

Welcome

A66 Northern Transpennine Scheme Stakeholder Reference Group (SRG) Meeting



Open and Welcome

Barry Heaps

Stakeholder Manager, Arcadis

Housekeeping



FIRE EXIT –
nothing planned
for today



REST ROOMS



SMOKING



REFRESHMENTS




KEEP IT TIDY



MOBILE
Etiquette

Safety Moment



Search online for 

A66 Northern Transpennine Scheme Stakeholder Reference Group (SRG)

18 October 2017

Agenda

- | | |
|---|------------------------------------|
| 1. Welcome | Barry Heaps |
| 2. Introduction | Jacqui Allen |
| 3. Northern Trans-Pennine Strategic Study | Tim Lund |
| 4. A69 Update | Jacqui Allen |
| 5. TfN Update | Owen Wilson and
Karen Sanderson |
| 6. Existing Route and Option Appraisal | Steve Davies |
| 7. Forward Programme | Alan Apps |
| 8. Proposed Future Engagement | Beverley Rose |
| 9. Questions – pre-submitted and ALL | |

Lunch 12.00 – 13.00 – Stephenson Suite

- | | |
|-----------------------|--------------|
| 10. Breakout session | All |
| 11. Summary and close | Jacqui Allen |

Introduction

Jacqui Allen

A66 Project Director, Highways England

Northern Trans-Pennine Strategic Study

Tim Lund

Stage 0 Study Project Director, ch2m

Introduction

- Northern Trans-Pennine Routes Stage 0 Study covered the A69 and A66/A685 between the A1 and the M6
- Study was undertaken in 3 stages
- Focus of today's presentation is on the study findings and outputs

Stage 1 – Identification of Problems and Issues in the Study Area

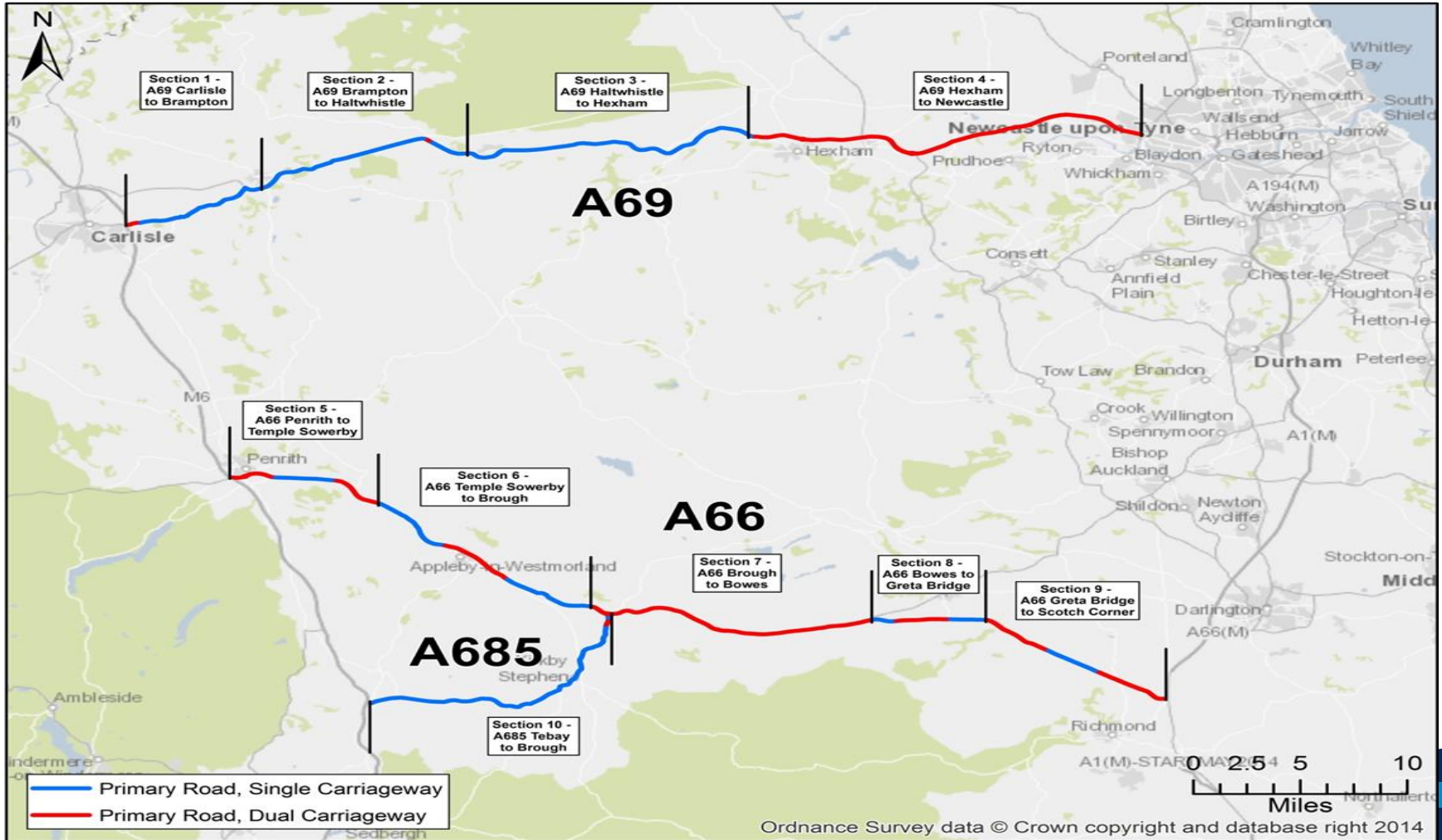


Stage 2 – Identification and Assessment of Potential Solutions



Stage 3 – Appraisal of Shortlisted Options

Study Area



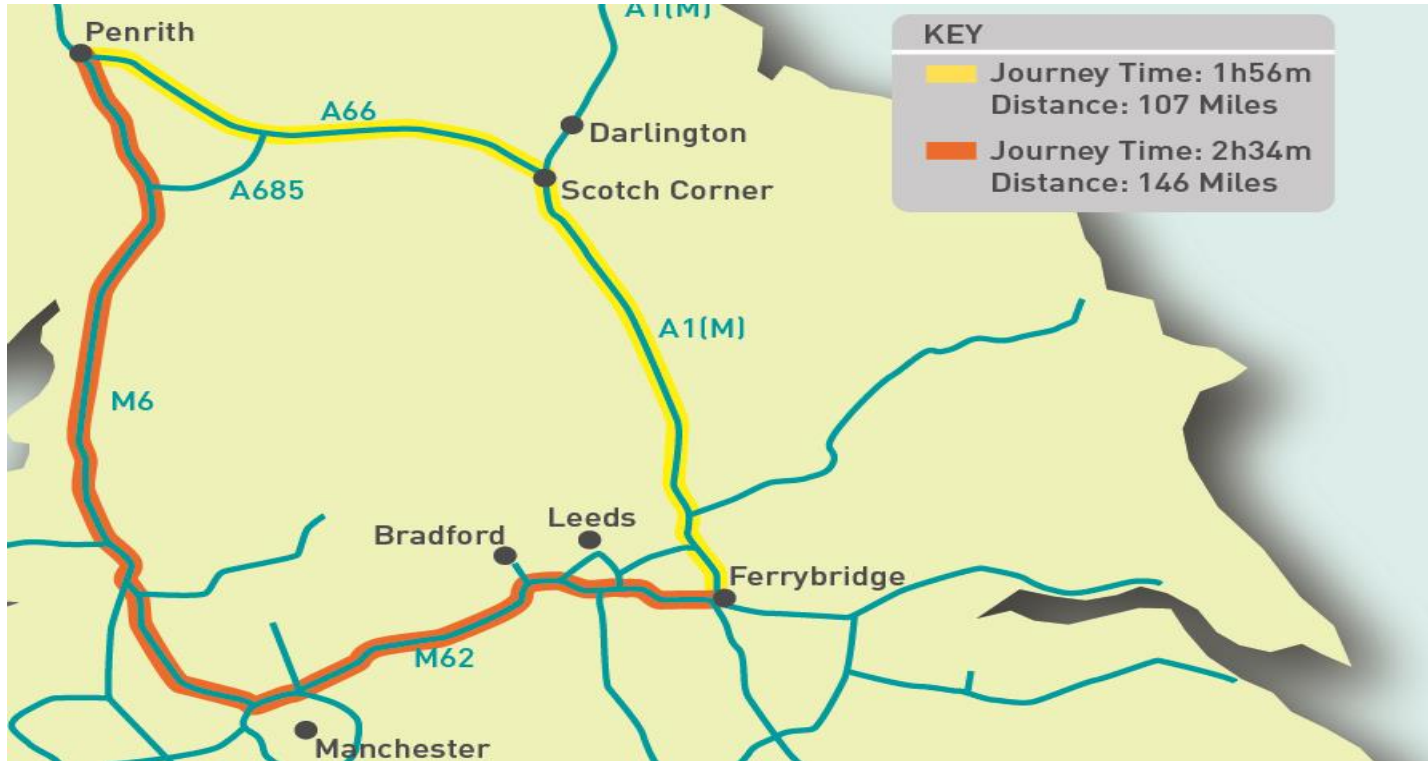
Functions of the NTPR Routes

- A66 acts as a national strategic link for long distance journeys between the south and east of the UK and the north and west of the UK, providing the most direct east west crossing of the Pennines north of the M62.
- A66 and A69 provide regional strategic links between areas east and west of the Pennines.
- A66 and A69 are important links for freight between the east and west coast ports, with commercial vehicle flows on the A66 greater than 20% of total flows on most sections of the route.
- The routes link local communities, such as Bowes and Brough, and link these communities with destinations to the east and west of the route, such as Carlisle, Newcastle, Darlington and Penrith.
- The routes provide links to local and regional tourist destinations.
- The A685 is used by NE to NW traffic as it is a shorter route than the A66/M6.

Strategic Position of the NTPR Routes



A1/A66 or M62/M6?



Key Issues in the A66/A685 Corridor (1)

- Although journey times on the A66 are not generally affected by traffic congestion, the attractiveness of the A66 as a strategic route is diminished by the current mix of single and dual carriageway standards.
- Unreliable journey times due to the impact of slow-moving vehicles on single carriageway sections and the lack of overtaking opportunities.
- Single carriageway sections also make it more difficult to keep the route open, and there are regular closures along the route due to planned roadworks, weather and incidents with two sections of the route experiencing a higher number of incidents than the national average.
- Diversionary routes are poor, particularly for HGVs.
- There are two sections of the route which have higher than average incidents (Warcop section and Scotch Corner to Greta Bridge)

Key Issues in the A66/A685 Corridor (2)

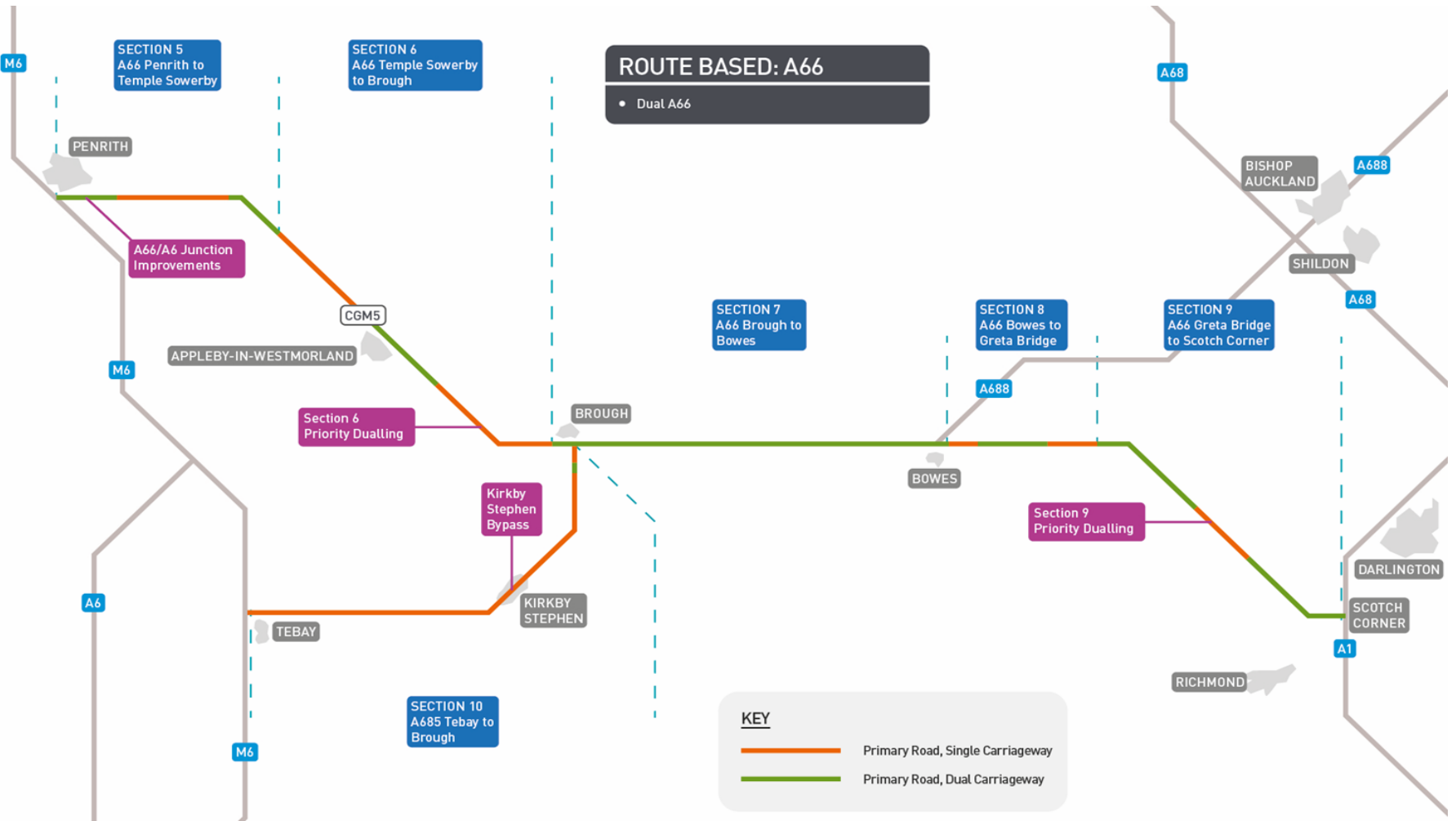
- The public transport alternative to the road link is poor. There is no rail line to provide an alternative public transport route to the A66 between Darlington and Penrith and there is low bus service provision.
- Although most communities along the route, such as Temple Sowerby, have been bypassed by previous interventions, there remains a community impact at Kirby Thore where the A66 continues to bisect the village.
- Major environmental constraints including the National Park, Special Areas of Conservation, SSSIs and 21 Noise Important Areas along the A66 and A685 corridors.
- The A685 is single carriageway and weight restrictions in Kirkby Stephen restrict HGV use.

Key Issues in the A69 Corridor

- The 33 mile single carriageway section between the M6 and Hexham, with the lack of overtaking opportunities, such as at Low Row, can create unreliable journey times.
- This unreliability is exacerbated by specific pinch points, such as Warwick Bridge which has a 30mph speed limit, and delays caused by accidents and incidents.
- Poor diversionary routes, particularly for HGVs, and journey information.
- The rail service from Carlisle to Newcastle, via various communities en route, is constrained by line capacity.
- Most communities along the route, such as Brampton and Haltwhistle, have been bypassed by previous interventions, but there remains a community impact at Warwick Bridge where the A69 goes through the village.
- There are major environmental constraints in the corridor, including frontiers of the Hadrian's Wall World Heritage Site and the presence of the North Pennines Area of Outstanding Natural Beauty, Northumberland National Park and Northumberland Dark Sky Park all situated within 2km of the A69 corridor.

A66/A685 – Shortlisted Options

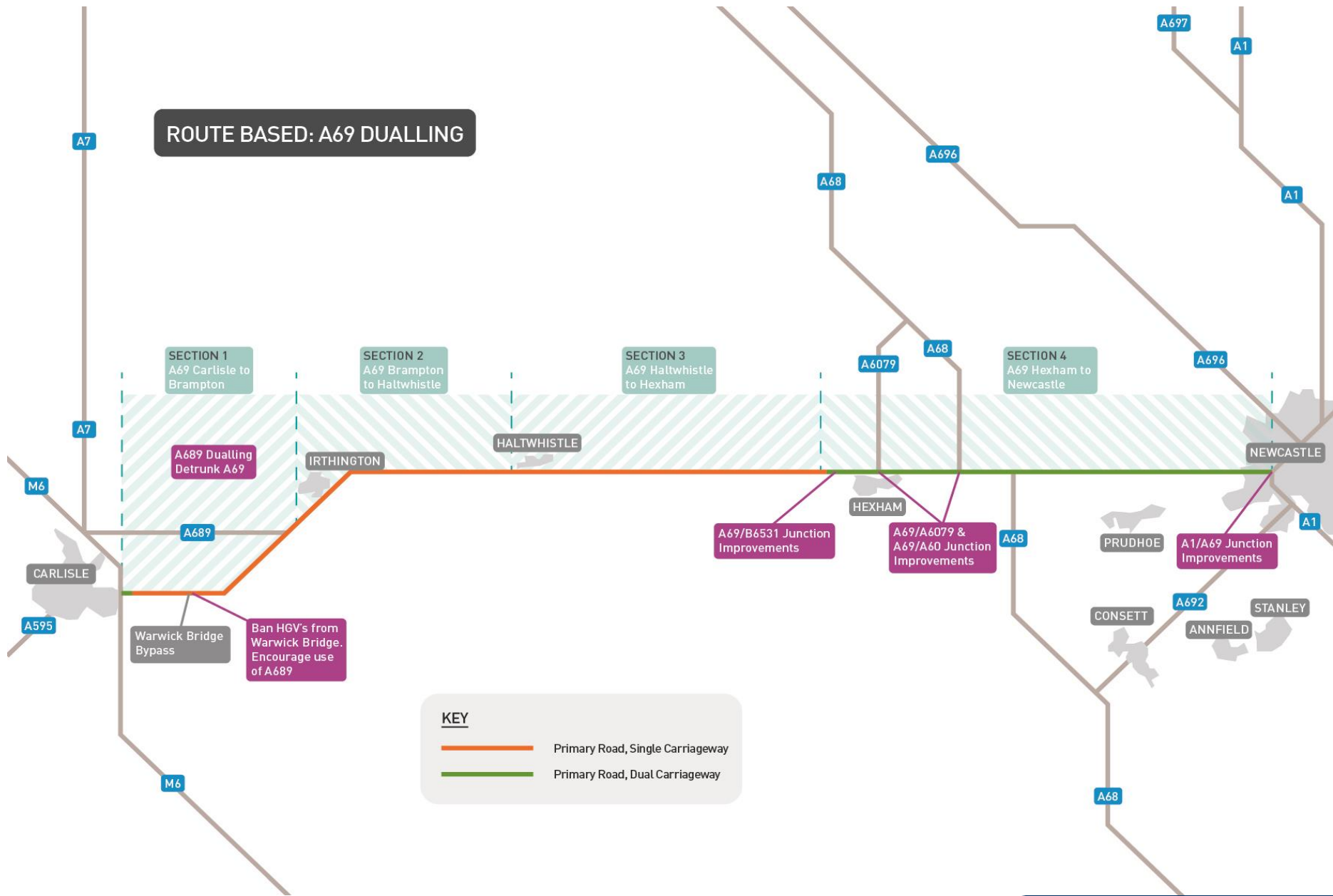
ID	Option	Description
A66 1	A66 Dualling	<ul style="list-style-type: none"> • Dualling of all remaining single carriageway sections • Includes Option 2 – A66/A6 Junction Upgrade
A66 2	A66 / A6 Junction Upgrade	<ul style="list-style-type: none"> • Could be delivered as stand alone scheme or in conjunction with full dualling option
A66 3	Scotch Corner to Greta Bridge Dualling	<ul style="list-style-type: none"> • Could be stand alone scheme or delivered as part of phasing of full dualling option
A66 4	Temple Sowerby to Brough Dualling	<ul style="list-style-type: none"> • Could be stand alone scheme or delivered as part of phasing of full dualling option
ID	Option	Description
A685 1	Kirkby Stephen Bypass	<ul style="list-style-type: none"> • Single carriageway bypass of Kirkby Stephen



A69 – Shortlisted Options

ID	Option	Description
A69 1	A69 Dualling	<ul style="list-style-type: none"> • Dual all remaining single carriageway section • Includes Option 4 – Junction Improvement Package • Includes Option 2 or Option 3
A69 2	A689 Dualling	<ul style="list-style-type: none"> • In Stage 3 combined into one Warwick Bridge bypass option which has a variety of delivery options • Represents option to upgrade western end of A69 • Could be delivered in advance of full dualling option
A69 3	Warwick Bridge Bypass	
A69 4	Junction Improvements Package <ul style="list-style-type: none"> - A69/B6531 - A69/A6079 - A69/A68 	<ul style="list-style-type: none"> • Represents option to upgrade eastern end of A69 • Considered as stand alone scheme as well as part of full dualling option • Could be delivered in advance of full dualling option

ROUTE BASED: A69 DUALLING



Economic Appraisal of A66/A685 Options

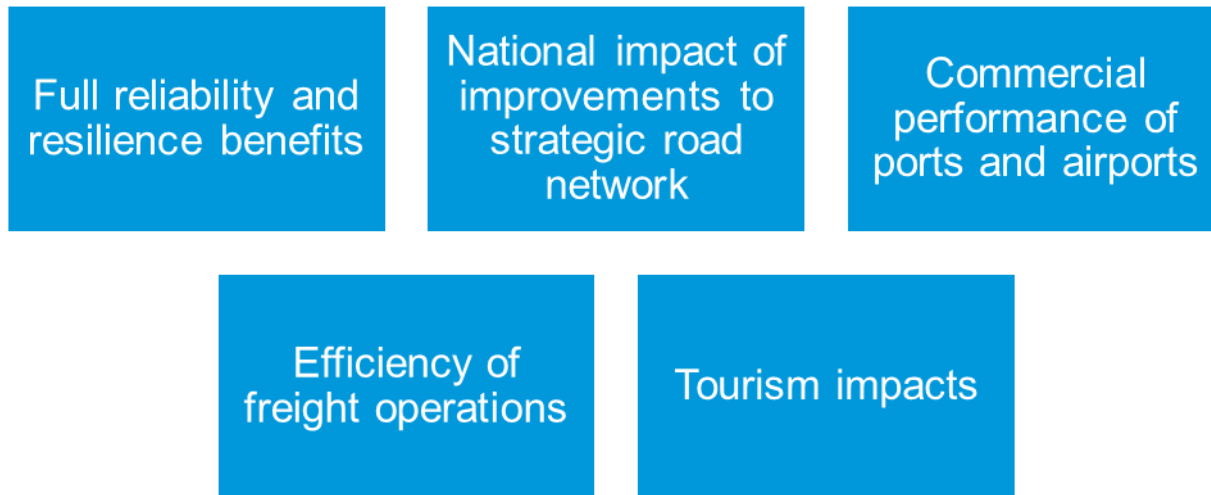
- Dualling the remainder of the A66 generated the highest benefits due to:
 - Improved journey times and reliability on the A66 between the junctions with the A1 and M6
 - Reduction of incidents on the A66
 - Reduced junction delays at the A66/A6 Junction
 - Improved air quality and noise and reduced severance for Kirkby Thore residents
- Individual A66 options generated localised benefits
- A685 option rejected due to low benefits and high environmental disbenefits
- Estimated costs exceeded benefits for all options

Economic Appraisal of A69 Options

- Dualling the remainder of the A69 generated benefits due to:
 - Improved journey times, reliability and resilience on the existing single carriageway section between the A69/B6531 Junction and the A69/M6 Junction
 - Reduced incidents on the existing single carriageway section
 - Improved air quality and noise and reduced severance for Warwick Bridge residents
- However, for all dualling variants estimated costs were far higher than the benefits.
- The estimated benefits of the junction improvements package on the existing dualled section between the A69/B6531 Junction and the A69/A1 Junction exceeded costs.

Potential Wider Benefits of Options

- There are other wider benefits which are not fully or only partially covered in the economic appraisal



- Need to ensure that the narrative for the strategic case covers the full range of the potential benefits of options

Conclusions on Further Work

- With the exception of the junction improvements package there was no economic case for taking A69 options further
- Stage 0 study identified A66 options which could feasibly be constructed and have positive economic and operational impacts but.....
- Further detailed appraisal work needed on:
 - Interaction with other routes, such as the M62, using appropriate traffic modelling tools
 - Wider economic benefits of improving the A66 corridor
 - Environmental impacts of options
 - Design and costs of options

A69 Update

Jacqui Allen

A66 Project Director, Highways England

Transport for the North Update

Owen Wilson and Karen Sanderson

Existing Route and Option Appraisal

Steve Davies

A66 Arcadis Project Director

Follow on Stage 0 work

- Updated traffic modelling work using North Regional Traffic Model
- Updated economic benefits using the new traffic forecasts
- Updated Strategic Outline Business Case (Economic Case)

Existing Route – Existing and Future Problems

- Mixed standard – 6 separate sections of single carriageway in 50 miles
- Mixed use - agricultural vehicles, NMUs, local accesses
- Poor safety record
- Lack of resilience – major incidents, extreme weather, lack of diversion routes.
- High percentage of HGVs (20%)
- Unreliable journey times
- Route under-utilised as strategic east-west link
- Future traffic growth

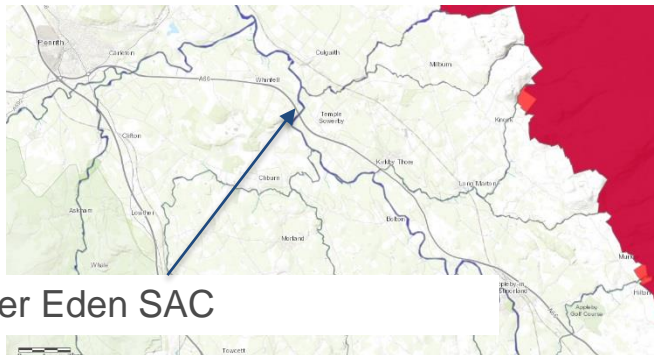
Environmental Constraints: Landscape

- North Pennines Area of Outstanding Natural Beauty – lies between Brough and Bowes – existing A66 runs through it
- Yorkshire Dales and Lake District National Parks – in proximity
- North Pennines is also a UNESCO Global Geopark, highlighting its globally important earth heritage.

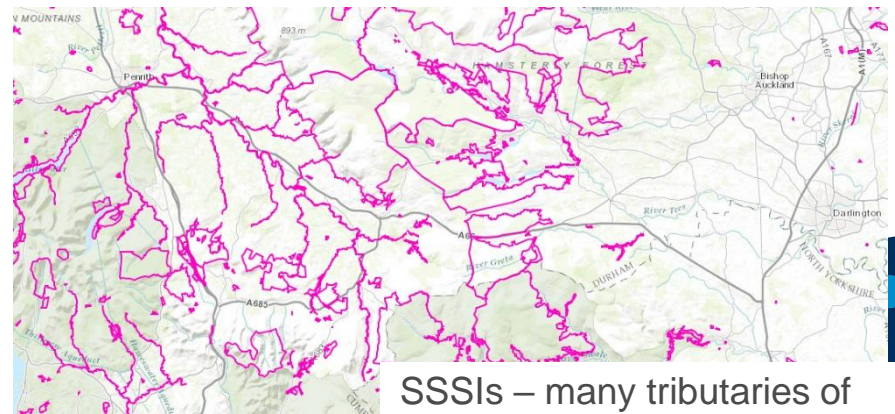


Environmental Constraints: Biodiversity

- Special Areas of Conservation and Special Protection Area
- River Eden Special Area of Conservation – crosses the existing A66 in a number of locations
- North Pennine Moors SAC and SPA crosses the scheme west of Bowes
- Number of Sites of Special Scientific Interest
- Ancient woodland and Veteran Trees
- Indirect effects will need to be considered e.g. runoff, nitrogen deposition, loss of functional land as well as direct impacts



River Eden SAC



SSSIs – many tributaries of River Eden

Environmental Constraints: Cultural Heritage

- Scheduled Monuments along A66, some also in settlements
- Listed Buildings – mostly Grade II (regional/local importance)
- Conservation Areas in some settlements
- Grade II* Registered Park and Garden at Greta Bridge (Rokeby Park)
- Setting effects will be key consideration

Project Specific Objectives

- Support the economic growth objectives of the Northern Powerhouse agenda
- Ensure the improvement and long-term development of the SRN through providing better national connectivity including freight
- Maintain and improve access for tourism
- Seek to improve access to services and jobs for local road users and the local community
- Improve road safety, during construction, operation and maintenance for all including road users, NMU's, road workers and local residents
- Improve journey time reliability for road users
- Improve the resilience of the route to the impact of events such as incidents, roadworks and severe weather events
- Minimise adverse impacts on the environment and where possible optimise environmental improvement opportunities
- Reduce the impact of the route on severance for local communities
- Seek to improve NMU provision along the route

Study Area - Route Sections

Sect	Description	Sect	Description
1	A66/M6 Jct	9	Brough/A685 to Bowes/A67 (dual)
2	A66/A6 Jct	10	Bowes East (short single)
3	Short dual section (dual)	11	Boldron (dual)
4	Center Parcs/Highbarn (single)	12	Rokeby (short single)
5	Temple Sowerby Bypass (dual)	13	Greta Bridge to Smallways (dual)
6	Kirkby Thore (single)	14	Fox Hall Inn/Mainsgill Farm (single)
7	Appleby Bypass (dual)	15	Mainsgill Farm to Scotch Corner (dual)
8	Warcop (single)	16	A66/A1M Jct

Longlist Options

Ref	Extent of A66 Improvement	Alignment options	Road standard options
1	Improve all single carriageway sections plus A66/A6 junction improvement	Online widening, bypass	Expressway, dual (grade separated jcts), dual (at grade junctions), wide single
2	Improve M6 to Brough		
3	Improve Brough to A1(M)		
4	Improve whole route (single and dual sections)		

Forward Programme

Alan Apps

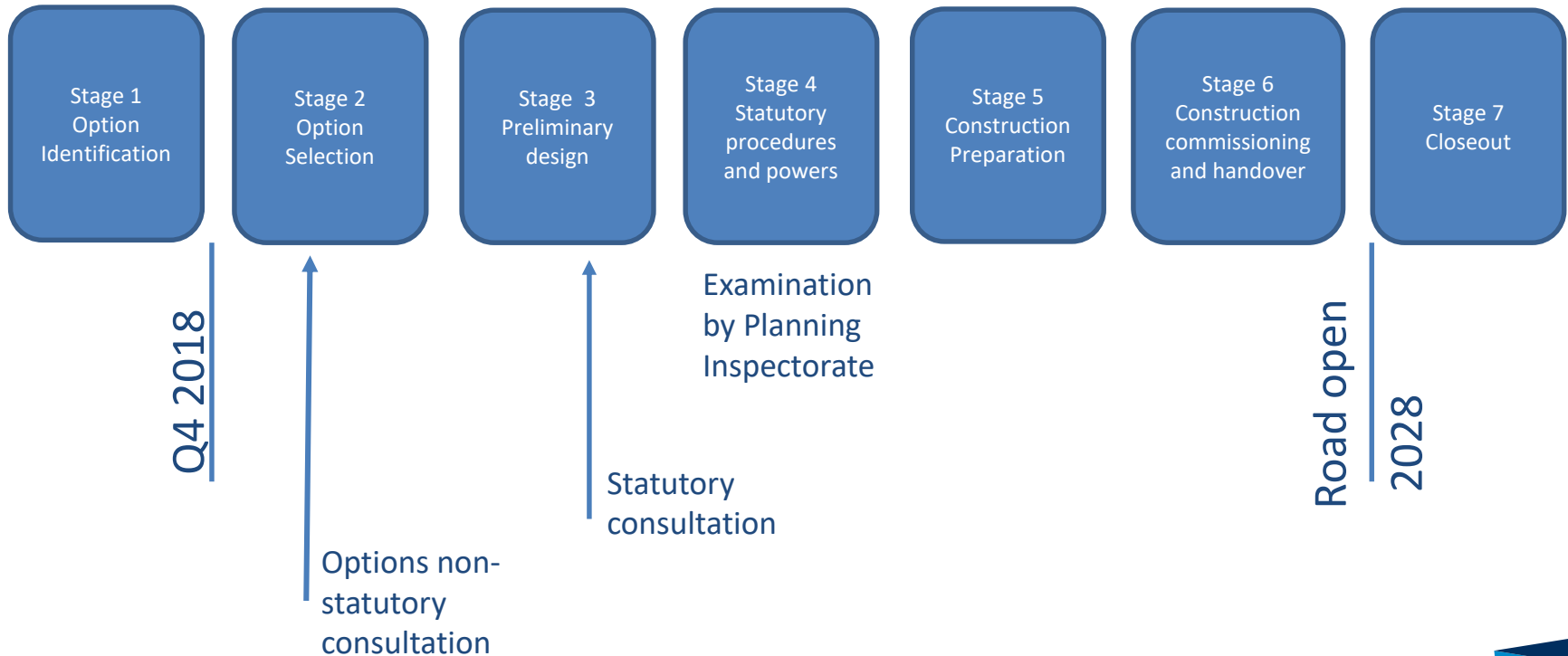
A66 Arcadis Project Manager

Overall Scheme Programme

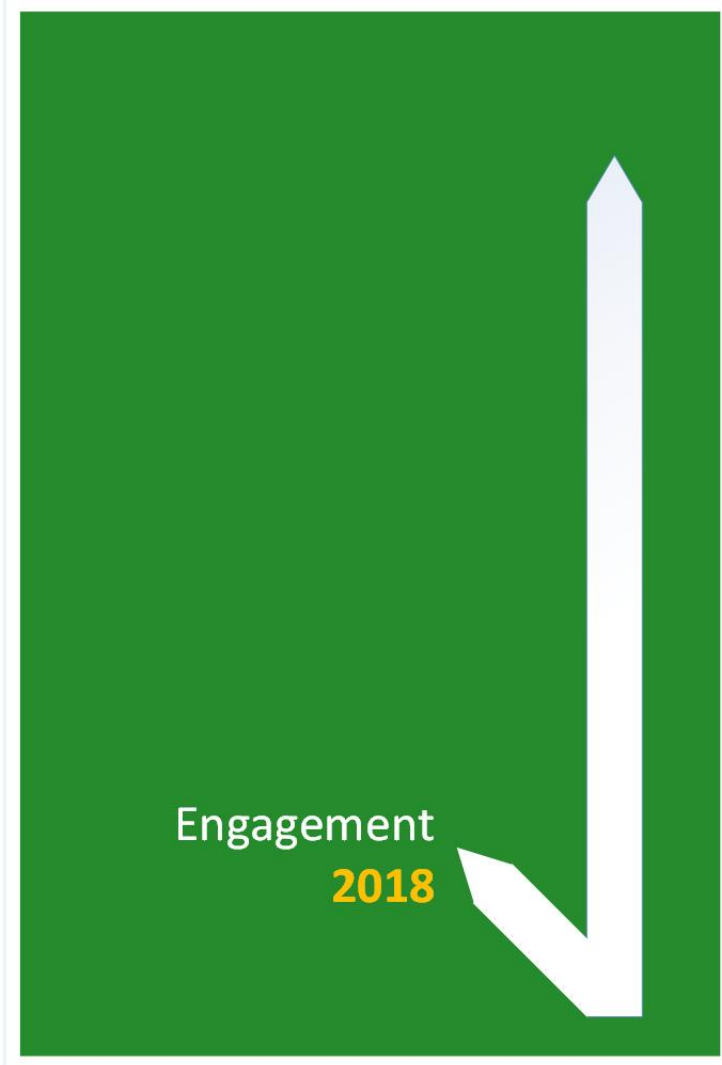
Options Phase

Development Phase

Construction Phase



Overall Scheme Programme

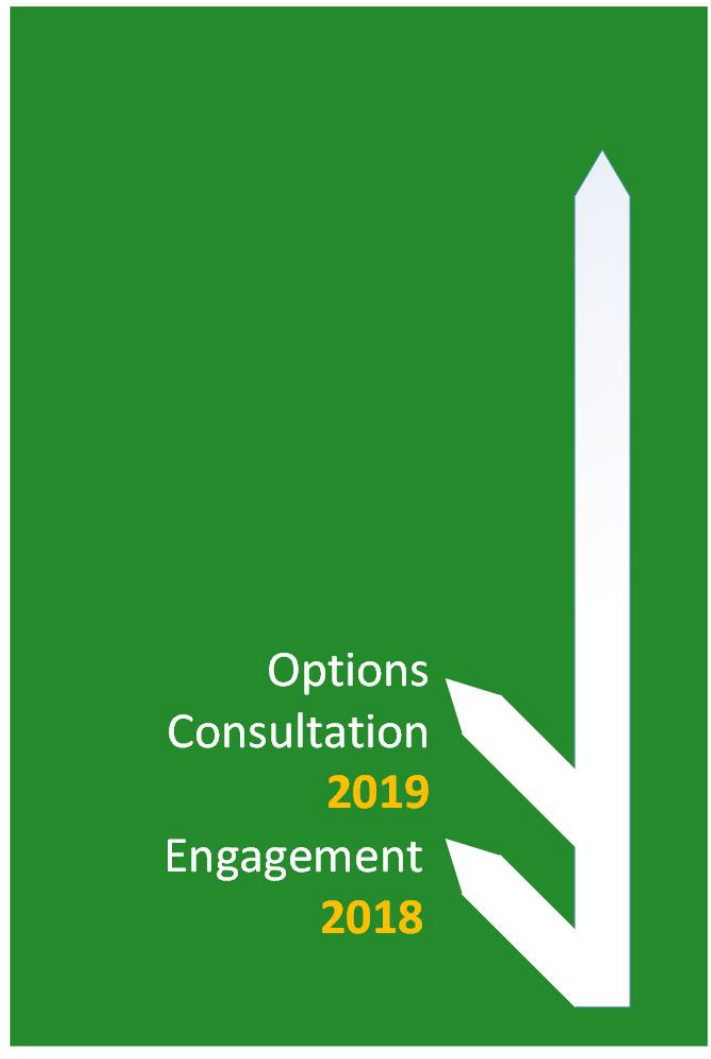


Project Control Framework (PCF)
Stage 1: Options Identification



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Overall Scheme Programme



Project Control Framework (PCF)
Stage 2: Option Selection



Overall Scheme Programme - Options Consultation (Including Non-motorised User Consideration)



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Overall Scheme Programme

Project Control Framework (PCF)
Stage 3: Preliminary Design
Stage 4: Statutory Procedure & Powers

Development
Control (Planning)

2021

Options
Consultation

2019

Engagement

2018



Overall Scheme Programme - Development Control Order (DCO)

The application process.
The six steps

The Inspectorate, on behalf of the Secretary of State, has **28 days** to decide whether the application meets the required standards to proceed to examination including whether the developer's consultation has been adequate.

You can send in your comments in writing. You can request to speak at a public hearing. The Inspectorate has **6 months** to carry out the examination.

There is the opportunity for legal challenge.

Pre-application

Acceptance

Pre-examination

Examination

Decision

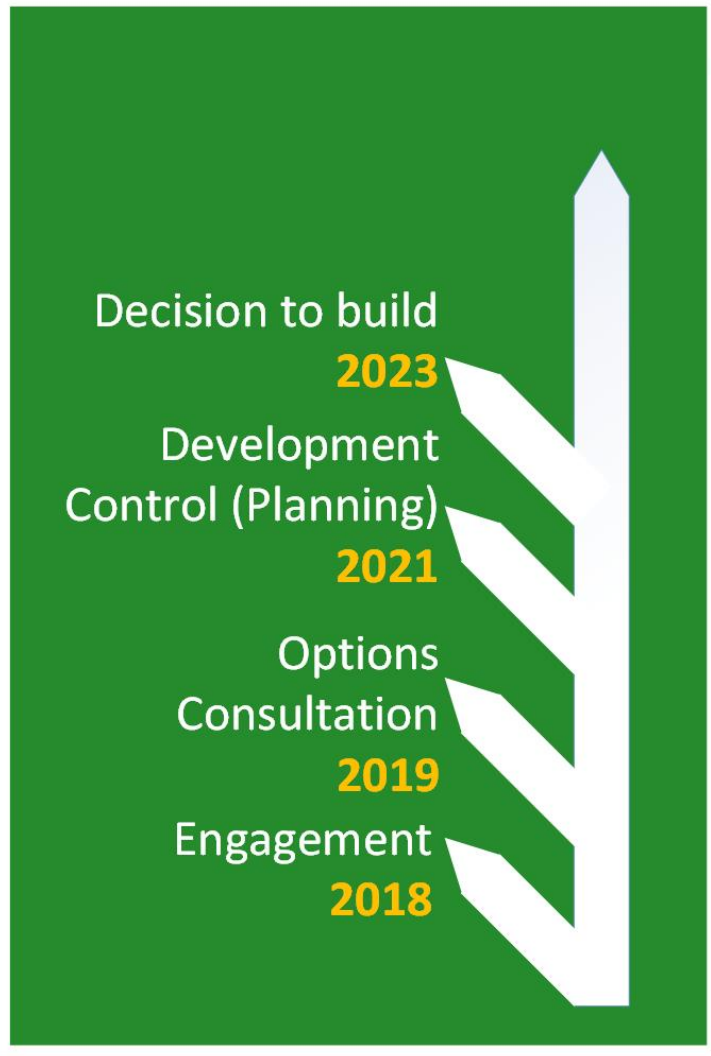
Post-decision

Look out for information in local media and in public places near the location of the proposed project, such as your library. The developer will be developing their proposals and will consult widely.

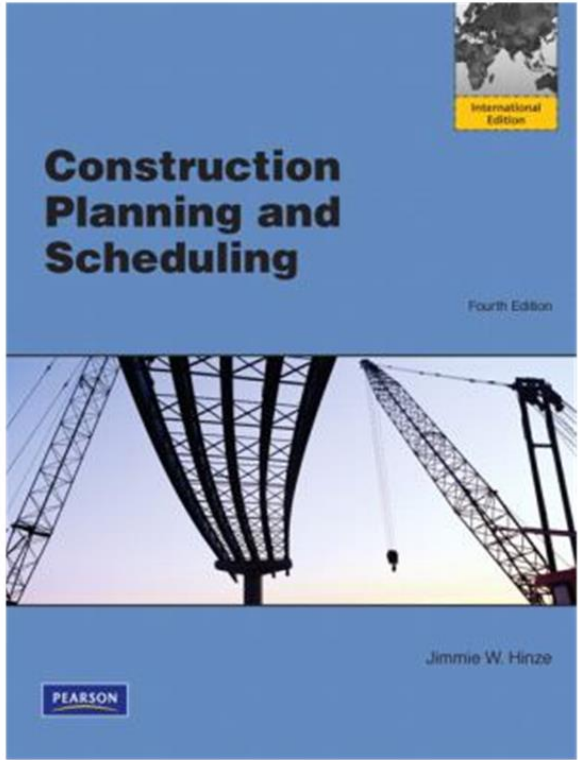
You can now register as an interested party; you will be kept informed of progress and opportunities to put your case. Inspectors will hold a Preliminary Meeting and set the timetable for examination.

A recommendation to the relevant Secretary of State will be issued by the Inspectorate within **3 months**. The Secretary of State then has a further **3 months** to issue a decision on the proposal

Overall Scheme Programme



Project Control Framework (PCF)
Stage 5: Construction Preparation



Overall Scheme Programme



Project Control Framework (PCF) Stage 6: Construction



Overall Scheme Programme

A66 Route Upgrade Complete

Construction **2028**

2023

Decision to build

2023

Development
Control (Planning)

2021

Options
Consultation

2019

Engagement

2018

Project Control Framework (PCF)
Stage 7: Closeout



Proposed Future Engagement

Beverley Rose

A66 Engagement and Communications, Arcadis

Communications with Stakeholder Groups – Outline Plan

1. Stakeholder Reference Group Meetings in 2018 (proposed) April 18 2018 and October 2018- *location tbc*
2. Specific stakeholder groups – focus and dates to be agreed.
3. Integrated communications plan
4. Feedback and Questions

Communications with Stakeholder Groups – Outline Plan

Specific stakeholder groups – focus and dates to be agreed.

- Will be specific to your views or needs – feedback / roundtable forms.
- TORs printed and emailed.



Communications with Stakeholder Groups – Outline Plan

- Integrated communications plan – *to be agreed and presented during April 2018 Stakeholder Reference Group meeting*

Proposed Integrated Communications Activities (1) :

- Adverts & Inserts
- Complaints and Measurement Metrics
- Digital Marketing PPC & SEO, App Development, Buttons, Banners and Logos (click thru)
- Editorial, Press Releases & Articles
- E-Mail and Postal Campaigns
- Events & Expos (incl. Stakeholder Reference Groups, Public Consultations and Awareness Events), Focus Groups and Forums
- Feedback Mechanisms, Forms and Pre-Event Questions
- Films - Promotional / Educational
- Infographics

Communications with Stakeholder Groups – Outline Plan

Proposed Integrated Communications Activities (2) :

- Literature and Datasheets
- Memberships, Associations and Listings
- Personal Key Stakeholder Management
- Public Consultation Statutory Communications
- Presentations (on and offline)
- Research & Insight
- Speaking Opportunities
- Sponsorships and Awards
- Stakeholder contacts database development
- Website (including Mobile Platform)

Communications with Stakeholder Groups – Outline Plan

- Feedback forms please – *handback onsite, via SAE or online* <https://www.surveymonkey.co.uk/r/DZWPMJD>
- Any A66 scheme questions?

A66NorthernTrans-PennineScheme@highwaysengland.co.uk

Any questions about other schemes /
general enquiries
0300 123 5000

Any Questions?

Pre-submitted
Questions on table

Lunch

12.00 – 13.00

Stephenson Suite

Roundtable Sessions

13.00 – 14.00

Forms are available on the tables

Any Questions?

Summary and Close

Jacqui Allen

A66 Project Director, Highways England

Email us:

A66NorthernTrans-PennineScheme@highwaysengland.co.uk