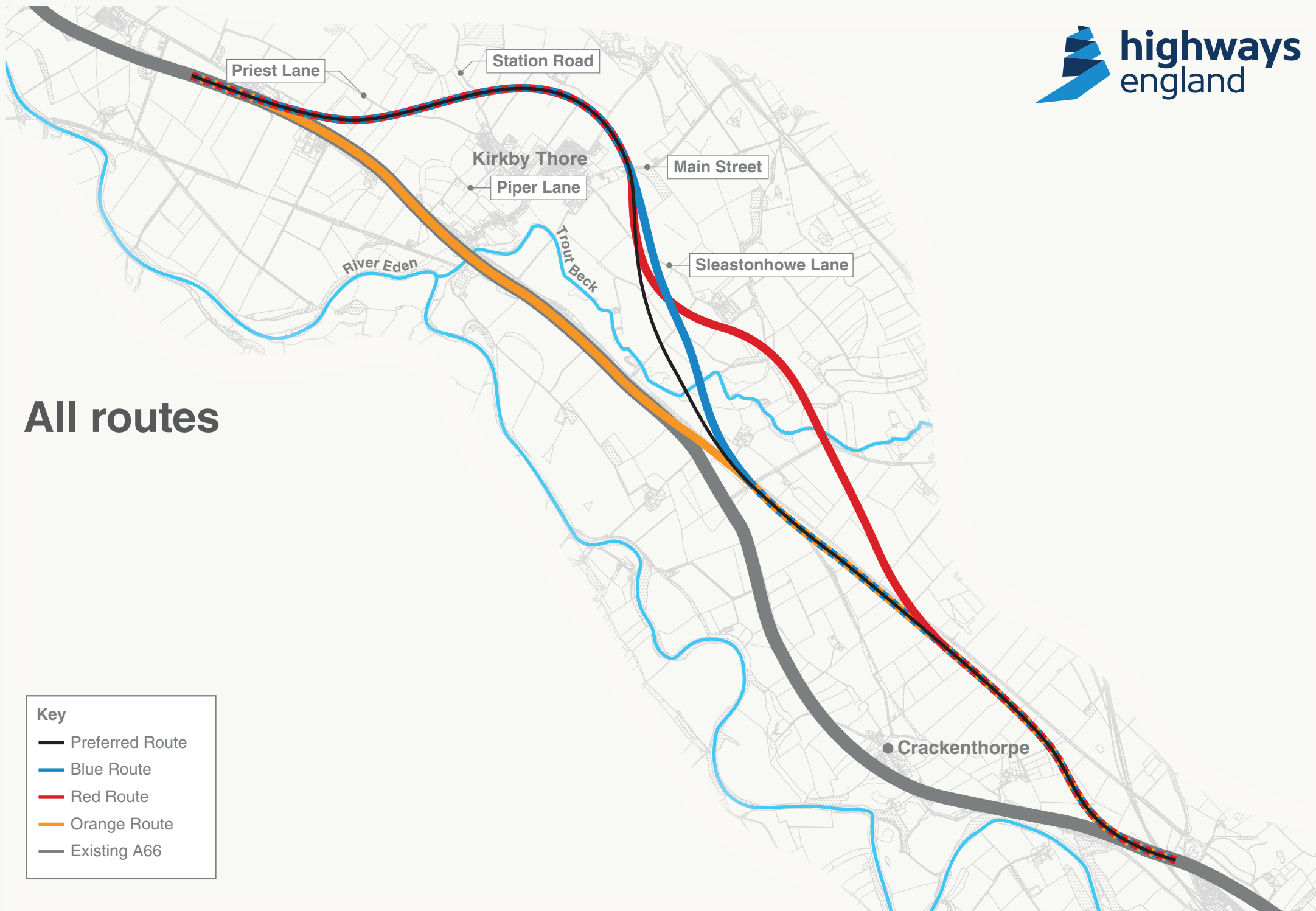
We are engaging with all the landowners who could be affected by these alternative routes and will continue to do so as we move towards the consultation later in the year.



## All routes

### Key

- Preferred Route
- Blue Route
- Red Route
- Orange Route
- Existing A66





# Blue Route

The Blue Route would include a new bypass around the north of Kirkby Thore (between the village and the gypsum works) and a new bypass to the north of Crackenthorpe. We'd build a number of new junctions and improvements as part of this route.

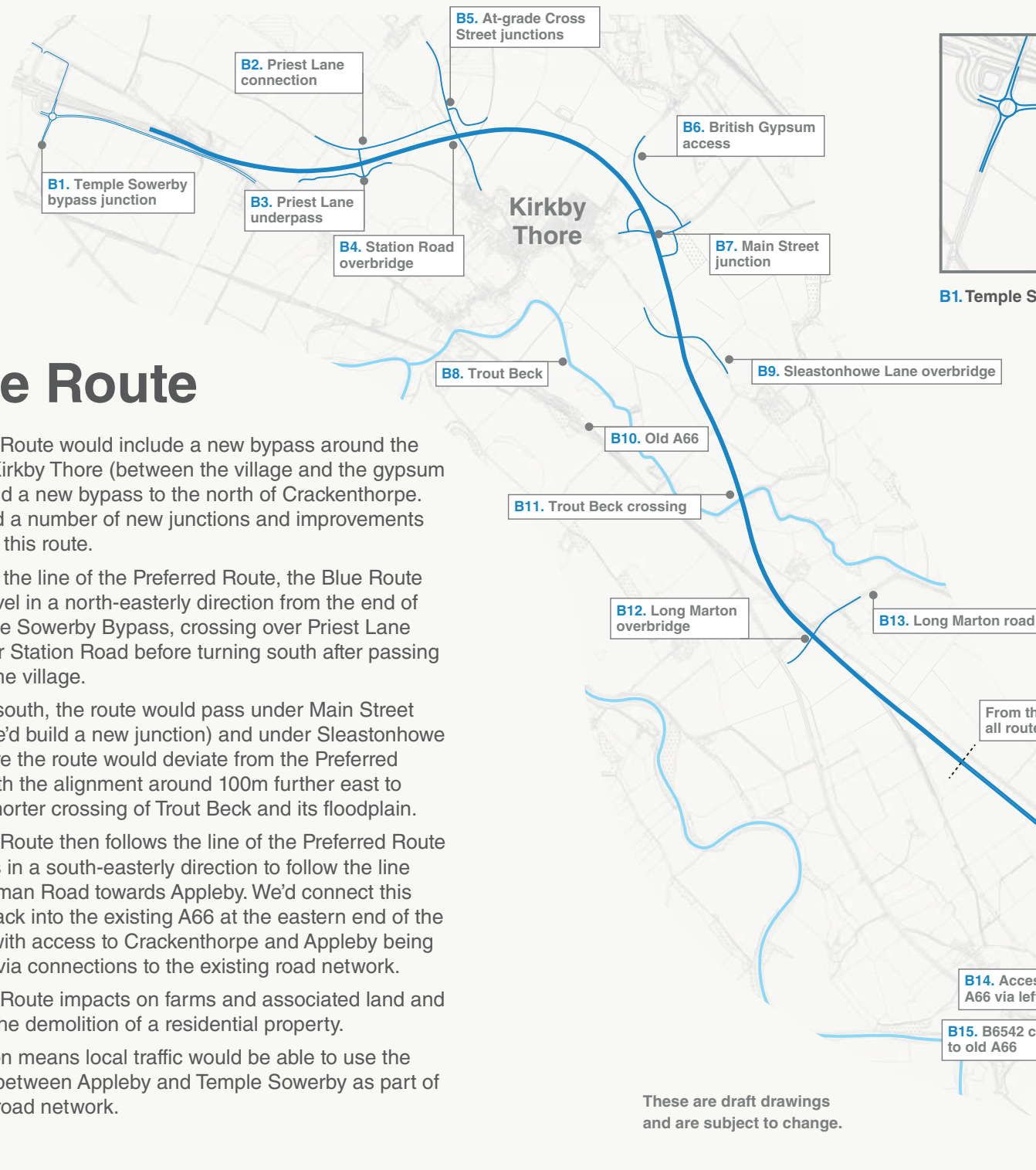
Following the line of the Preferred Route, the Blue Route would travel in a north-easterly direction from the end of the Temple Sowerby Bypass, crossing over Priest Lane and under Station Road before turning south after passing north of the village.

Heading south, the route would pass under Main Street (where we'd build a new junction) and under Sleastonhowe Lane. Here the route would deviate from the Preferred Route, with the alignment around 100m further east to allow a shorter crossing of Trout Beck and its floodplain.

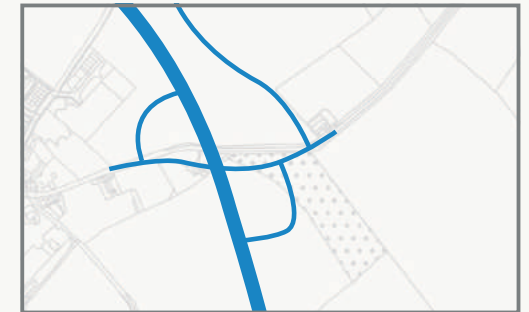
The Blue Route then follows the line of the Preferred Route as it turns in a south-easterly direction to follow the line of the Roman Road towards Appleby. We'd connect this bypass back into the existing A66 at the eastern end of the scheme with access to Crackenthorpe and Appleby being provided via connections to the existing road network.

The Blue Route impacts on farms and associated land and requires the demolition of a residential property.

This option means local traffic would be able to use the 'old' A66 between Appleby and Temple Sowerby as part of the local road network.



B1. Temple Sowerby bypass junction



B7. Main Street junction



These are draft drawings and are subject to change.

# Red Route

The Red Route would also include a new bypass north of Kirkby Thore between the village and the gypsum works, a new bypass to the north of Crackenthorpe and a number of new junctions and improvements.

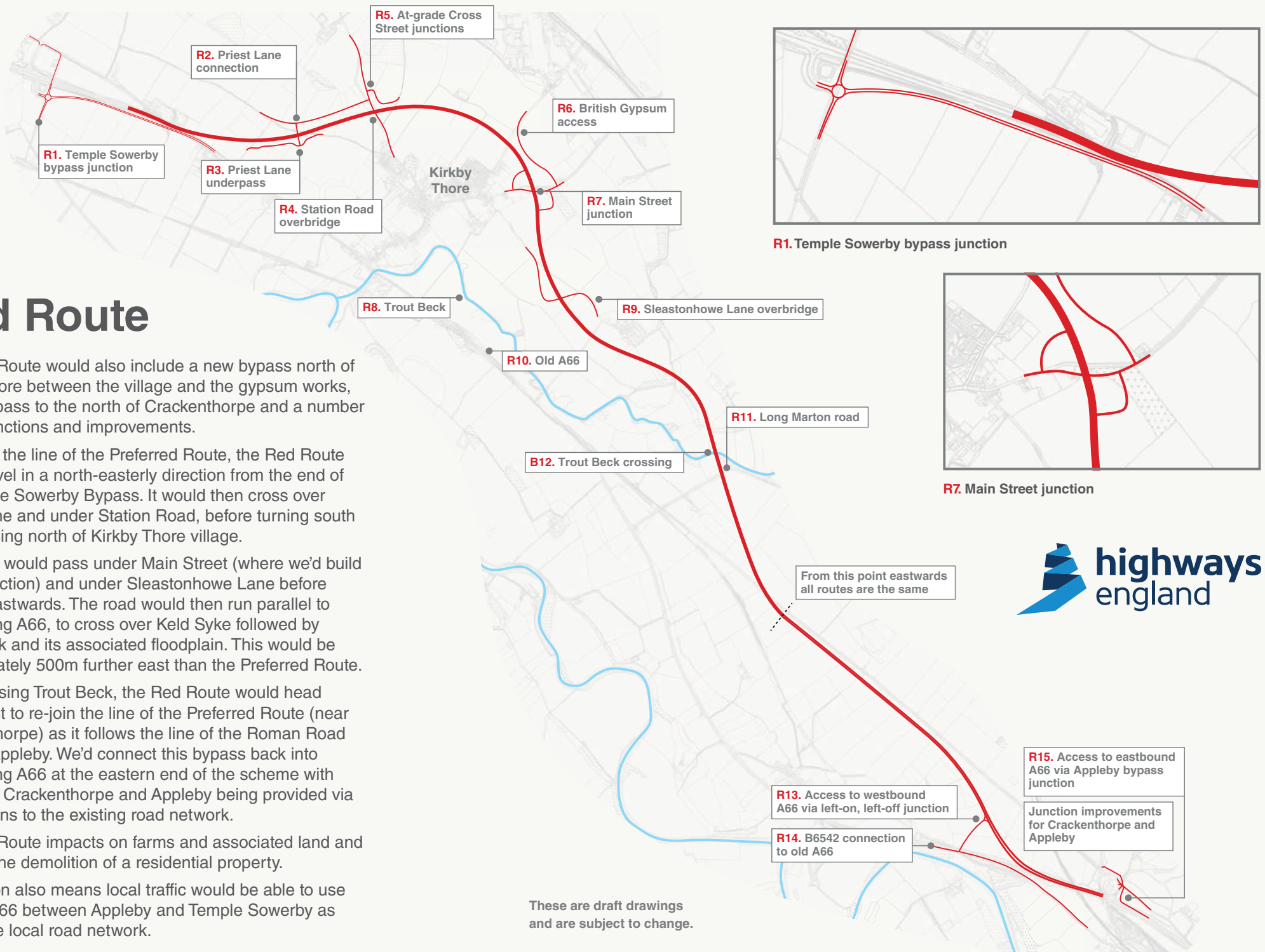
Following the line of the Preferred Route, the Red Route would travel in a north-easterly direction from the end of the Temple Sowerby Bypass. It would then cross over Priest Lane and under Station Road, before turning south after passing north of Kirkby Thore village.

The route would pass under Main Street (where we'd build a new junction) and under Sleastonhowe Lane before turning eastwards. The road would then run parallel to the existing A66, to cross over Keld Syke followed by Trout Beck and its associated floodplain. This would be approximately 500m further east than the Preferred Route.

After crossing Trout Beck, the Red Route would head south east to re-join the line of the Preferred Route (near Crackenthorpe) as it follows the line of the Roman Road towards Appleby. We'd connect this bypass back into the existing A66 at the eastern end of the scheme with access to Crackenthorpe and Appleby being provided via connections to the existing road network.

The Red Route impacts on farms and associated land and requires the demolition of a residential property.

This option also means local traffic would be able to use the 'old' A66 between Appleby and Temple Sowerby as part of the local road network.



These are draft drawings  
and are subject to change.

# Orange Route

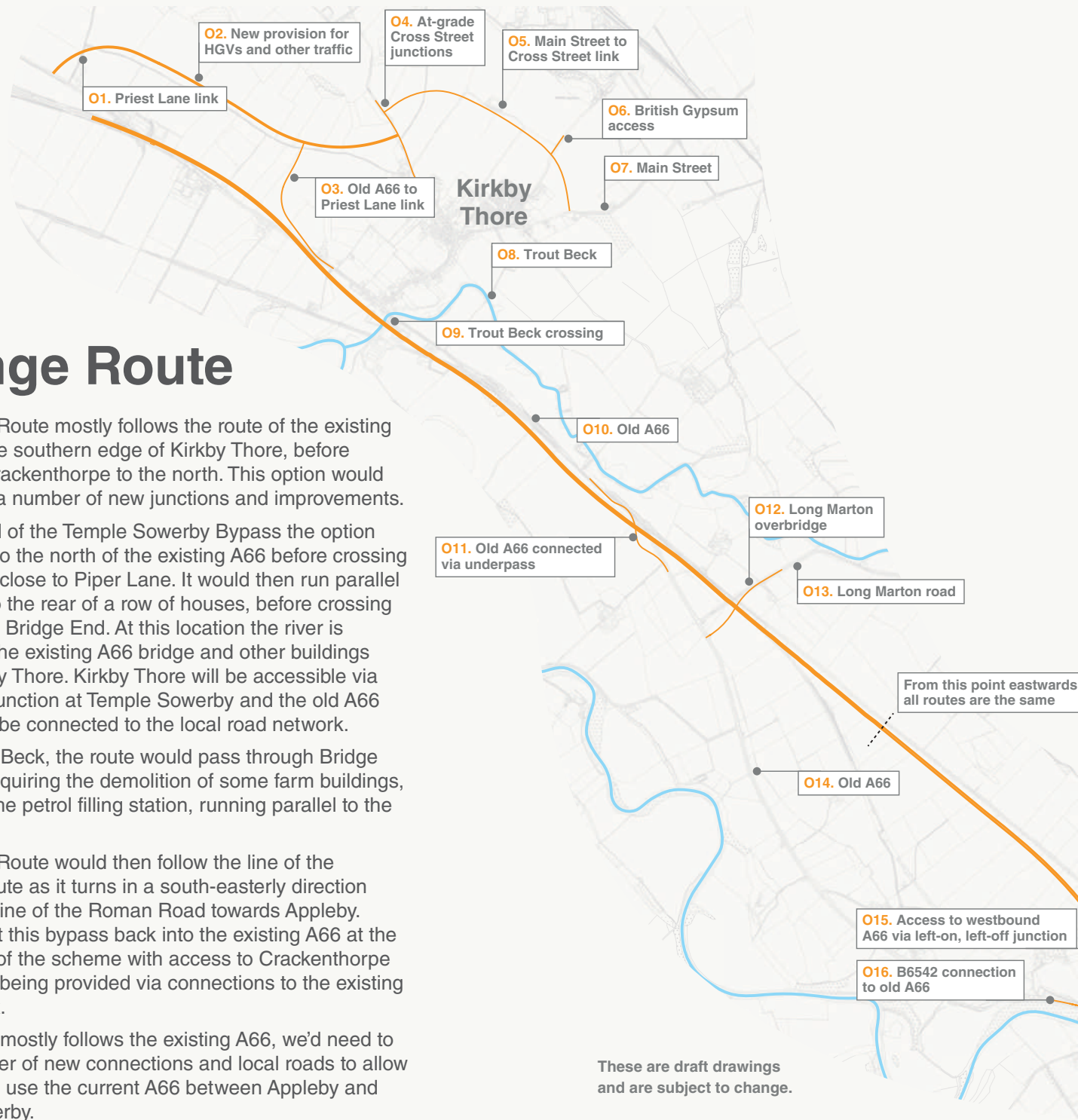
The Orange Route mostly follows the route of the existing A66 along the southern edge of Kirkby Thore, before bypassing Crackenthorpe to the north. This option would also include a number of new junctions and improvements.

From the end of the Temple Sowerby Bypass the option initially runs to the north of the existing A66 before crossing to the south, close to Piper Lane. It would then run parallel to the A66, to the rear of a row of houses, before crossing Trout Beck at Bridge End. At this location the river is confined by the existing A66 bridge and other buildings around Kirkby Thore. Kirkby Thore will be accessible via the existing junction at Temple Sowerby and the old A66 which would be connected to the local road network.

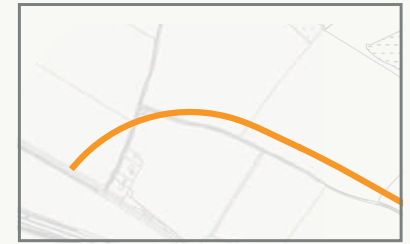
East of Trout Beck, the route would pass through Bridge End Farm, requiring the demolition of some farm buildings, and behind the petrol filling station, running parallel to the existing A66.

The Orange Route would then follow the line of the Preferred Route as it turns in a south-easterly direction to follow the line of the Roman Road towards Appleby. We'd connect this bypass back into the existing A66 at the eastern end of the scheme with access to Crackenthorpe and Appleby being provided via connections to the existing road network.

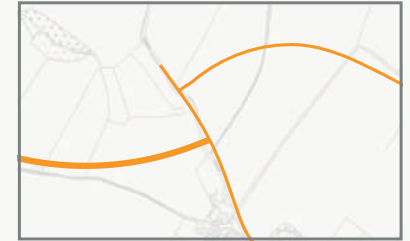
As this route mostly follows the existing A66, we'd need to build a number of new connections and local roads to allow local traffic to use the current A66 between Appleby and Temple Sowerby.



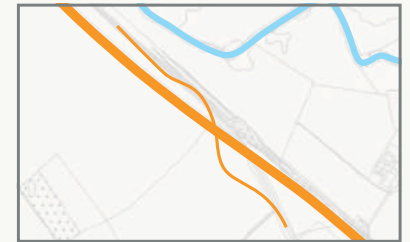
These are draft drawings  
and are subject to change.



O1. Priest Lane link



O4. At-grade Cross Street junctions



O11. Old A66 connected via underpass



O17. Access to eastbound A66 via Appleby bypass junction

Junction improvements for Crackenthorpe and Appleby



# 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](http://www.highwaysengland.co.uk/A66-NTP)** and follow us on Twitter **@A66NTP**

