

A66 Northern Trans-Pennine Project Preferred Route Announcement

Spring 2020



Our improvements will transform east / west connectivity across the Pennines in the north of England. Quicker, safer and more reliable journeys will bring communities together, create new job opportunities and support long term, sustainable growth.



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Introduction

Investing in your roads

At Highways England 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.

Sections of the A66 have been upgraded from single carriageway to dual in a number of stages since the 1970s, with the most recent dual section, the Temple Sowerby Bypass, opening in 2007. However, more than 18 miles of single carriageway remain, making the route accident-prone and unreliable.

In 2014, the Government announced that it intended to examine the case for dualling one of the routes across the Pennines to improve east / west connectivity in the north of England.

In 2017, it was announced that the A66 had presented the strongest case for an upgrade and that plans for full dualling between the M6 junction 40 and the A1(M) at Scotch Corner would be developed for the next Road Investment Strategy.

Our plans will ensure the entire route has two lanes in both directions along the full 50-mile route.

We have been commissioned by the Department for Transport (DfT) to investigate the potential to improve the A66 between M6 junction 40 at Penrith and the A1(M) at Scotch Corner which is a corridor of 50 miles. This is in order to address the lack of east / west connectivity across the Pennines in the north of England.



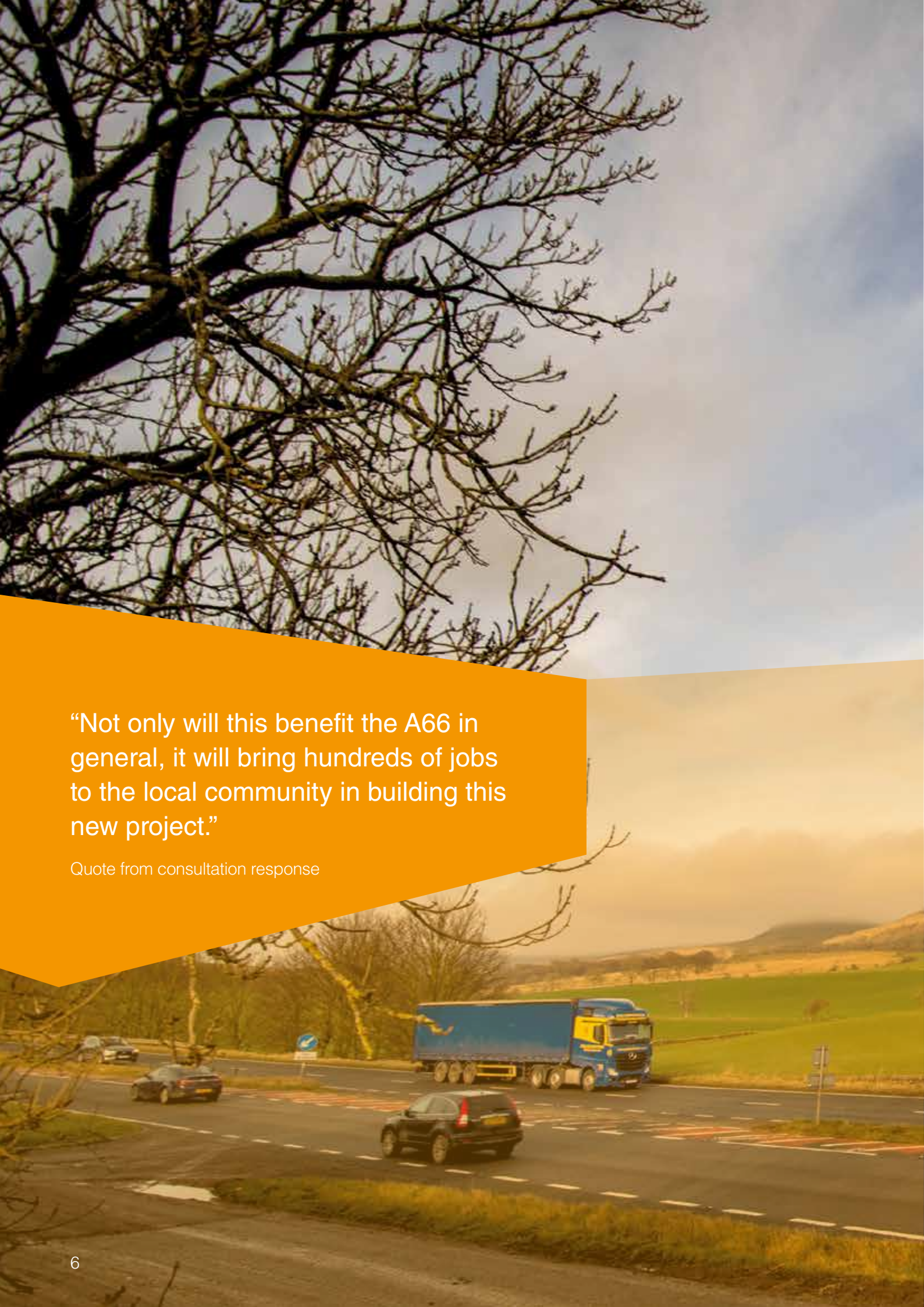
We are proposing to invest around one billion pounds to dual the remaining single carriageway sections of the A66, making this one of the largest and most important highways investments in the north of England. This will significantly improve journeys, safety and connectivity which is great news for the local, regional and national economy. Our planned improvements for the road and a modern approach to design will also help protect the local environment and important historical areas such as the Roman fort at Carlin Moor, Brougham Castle and areas of outstanding natural beauty that surrounds the A66.

The project will involve dualling multiple remaining sections of single carriageway between M6 junction 40 at Penrith and the A1(M) at Scotch Corner. Other improvements are proposed along its length, such as at Kemplay Bank Roundabout and the junctions with the M6 and A1(M).

This work is important to enable future growth and will help the economies of the North East, Yorkshire and Cumbria, as well as improving east/west journeys.

In this booklet, we explain the preferred route for the sections of the A66 which are currently single carriageway and the preferred option for improvement work at the Kemplay Bank roundabout at Penrith.

We also explain the reasons for those route choices, the results of the public consultation held from 16 May to 11 July 2019 and give details of what will happen next.



“Not only will this benefit the A66 in general, it will bring hundreds of jobs to the local community in building this new project.”

Quote from consultation response

Why do we need this project?

The A66 is a key local, regional, national route for east/west journeys in the north of England providing vital connections for freight, tourism and businesses across the UK.

The route carries high levels of freight, with 25% of the traffic being heavy goods vehicles (HGVs) compared to the national average figure of 12%.

The A66 is also an important route for tourism, providing access to the North Pennines Area of Outstanding Natural Beauty (AONB), the Yorkshire Dales and the Lake District National Park.

But the A66 isn't up to modern standards. Drivers face congestion, delays at key junctions and substandard access to jobs and leisure locations. That's why we're investigating ways to improve journeys on the A66 through a number of improvements that would raise the whole route to dual carriageway standard.

Investment in the A66 is essential to the continued development of the economy in the north of the country. Dualling the road and making other improvements along its length will support local and national economic growth and development.



Our objectives in developing the A66

By introducing a consistent standard of dual carriageway with the same speed limit throughout, we aim to **reduce the number of accidents**.

Use of the 'old' A66 as part of the local road network will **deliver safer, more enjoyable journeys for cyclists and pedestrians**.

The preferred route also **re-connects communities** and links villages along the route. It also **improves connections for local people** living and working nearby providing **better access to services** such as healthcare, jobs and education.

Dualling of all the single carriageway sections will **reduce congestion** and **improve the reliability** of people's journeys between the M6 at Penrith and the A1(M) Scotch Corner and nationwide.

The dualling will **improve strategic regional and national connectivity**, particularly for hauliers. Heavy goods vehicles account for a quarter of all traffic on the road and any delays to journeys can have an extremely negative effect on business, including lost working time and missed shipment slots.

The improvement works will also **reduce delays and queues** during busy periods and **improve the performance of key junctions** such as the A66/A6 and the M6 junction 40.

Also, having a dual carriageway enables us to close lanes where required due to accidents or break downs and **keep traffic moving**.

By making the route more reliable we **can improve connectivity** between the key employment areas of Cumbria, Tees Valley and Tyne and Wear and **improve access to key tourist destinations** such as the North Pennines, Lake District and North Yorkshire.

Better road standards and consistent speeds will **minimise noise levels** for people living and working near the route and the preferred route aims to **reduce the visual impact** of the new A66.

Our preferred route has been chosen to **minimise negative impacts on the natural environment** and landscapes of the North Pennines and Lake District.

It is also the best option for **reducing the impact on nearby homes** and minimising the number of properties which will need to be acquired or demolished.

Benefits of the project

A66 Northern Trans-Pennine project provides the opportunity to:

- improve journey times, reliability and resilience on the A66 between the junctions with the M6 and the A1(M)
- improve strategic regional and national connectivity, particularly for freight and tourism
- reduce delays at the A66/A6 junction
- reduce the locations where the A66 is a physical barrier for communities
- improve air quality and noise for those that live and work along the route
- improve connectivity between the key employment areas of Cumbria, Tees Valley and Tyne and Wear
- improve connectivity for residents and workforce living and working in close proximity
- improve amenities for cyclists, horse riders and pedestrians
- improve access to key tourist destinations such as the North Pennines and the Lake District
- contribute to the future economic growth of the north of England, supporting the growth envisaged by the Northern Powerhouse agenda

Without this investment the issues experienced today would worsen with journey times getting slower, road conditions becoming more unreliable and risk of accidents increasing.

“Long overdue improvements. Will improve safety along very dangerous single carriageway sections and result in much better environment in villages along the route.”

Quote from consultation response





The preferred route

We propose to upgrade seven sections of single carriageway to dual carriageway standard along the A66. We developed multiple options for five of these sections, and a single proposal for the remaining two. We also developed options for an underpass or overpass choice at Kemplay Bank roundabout.

In total, we presented 15 different options for respondents to the consultation to comment on.

The following section outlines the preferred route for each of these sections which, in total, cover 18 miles of the current A66.

Choosing the preferred route

In assessing the route options, we considered a number of criteria. Part of this decision making was the preference expressed through the consultation process by members of the public, organisations and statutory bodies and the themes which emerged from their feedback.

In addition, we considered the following:

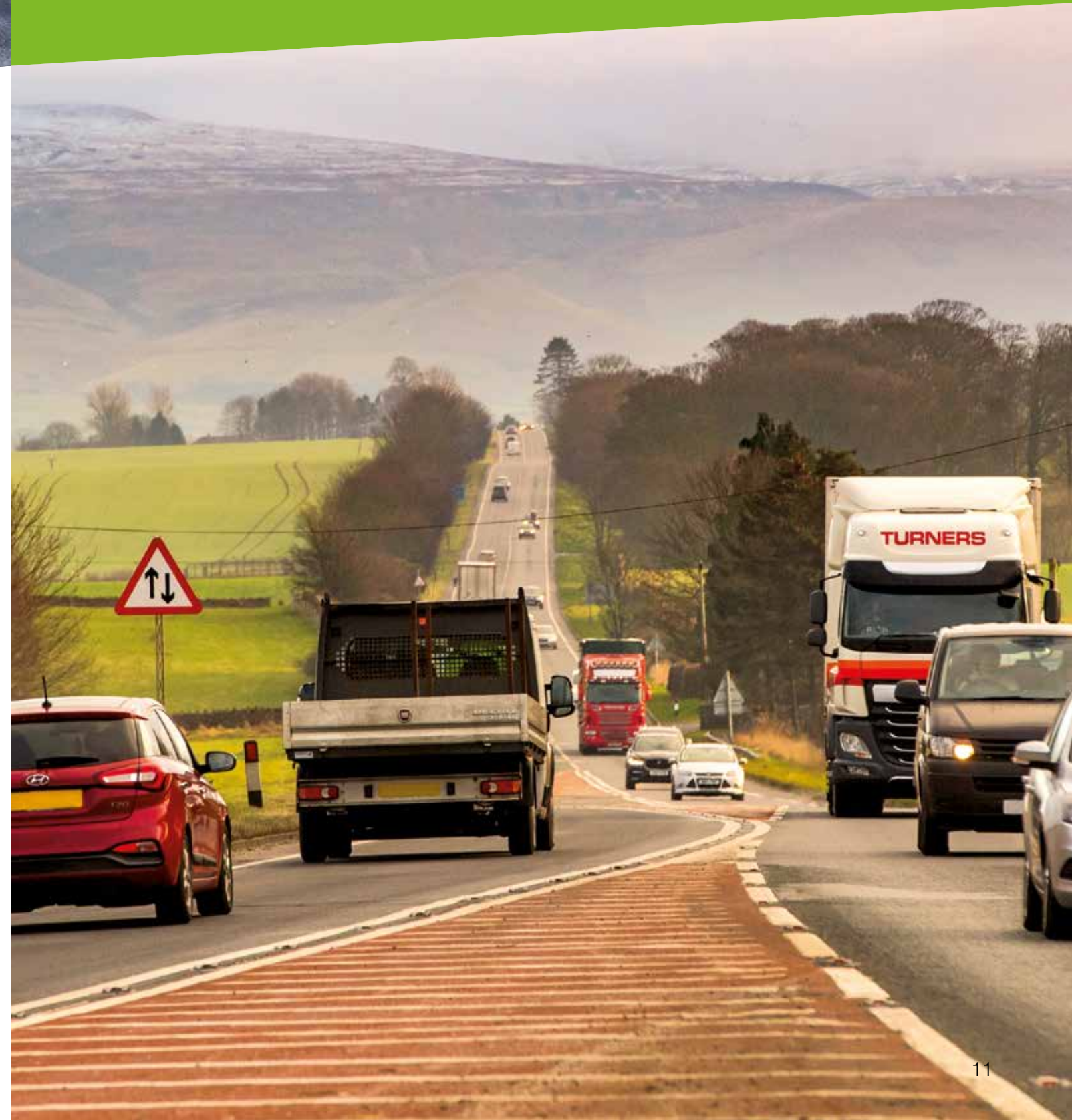
- economic growth
- connectivity
- road safety
- access for tourism and local services/jobs
- journey time reliability
- resilience (the road's ability to withstand accidents or closures)
- provision for walkers, cyclists and horse riders
- reducing severance of communities (where the road bisects a village)
- cost of option / value for money
- the land required for the development
- property demolition

- impact on property
- construction impacts
- significant risks

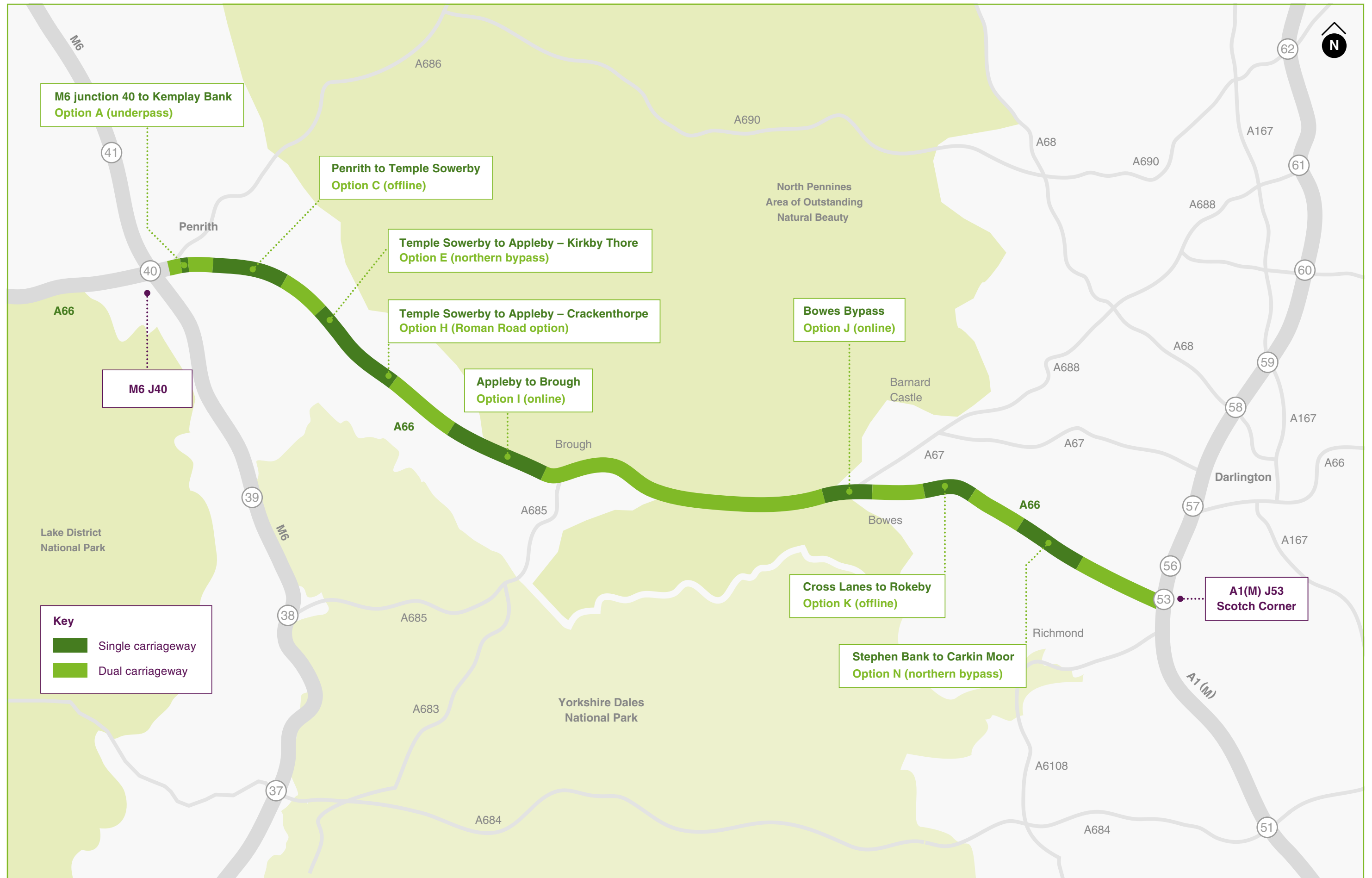
Environmental impacts and mitigation was also a considerable factor in the decision-making process. We therefore looked at each option's potential to minimise environmental impacts and optimise environmental improvement opportunities.

To this end we have therefore assessed the following:

- air quality
- noise
- cultural heritage
- water
- landscape
- biodiversity
- water environment and drainage



The preferred route



Kemplay Bank Roundabout

The roundabout can suffer from high levels of congestion which affect the flow of traffic along the A66 and for north and southbound traffic using the A6. This bottleneck can also have an impact on M6 junction 40.

Vehicles slowing down as they approach Kemplay Bank roundabout can lead to potential safety issues, creating problems for both east/west and north/south traffic as it passes through the roundabout.

By facilitating free-flowing traffic along the A66, this will also deliver benefits for A6 traffic and local access routes to Penrith and facilities around the junction. This will be a major benefit for local people, including pedestrians and cyclists, in allowing easier access through the junction, especially at peak times.

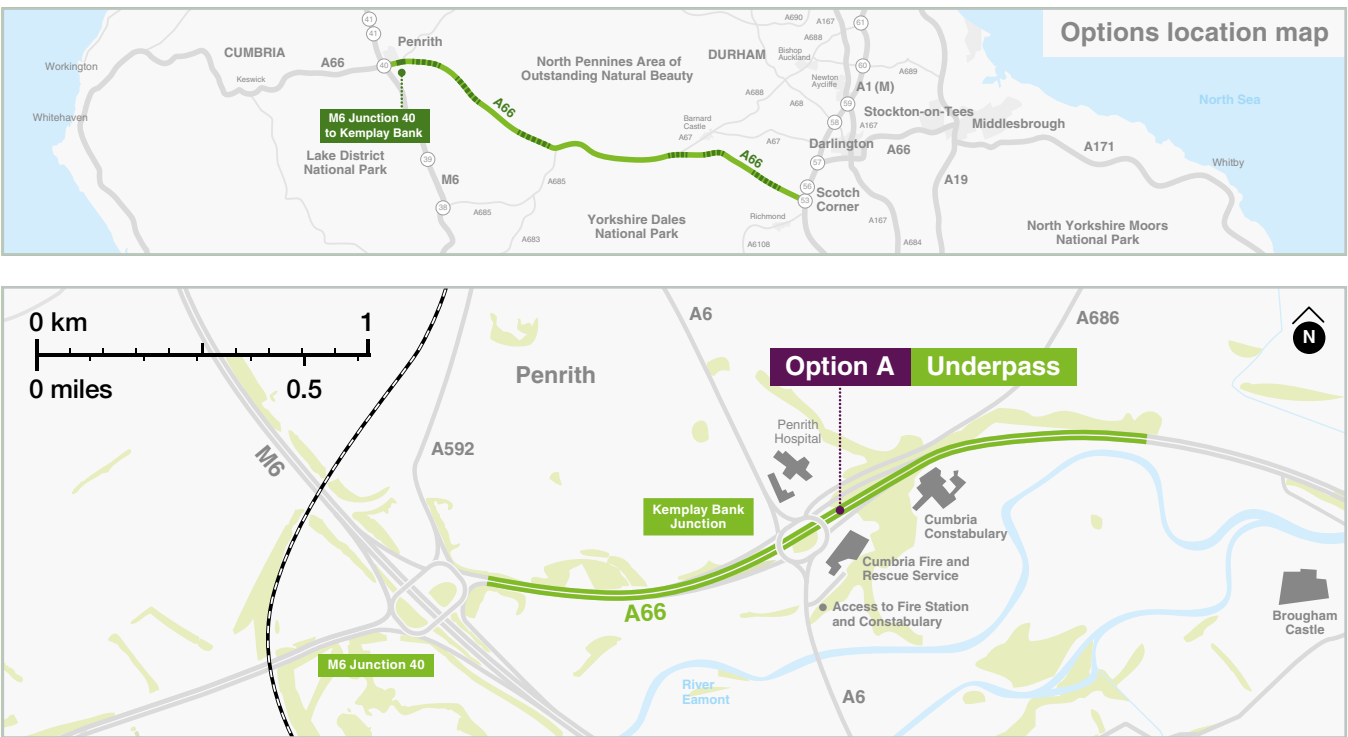
This section carries approximately 30,200 vehicles per day, 19% of which are HGVs.

What did we propose?

We proposed two options that would either introduce a new underpass or overpass through the Kemplay Bank roundabout, allowing free flowing traffic east/west and improving access to Penrith on the A6.



The preferred route: option A



The preferred option

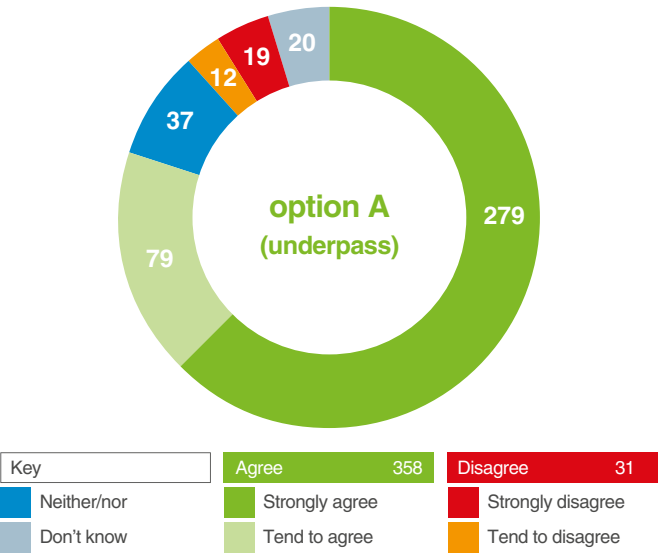
For this section of the A66 we have selected the underpass option A.

The underpass was selected because it has less environmental impact than an overpass.

While noise levels are likely to increase with either option due to higher use of the improved junction, the underpass noise levels are likely to be lower. The underpass would also be less visible from the surrounding areas.

The overpass option would also have required the purchase of a larger area of the local recreation grounds to the north of the roundabout.

Our selected option was most popular with respondents to the consultation, with 358 respondents voting for an underpass. This equates to 80% of the people responding to this question.



Penrith to Temple Sowerby

There is a single carriageway section for 3-miles on this section of the A66 with varying widths, causing an inconsistent driving experience and creating safety issues.

There are also several junctions and numerous private access points, including one for Center Parcs, where it is difficult for cars to join the main highway.

This section carries approximately 19,500 vehicles per day, 24% of which are HGVs.

What did we propose?

We proposed two options to introduce a dual carriageway on this section. A new junction will also be constructed at Center Parcs, providing access to the holiday park and local roads.

Between Brougham Castle and Whinfell Park Farm, both options follow the line of the existing A66, utilising the existing carriageway where possible.

Both the options presented would involve the realignment of some local roads and alternative routes would be provided to nearby junctions where required, improving safety and ease of access for local road users.

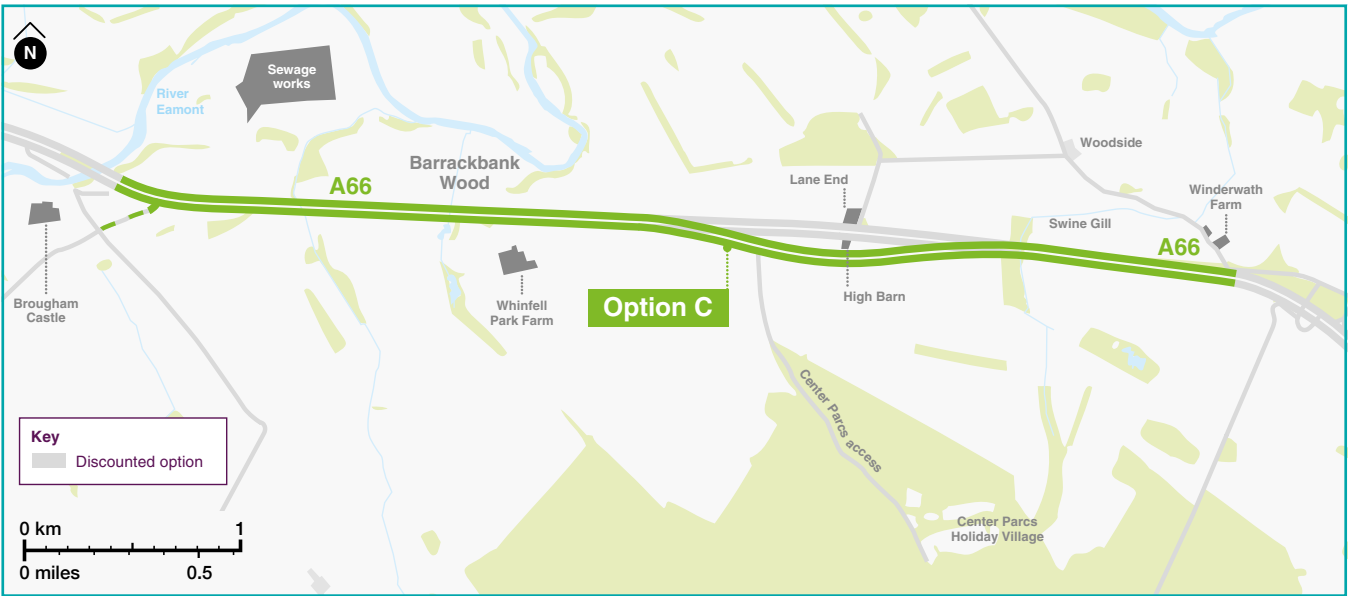
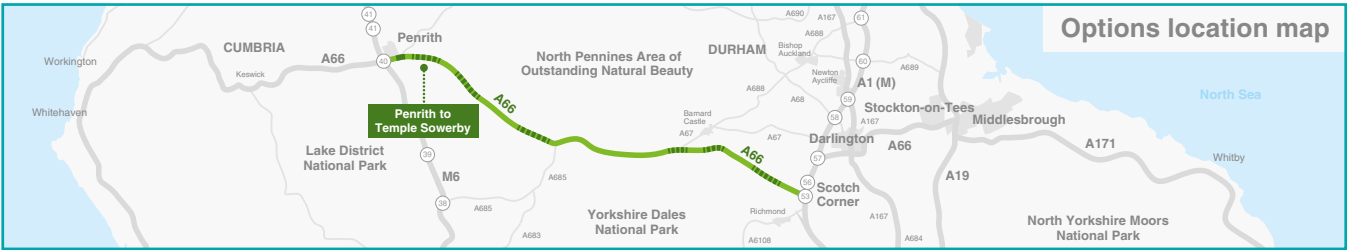
Option C

From Whinfell Park Farm the road will divert to the south to avoid the hamlet of Lane End. The road will then re-join the A66 at Swine Gill before continuing to the Temple Sowerby Bypass.

Option D

This option is the same as option C but will not divert the current road away from High Barn and will therefore require the demolition of some buildings in order to widen the carriageway.

The preferred route: option C

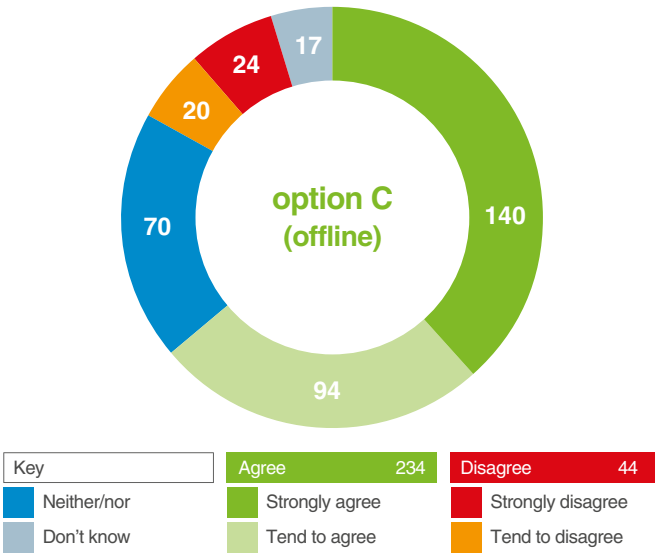


The preferred option

We have selected option C, the southern bypass for this section of the A66.

We selected this option because it will not require the demolition of the buildings in High Barn and the potential impact this would have on businesses. It is also further away from the hamlet of Lane End which will help to mitigate the noise impact on residents.

This southern bypass option was also the most popular with respondents to the consultation with 64% (234) of respondents to this question voting in favour.



Temple Sowerby to Appleby – Kirkby Thore

There is a single carriageway for a little over 2-miles on this section which skirts the village of Kirkby Thore. The carriageway varies in width and local roads are connected by several junctions and private access points along this accident-prone section.

There is also an access route through Kirkby Thore village for HGVs visiting the British Gypsum site to the north.

This area suffers from high accident levels and speed limits have already been reduced from 60 mph to 40 mph.

This section carries approximately 16,500 vehicles per day, 27% of which are HGVs, much higher than the national average.

What did we propose?

We proposed two options for this section which would divert the A66 away from Kirkby Thore either to the north or the south of the village.

Option E (northern bypass)

A new dual carriageway bypass to the north of Kirkby Thore which would pass through several fields to the west and then travel away from the village to the north and east.

It would mostly be built along a route which is lower than the surrounding land which will help preserve the visual outlook of properties in the north of the village.

An additional junction will be created to allow direct access to and from the British Gypsum site and will reduce the level of HGVs moving through the village.

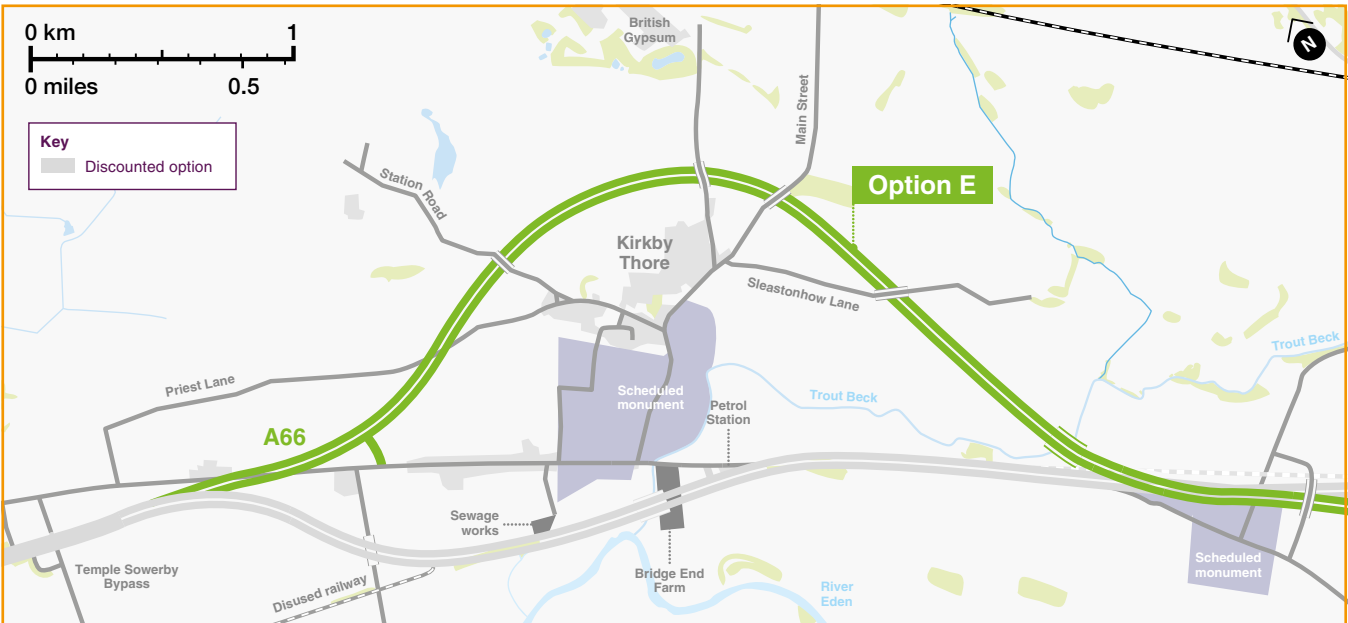
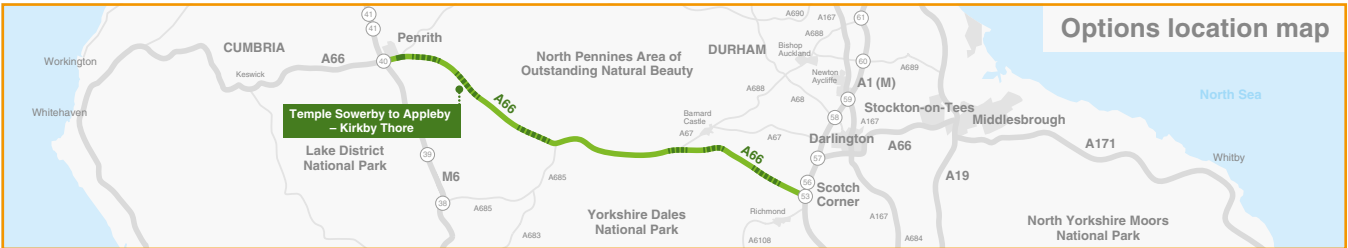
Option F (southern bypass)

A new dual carriageway would be constructed towards the south of Kirkby Thore as a continuation of the Temple Sowerby Bypass. It would cross several fields and follow the path of an old railway line until it re-joins the current A66 just after the BP petrol station near Bridge End Farm.

Additional underpasses would be required to provide access for local farms and pedestrians, walkers, cyclists and horse riders. A new junction would allow access to the former A66 and the village.

This option would require the demolition of several buildings.

The preferred route: option E



The preferred option

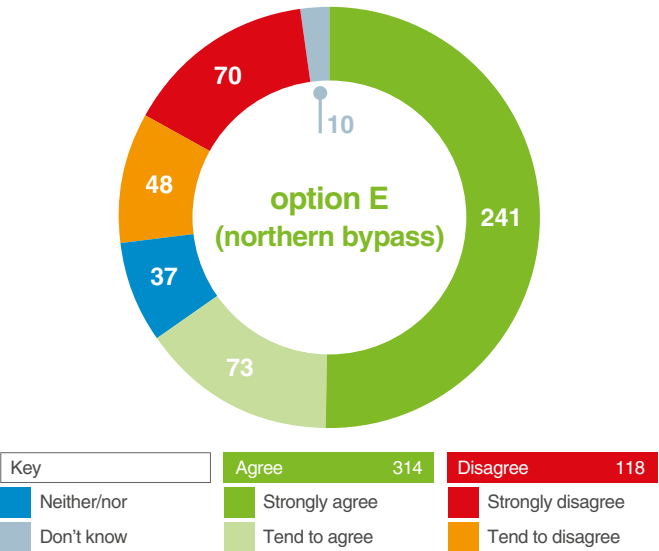
For this section of the A66, we have selected option E, the northern bypass.

We've selected this option as it provides the opportunity to reduce traffic, including HGVs, from the village of Kirkby Thore.

This option also reduces the amount of buildings we need to demolish to improve this section of the A66. It will also not impact on the wildlife corridor on the disused railway line. The southern option also had a greater negative impact on biodiversity and the flood plain.

Option E was also the most popular with respondents at consultation with 66% (314) of respondents voting in favour of this option.

While this route represents a longer journey time of the two options and may be more expensive, it has reduced environmental impacts while still delivering the required improvements.



Temple Sowerby to Appleby – Crackenthorpe

There is a single carriageway for 2.5-miles on this section which runs alongside the village of Crackenthorpe. The carriageway varies in width with narrow verges and poor alignment which present visibility issues, particularly at junctions.

Local roads junctions and private access points along the route create areas where accidents could potentially occur.

This section carries approximately 16,500 vehicles per day, 27% of which are HGVs, much higher than the national average.

What did we propose?

We proposed two upgrade options which would divert the A66 away from Crackenthorpe to the north.

Option G (northern bypass closest to Crackenthorpe)

The route follows the path of the old railway line to the north of Crackenthorpe and two new junctions would be created to serve the villages of Bolton, Crackenthorpe and Long Marton.

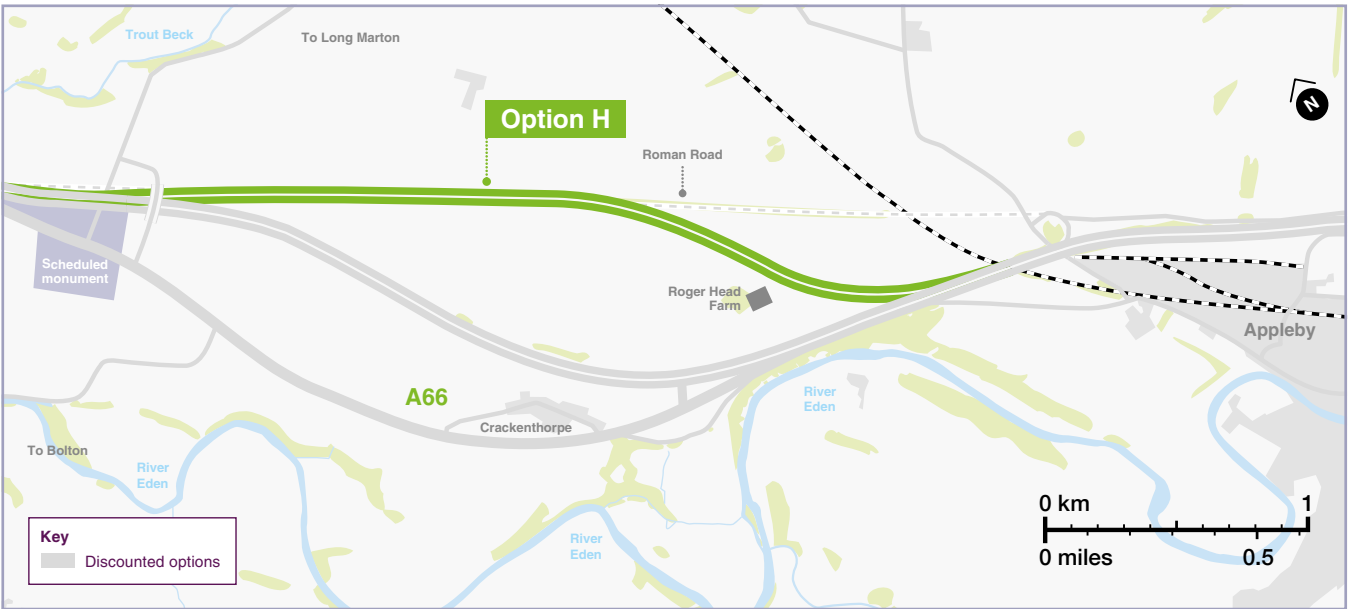
The new road would re-join the current A66 just to the west of the Settle-to-Carlisle railway line.

Option H (northern bypass furthest away from Crackenthorpe)

This option proposes a new bypass following the route of the original Roman Road to the north of Crackenthorpe and Roger Head Farm.

Two new junctions would be created to serve the villages of Bolton, Crackenthorpe and Long Marton.

The preferred route: option H



The preferred option

We have selected option H, the northern bypass furthest away from Crackenthorpe, for this section of the A66.

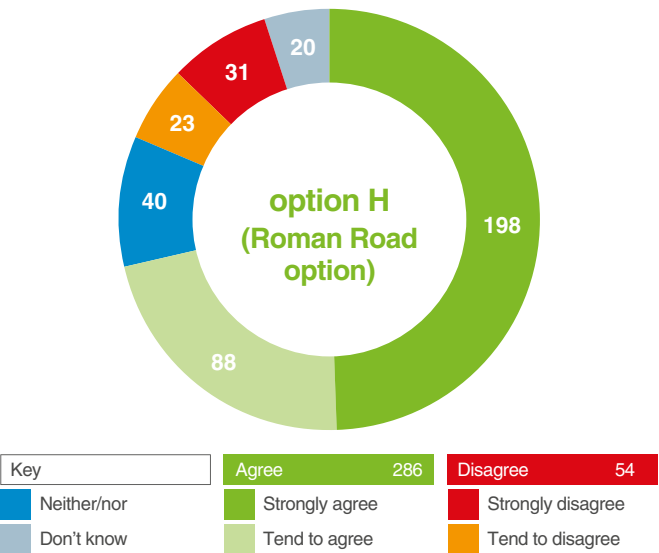
Option H is more resilient as there are diversions available for when accidents happen. It will also avoid an area of potential landslips and the remedial works which may be required to mitigate this issue.

Option G would potentially have had an impact on the River Eden and its floodplains, while Option H will be routed away from nearby watercourses and floodplains.

Our chosen option allows for improved access to Appleby by utilising the 'old' section of road and provides better opportunities for crossing facilities for walkers, cyclists and equestrians.

Option H also has less impact on landowners as it follows a natural feature which marks the boundary of many properties.

Option H was the most popular at consultation with 72% (286) of the respondents to this question opting for the bypass furthest away from Crackenthorpe. This equates to 286 respondents.



Appleby to Brough

There is a 5-mile section of single carriageway on this section with six junctions providing local access to Sandford, Warcop, Flitholme and Great Musgrave.

These local access junctions present safety issues where vehicles are attempting to join the main highway which is a single lane operating at a higher speed. Drivers can also find themselves in a vulnerable position when attempting to slow and leave the A66, especially when turning right. Changes in speed limits also create potential accident spots. The road in this section suffers from poor alignment.

This area suffers from high accident levels and speed limits have already been reduced from 60 mph to 40 mph. The route carries approximately 14,600 vehicles per day, 30% of which are HGVs.

What did we propose?

We presented just one option to improve this section of the A66.

Only one option was viable for this section because five other options have been discounted due to impacts on the Area of Outstanding Natural (AONB), the Warcop Roman Camp, the local environment and the Eden Valley railway.

Option I

The current carriageway between Café 66 and Wildboar Hill would be widened and utilised as the eastbound carriageway and a new westbound carriageway would be constructed directly to the south of the current A66.

Between Wildboar Hill and the Brough Bypass a completely new dual carriageway would be constructed directly to the south of the current A66. The existing road would then be used for local access and pedestrians, walkers, cyclists and horse riders.

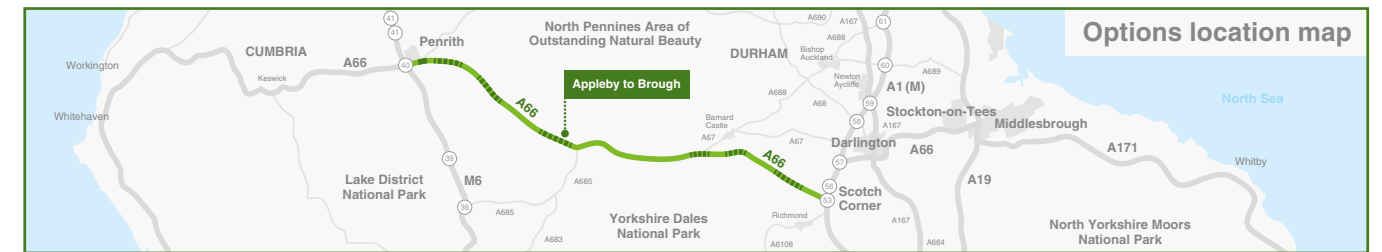
New culverts (tunnels) would divert streams under the road at Moor Beck and Lowgill Beck. A new junction and bridge would provide access from the new road to Warcop.

Access to the proposed route from local roads would be limited to junctions at Flitholme, Landrigg, Sandford and Warcop which would make this section much less accident-prone. The existing A66 between Moor House and Turks Head would become part of the local road network for safer local access to nearby villages, especially for pedestrians, walkers, cyclists and equestrians.

This option reduces the impact on the area of outstanding natural beauty (AONB) to the north of the current A66 and provides continued access for local communities during construction.

The new dual carriageway will connect back into the existing A66 at Brough bypass.

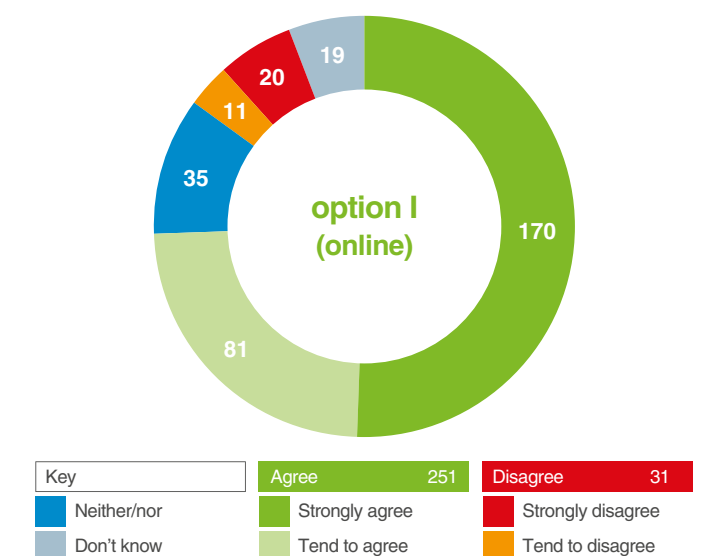
The preferred route: option I



The preferred option

As only one route was proposed for this section, option I will be taken forward to the design phase.

Almost 75% of the respondents to this question agreed that option I was a good solution to issues in this section. A further 16% did not express an opinion.



Bowes Bypass

This is a 1.9-mile, single carriageway section which is sandwiched between dual carriageway sections to the east and west. A key feature of this section is the junction with the A67 which is currently only accessible to traffic to and from the west.

East-bound traffic approaching may not be aware that one lane at this junction is used for the A67 which reduces capacity and also leads to last-minute lane changes and slowing traffic on the A66 which present safety issues.

This section carries approximately 16,300 vehicles per day, 24% of which are HGVs.

What did we propose?

We presented just one option for improving this section of the A66.

There is only one proposal at Bowes because the village had already been bypassed by a single carriageway route in 1983. Options were also constrained by existing bridges at Clint Lane and at the A67.

Option J

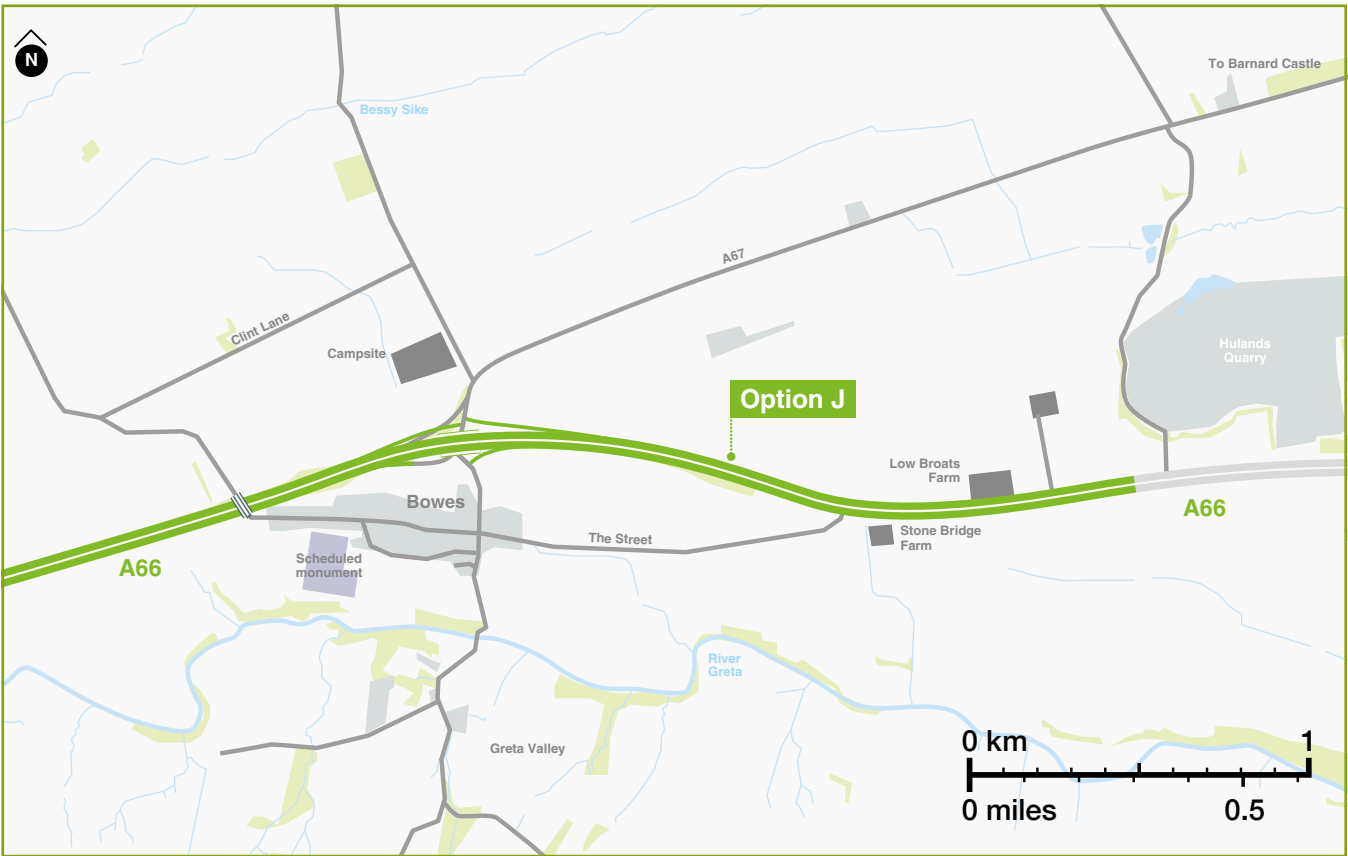
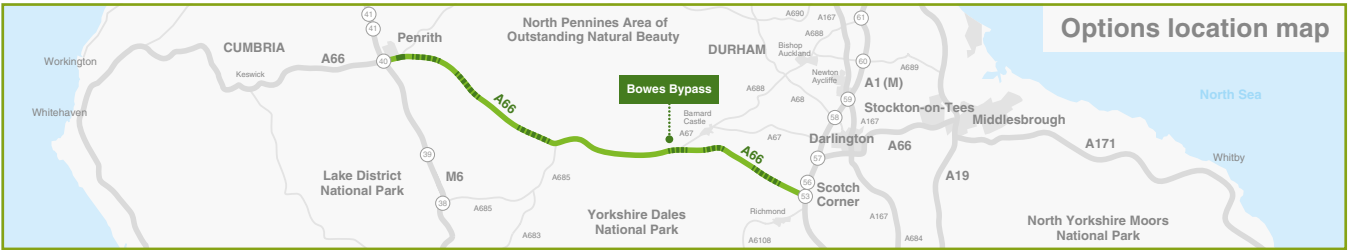
We are proposing to widen the carriageway to the north of Bowes village and between Clint Lane Bridge and the junction for the A67 where a new eastbound slip road junction would be designed.

After the A67 junction we are proposing to use the existing carriageway for westbound traffic and construct a new eastbound carriageway north of the current road. This will require new or extended bridges to be built.

Two new eastbound slip roads will be built, providing access to and from the A67 and the village of Bowes. This would require the demolition of some derelict buildings and neighbouring barn structure.

The Roman Road known as The Street will be closed and access between Bowes village and the A66 instead provided by the upgraded Bowes junction, making access to the A66 safer for local traffic.

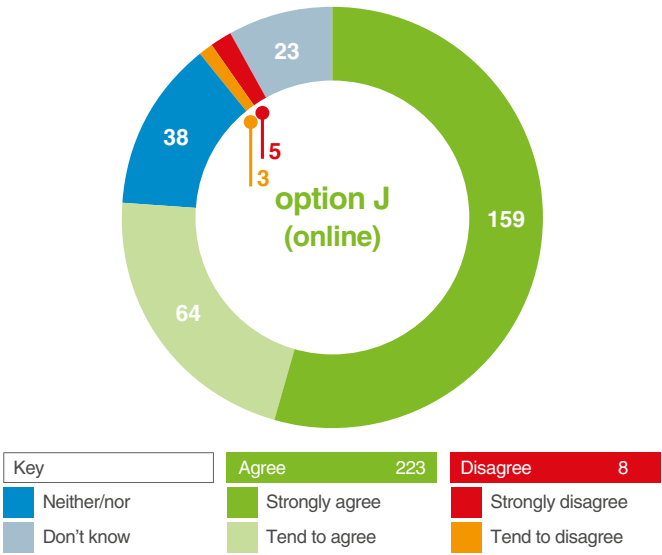
The preferred route: option J



The preferred option

As only one option was proposed for this section, option J will be taken forward to the design phase.

76% of the respondents to this question agreed that option J was a good solution to issues in this section. A further 21% did not express an opinion.



Cross Lanes to Rokeby

There is a 1.8-mile section of single carriageway in this section which is sandwiched between dual carriageway to the east and west. There are two major junctions at each end of this section and a further five farms accessing directly onto the A66 and other private access points.

These present considerable safety risks due to mixing fast and slow-moving vehicles, a major cause of road accidents on this section. Introducing a dual carriageway to this section would create a consistent road standard.

This section carries approximately 16,900 vehicles per day, 27% of which are HGVs.

What did we propose?

A new westbound carriageway to the south of the current A66 between the B6277 junction at Cross Lanes and Rokeby, after which two options exist around the St. Mary's Church buildings.

Option K

This option would divert both carriageways to the south of The Old Rectory and St Mary's Church before re-joining the existing road at Rokeby.

A new junction would be provided for access to Moorhouse Lane, B6277 for Barnard Castle, Cross Lanes Organic Farm and the listed building Cross Lanes, making access safer and easier.

A new junction west of St Mary's Church is proposed to allow access to the original A66 and Rokeby.

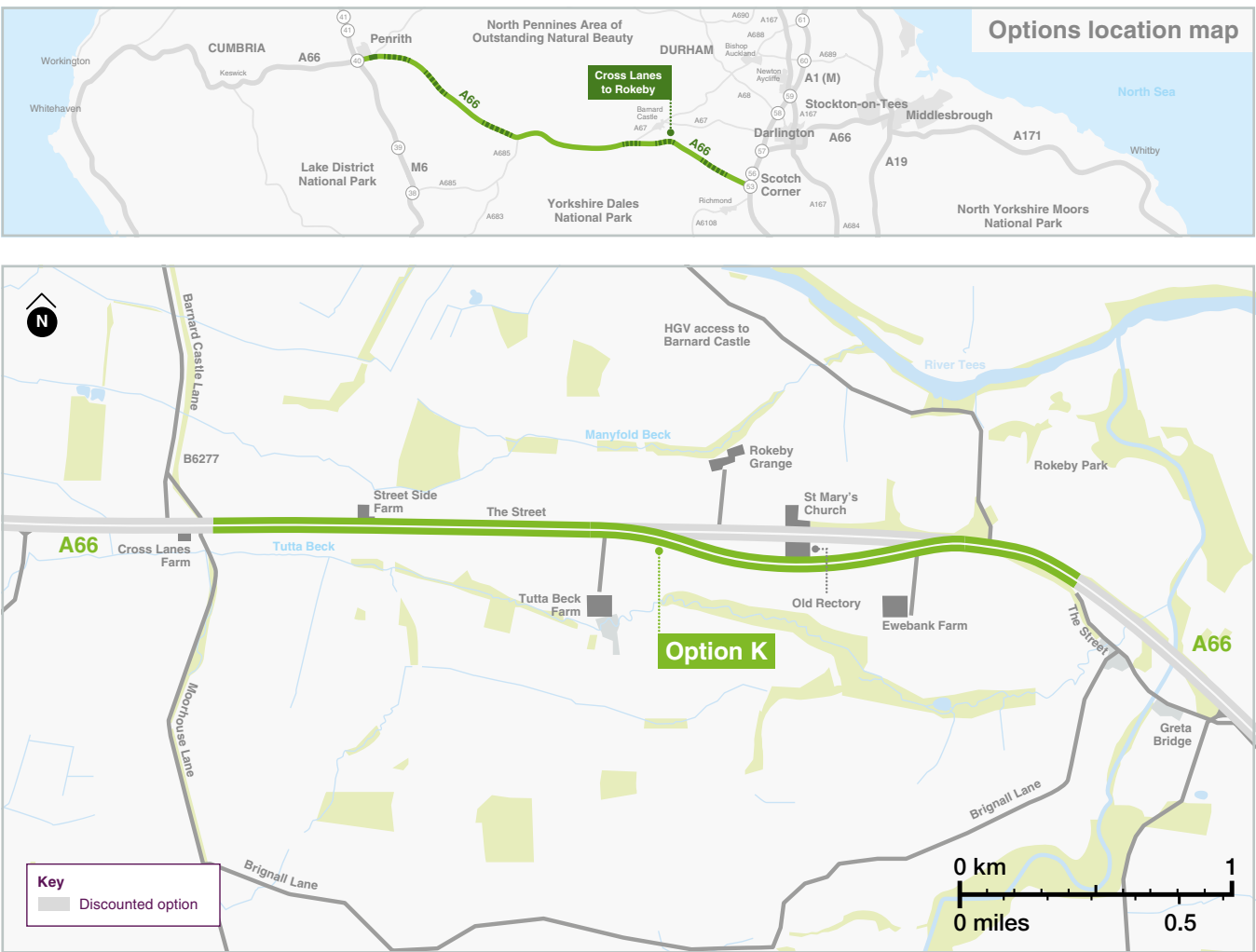
Two new culverts would be constructed to accommodate Tutta Beck.

Option L

This option is similar to option K but the new westbound carriageway would be constructed next to the current carriageway. This would mean that some buildings to the south of the current A66 would need to be demolished.

This option would retain local access at Rokeby junction for eastbound traffic. Westbound traffic would be required to utilise Cross Lanes junction and the B6277 for access to Barnard Castle.

The preferred route: option K

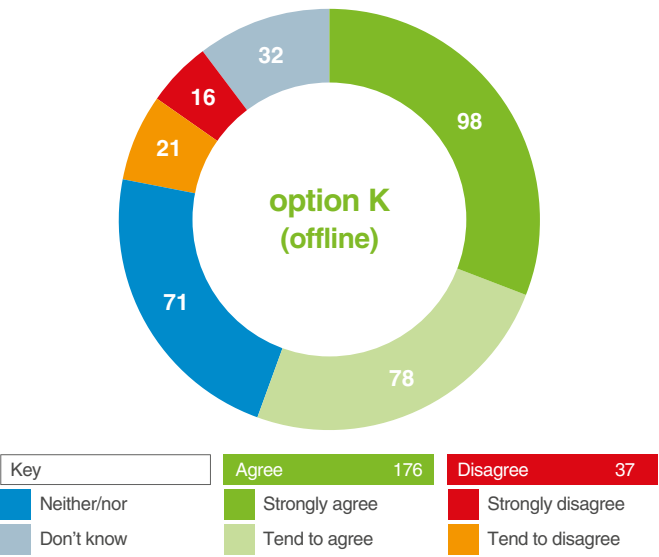


The preferred option

For this section of the A66, we have selected option K, the southern bypass.

We selected option K because it does not impact on the setting of St Mary's church or require the demolition of the Old Rectory. The section of the A66 would also allow HGVs to easily travel in both directions on the A66 via the new all movement junction.

Option K was the most popular with respondents at consultation with 176 respondents to this question voting in favour of the southern bypass. This equates to 56% of respondents.



Stephen Bank to Carkin Moor

There are 4-miles of single carriageway in this section of the A66 and, while the road is relatively straight, it rises and falls in areas, causing visibility issues and forcing HGVs to accelerate to navigate steep inclines.

Multiple access points present safety issues where vehicles are attempting to join a single lane at high speeds. Drivers can also find themselves in a vulnerable position when attempting to slow and leave the A66, especially when turning right.

This section carries approximately 17,100 vehicles per day, 27% of which are HGVs.

What did we propose?

A new dual carriageway at Stephen Bank, followed by three different options that consider the impact on Fox Hall Inn, Mainsgill Farm and the Carkin Moor scheduled monument.

All the options would incorporate the dualling of the current A66 between Stephen Bank and West Layton broadly following the line of the existing road.

Option M

After West Layton, we proposed a new dual carriageway to the south of the existing A66 and the properties at Fox Hall and Mainsgill Farm. It would re-join with the A66 at Carkin Moor Farm beyond the scheduled monument.

A new junction and bridge at New Lane would also be required to provide access to the new A66 for several properties and the villages of East and West Layton and Ravensworth. Several underpasses would be created to maintain land access and public rights of way.

Option N

After West Layton, we proposed a new dual carriageway to the north of the existing A66 and the properties at Fox Hall and Mainsgill Farm. This would re-join the current alignment of the A66 at Carkin Moor Farm.

A new junction and bridge on Moor Lane would provide safe and easy access to the old A66, the villages of East and West Layton and Ravensworth and the Mainsgill Farm Shop.

The new dual carriageway is expected to re-join the A66 just after Mainsgill Farm and therefore requires the widening of the road through the scheduled monument.

Option O

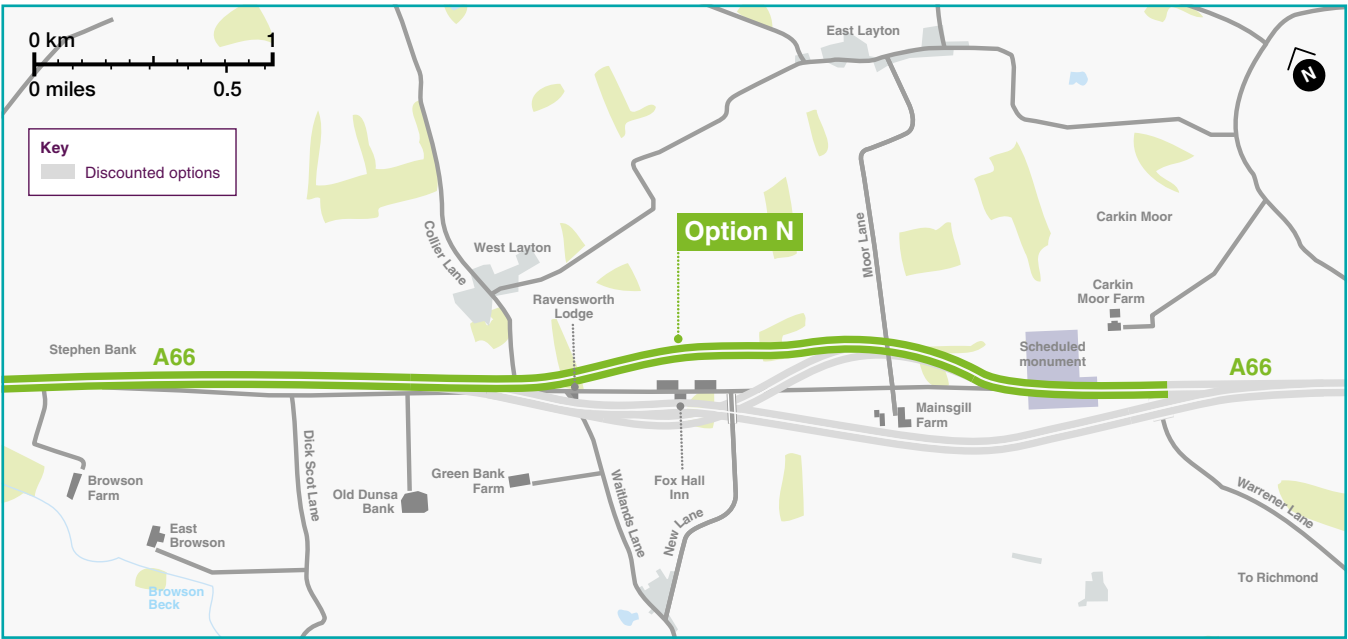
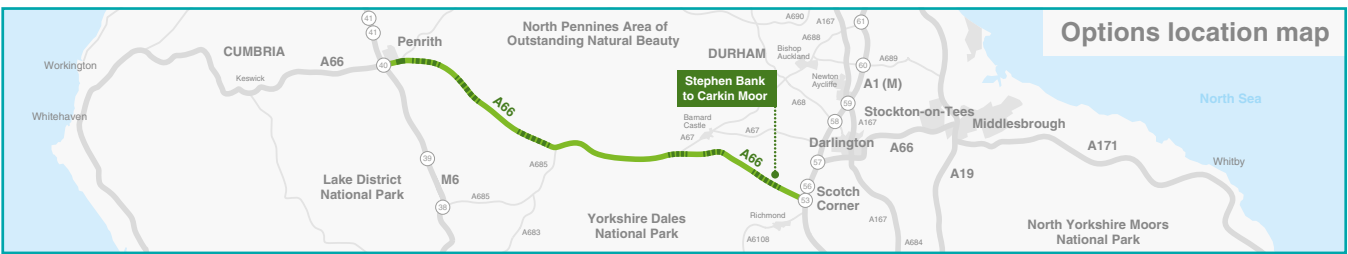
This option follows the same route as option M as far as New Lane where it diverts north to avoid Mainsgill Farm shop.

A new eastbound junction at Fox Hall would provide local access to the old A66 and West Layton. New Lane would be realigned to connect with the new A66 to provide access for Ravensworth.

This proposed route would continue in a northerly direction to a new junction at Moor Lane to provide access from Mainsgill Farm and the former A66.

The new dual carriageway would re-join the A66 just after Mainsgill Farm therefore requiring the widening of the road through the scheduled monument.

The preferred route: option N



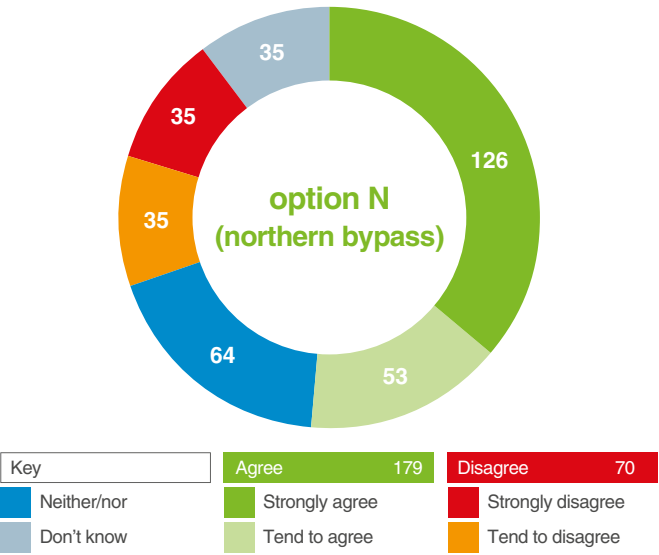
The preferred option

We have chosen option N, the northern bypass to improve this section of the A66.

We selected option N because this route maintained the line of the A66 through the scheduled monument at Carkin Moor. Option N also presented better options for utilising the detrunked section of the A66 to allow safe and easy access to local villages and facilities.

We sought advice from Historic England around the options in this area due to the importance of the scheduled monument. Their view was that the known impact of carefully widening the road through the monument was preferable to the impacts on potentially unknown archaeological assets of constructing a new road to the south.

The northern bypass option N was the most popular at consultation with 179 people voting in favour of this option. This represents 51% of the respondents to this question.



A total of **2,333** people attended the exhibitions and we received **854** responses to the consultation.



Thanks to everyone who took part.
Your views are important and help shape the project.

Response to the public consultation

We held a public consultation between 16 May and 11 July 2019 where we presented our outline options for improving the A66. We also conducted an online consultation. This included options for dualling the sections of single carriageway along the A66 and improvement works for the Kemplay Bank roundabout at Penrith. In total, there were 15 different options for respondents to comment on.

We held 21 events in local areas along the route during the consultation. We engaged with key stakeholders to seek their views, such as local authorities, parish councils, ward representatives, landowners, local residents and road users. Since then, we have continued to engage with our customers and representatives of organisations such as the Environment Agency, Natural England and Historic England.

A total of 2333 people attended the exhibitions and we received 854 responses to the consultation.

A total of 394 were received as paper response forms, 375 via the online response form, 84 responses were received by email and 4 as posted correspondence.

The public response to our proposals was overwhelmingly positive with 92.5% of 769 respondents being in favour of dualling the remaining single carriageway sections of the A66.

The following table shows the number of people who agreed with each of the route options presented at consultation. *The highlighted options represent the preferred route which will be taken forward to detailed design.

Route section	Route option	Number of respondents who stated 'strongly agree' or 'tend to agree' to each option
M6 junction 40 to Kemplay Bank	A	358
	B	87
Penrith to Temple Sowerby	C	234
	D	105
Temple Sowerby to Appleby Kirkby Thore	E	314
	F	171
Temple Sowerby to Appleby Crackenthorpe	G	95
	H	286
Appleby to Brough	I	251
Bowes Bypass	J	223
Cross Lanes to Rokeby	K	176
	L	85
Stephen Bank to Carkin Moor	M	137
	N	179
	O	41

Note: Not all of the 769 people who completed the response form, responded to every question. Further information about the consultation, the responses and how we'll consider them can be seen in our Consultation Report which is available on the project website (see page 32 for link).

What happens next?

Now we have announced the preferred route, we will carry out further surveys and investigations to help us design the project in more detail. These surveys and investigations will also be vital in providing information for our assessments which will underpin our future consultations and our subsequent DCO application (see below). As part of this work, you may notice some activity in the area.

We plan to consult on the design of the road and the junctions at a later date giving you a further opportunity to share your views with us.

In the meantime, we will continue to engage with our stakeholders and the local community to help us refine the design before inviting the public to submit further feedback.

Throughout the process we will keep listening and talking to everyone with an interest in the project. There will also be regular updates and information on our website highwaysengland.co.uk/a66-northern-trans-pennine/

Application for a Development Consent Order (DCO)

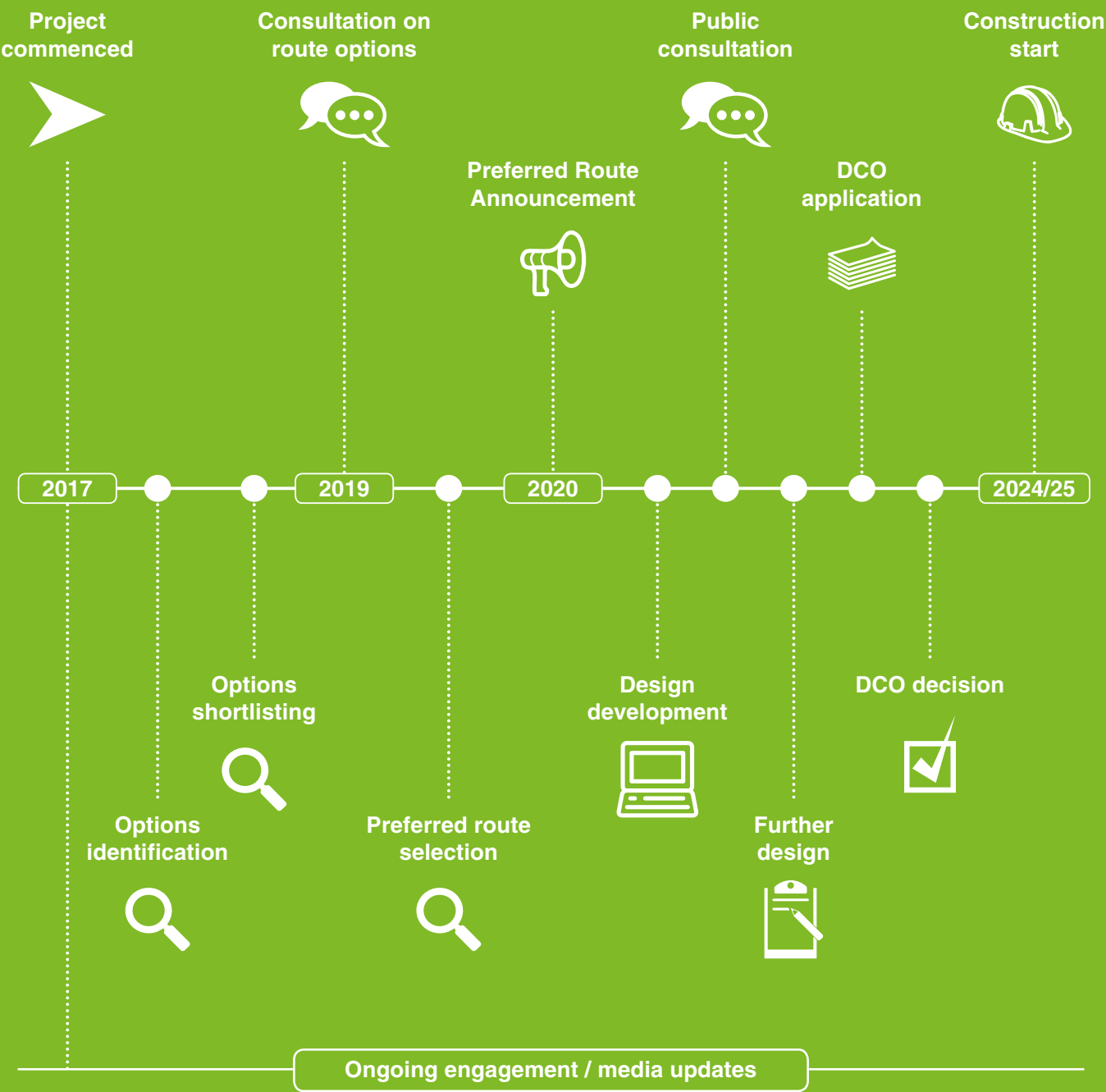
This project is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. This means that we are required to make an application for a Development Consent Order (DCO) to obtain permission to construct the project.

The timeline shows the different stages in this process. Following a further consultation on the design, we will prepare an application for a Development Consent Order that will include an Environmental Statement.

The application will be made to the Planning Inspectorate, who will examine the application. Following the examination, the Examining Authority will make a recommendation to the Secretary of State for Transport, who will decide whether the project will go ahead.



Project timeline



Find out more

Find out more about the DCO process on the Planning Inspectorate's website:
<http://infrastructure.planninginspectorate.gov.uk>



