

SCHEDULES

SCHEDULE 7

CLASSIFICATION OF ROADS, ETC.

PART 3

SCHEME 0405 – TEMPLE SOWERBY TO APPLEBY

THE NEW AND IMPROVED A66 TRUNK ROAD

In the administrative area of Westmorland and Furness Council

An 8.6 kilometre length of new road

24. An 8.6 km length of new road to be constructed and classified (as identified in sub-paragraphs (a) to (h) below) as part of the A66 trunk road (such length also including existing highway to be improved, as identified in sub-paragraphs (a) to (h) below)—

- (a) commencing from a point 430 metres to the south-east of the existing Morland Road Underpass and following the existing alignment of the A66 for a distance of 333 metres in a generally easterly direction passing over the existing Spitals Underpass ;
- (b) then departing from the existing alignment of the A66 in a north-easterly direction, and passing to the north of Kirkby Thore, for a distance of 1.3 km, passing beneath the new bridge at Cross Street;
- (c) continuing on its new alignment to the north of Kirkby Thore for a distance of 889 metres and passing beneath the new C3065 Fell Lane Bridge which forms part of the new Kirkby Thore Junction;
- (d) then continuing on its new alignment in a generally southerly direction for a distance of 870 metres and passing beneath the new Sleastonhow Lane Bridge;
- (e) then continuing in a south-easterly direction for a distance of 682 metres and crossing the Trout Beck on a new viaduct east of the existing A66;
- (f) then continuing in a generally south–easterly direction for a distance of 925 metres, to its junction with the new C3063 (the new Long Marton Junction) where it passes over the new C3063 (which passes beneath the new A66 via an underbridge);
- (g) continuing on its new alignment in a generally south-easterly direction, passing to the north of Crackenthorpe, and running parallel to the existing alignment of the A66 (to be reclassified as the new B6542) for a distance of 2.88 km, and then reconnecting with the existing alignment of the A66 at a point 205 metres to the west of the existing railway bridge;
- (h) then following the existing alignment of the A66 for a distance of 250 metres passing below the existing railway bridge, and continuing to a point 150 metres to the west following the existing alignment of the A66,

identified by a red line on the classification of roads plan for scheme 0405.

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THE NEW A66 COMPACT CONNECTOR ROADS

In the administrative area of Westmorland and Furness Council

Temple Sowerby connector road

25. A 129 metre length of new and existing road to be classified as part of the new A66 commencing at a point 15 metres to the south of its existing junction with the A66 westbound carriageway, continuing in a generally easterly direction, to its junction with the proposed roundabout as shown on sheet 1 of the classification of roads plan for scheme 0405, identified by a red line on the classification of roads plan for scheme 0405.

Kirkby Thore Junction (access to British Gypsum) eastbound connector road

26. A 155 metre diverge slip road off, and a 210 metre merge slip road onto, the eastbound carriageway of the new A66, connecting to a 178 metre length of new compact connector road, in a generally northerly direction, connecting with the improved unclassified Fell Lane (C3065). Slip roads and compact connector road to be classified as part of the A66, identified by a red line on the classification of roads plan for scheme 0405.

Kirkby Thore Junction (access to British Gypsum) westbound connector road

27. A 160 metre diverge slip road off, and a 180 metre merge slip road onto, the westbound carriageway of the new A66, connecting to a 217 metre length of new compact connector road, in a generally southerly direction, connecting with the new C3065. Slip roads and compact connector road to be classified as part of the A66, identified by a red line on the classification of roads plan for scheme 0405.

Long Marton Junction eastbound connector road

28. A 115 metre diverge slip road off, and a 130 metre merge slip road onto, the eastbound carriageway of the new A66, connecting to a 222 metre length of new compact connector road, in a generally north-easterly direction, connecting with the new C3063. Slip roads and compact connector road to be classified as part of the A66, identified by a red line on the classification of roads plan for scheme 0405.

Long Marton Junction westbound connector road

29. A 120 metre diverge slip road off, and a 129 metre merge slip road onto, the westbound carriageway of the new A66, connecting to a 200 metre length of new compact connector road, in a generally easterly direction, connecting with the new C3063. Slip roads and compact connector road to be classified as part of the A66, identified by a red line on the classification of roads plan for scheme 0405.

Local road linking C3057 to A66

30. A 26 metre length of existing road to be classified as part of the new A66, commencing at its junction with the C3057 (Roman Road) and continuing in a south-westerly direction, following the alignment of the existing road which links with the eastbound carriageway of the A66, identified by a red line on the classification of roads plan for scheme 0405.

THE NEW B6542

In the administrative area of Westmorland and Furness Council

An 8.5 km length of new and existing road

31. An 8.5 km length of new and existing road (as identified in sub-paragraphs (a) to (c) below) to be classified as part of the new B6542—

- (a) commencing at Point A, shown on the classification of roads plan for scheme 0405, and being the eastern arm of the new roundabout junction of the new B6542 with the new C3057 and the new A66 Temple Sowerby link road, and continuing for a distance of 1 km in a south-easterly direction and passing over the Spitals Underpass;
- (b) following the alignment of the existing A66 for a distance of 6.4 km in a generally south-easterly direction;
- (c) then departing from the alignment of the existing A66 at a point 800 metres to the east of its junction with Crackenthorpe Road and continuing for a distance of 1 km on the alignment of the existing B6542, to a point 277 metres to the west of the junction of the existing B6542 with Battlebarrow Road,

identified by a dark blue line on the classification of roads plan for scheme 0405.

Proposed Roundabout

32. A new roundabout, connecting the new Temple Sowerby connector road with the new B6542, and the new C3057 (Morland Road north and south), identified by a dark blue line on the classification of roads plan for scheme 0405.

THE NEW C3057

In the administrative area of Westmorland and Furness Council

C3057 South

33. A 154 metre length of improved road to be classified as part of the C3057, commencing at a point 317 metres south of the point where it passes beneath the existing A66 and continuing in a generally northerly direction until Point B on the classification of roads plan for scheme 0405, identified by a green line on the classification of roads plan for scheme 0405.

C3057 North

34. A 508 metre length of improved road to be classified as part of the C3057, commencing from Point C on the classification of roads plan for scheme 0405, and continuing in a generally northerly direction on the existing alignment of Morland Road, then continuing in a westerly direction on the alignment of the existing Roman Road for a distance of 245 metres, to a point 100 metres to the west of the junction of Roman Road with the new link road leading to the existing A66, identified by a green solid line on the classification of roads plan for scheme 0405.

THE NEW C3065

In the administrative area of Westmorland and Furness Council

C3065 Road – Fell Lane

35. A 342 metre length of new and improved road to be classified as part of the C3065, commencing at a point on Fell Lane, 97 metres to the north of its junction with existing Main Street, passing over the new A66 trunk road at the new Kirkby Thore Junction, and continuing in a generally south-westerly direction, on the existing alignment of Fell Lane, up to its junction with the realigned Main Street, identified by an orange line on the classification of roads plan for scheme 0405.

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C3065 Road – Realigned Main Street

36. A 646 metre length of new road to be classified as part of the C3065, commencing from its junction with the improved (unclassified) Fell Lane (C3065), and continuing in a generally south-easterly direction to a point 30 metres to the north-east of the existing access to Green Barn, identified by an orange line on the classification of roads plan for scheme 0405.

37. An 87 metre length of existing road to be classified as part of the C3065, commencing at its junction with the new B6542 and continuing for a distance of 87 metres along the existing alignment of Main Street in Kirkby Thore, identified by an orange line on the classification of roads plan for scheme 0405.

THE NEW C3063

In the administrative area of Westmorland and Furness Council

A 1.2 km length of new road

38. A 1.2 km length of new road to be classified as part of the C3063, commencing at Point D on the classification of roads plan, being at a distance of 1 km to the east of the junction of the existing Roman Road (bridleway) with the existing highway known as Long Marton, and continuing in a westerly and then a south-westerly direction, passing beneath the new A66 trunk road at the new compact grade-separated Long Marton Junction, and continuing to the point at which it meets the existing A66 (reclassified as the B6542), identified by a purple line on the classification of roads plan for scheme 0405.

THE NEW UNCLASSIFIED ROADS

In the administrative area of Westmorland and Furness Council

Roman Road (unclassified U3199)

39. A 302 metre length of the improved unclassified Roman Road (U3199), commencing at its junction with the new C3057, continuing on the existing alignment of Roman Road for a distance of 302 metres to the point where it meets the existing Priest Lane, identified by a black line on the classification of roads plan for scheme 0405.

New Cross Street (unclassified C3030)

40. A 750 metre length of improved road, commencing on the existing Cross Street at a point to the east of Halefield Farm, following the existing alignment of Cross Street (C3030) for a distance of 85 metres, then departing and passing over the new A66 at the Cross Street bridge and terminating at Point F on the classification of roads plan for scheme 0405.

41. A 33 metre length of existing link road, commencing at its junction with the existing Cross Street and continuing for a distance of 33 metres in a generally southerly direction.

42. A 32 metre length of existing link road, commencing at its junction with Cross Street and terminating at Point G on the classification of roads plan for scheme 0405.

43. A 207 metre length of existing road, commencing at point E and continuing in a generally easterly direction to point F, points E and F being as shown on the classification of roads plan for scheme 0405, identified by a black line on the classification of roads plan for scheme 0405.

Main Street (unclassified U3772)

44. A 290 metre length of improved unclassified road (U3772), commencing at the junction of Main Street and Fell Lane, continuing in a generally easterly direction for a distance of 290 metres, identified by a black line on the classification of roads plan for scheme 0405.

New Sleastonhow Lane (unclassified U3202)

45. An 824 metre length of new unclassified road (U3202), commencing at a point on the existing Sleastonhow Lane 256 metres to the south of its junction with Main Street, continuing on the existing alignment of Sleastonhow Lane for a distance of 80 metres, then continuing in a south-easterly direction on its new alignment, and passing over the new A66 trunk road via the new Sleastonhow Lane bridge, and reconnecting with the existing alignment of Sleastonhow Lane at a point 901 metres to the south of its junction with Main Street, then continuing for a distance of 115 metres, identified by a black line on the classification of roads plan for scheme 0405.

Improved Long Marton (unclassified U3773)

46. An 860m length of improved and unclassified road (U3773) comprising—

- (a) an 89 metre length of improved highway known as Long Marton (U3773), commencing at the junction of Long Marton with the existing A66 (to be reclassified as the B6542), and continuing in a north-easterly direction for a distance of 89 metres;
- (b) a 771 metre length of new and improved unclassified road (U3773) comprising highway known as Long Marton, commencing at a point 218 metres north-east of the junction of Long Marton with the existing A66 (to be reclassified as the B6542), and continuing on its existing alignment for a distance of 617 metres, and then continuing on a new alignment in a south-easterly direction to its junction with the new C3063,

identified by a black line on the classification of roads plan for scheme 0405.

Existing Fell Lane (unclassified C3065)

47. A 185 metre length of improved unclassified road (C3065), from its junction with the realigned Main Street part of the C3065, for a distance of 185 metres in a north-easterly direction, identified by a black line on the classification of roads plan for scheme 0405.

UNCLASSIFIED ROAD WITH NEW QUIET LANE DESIGNATION

In the administrative area of Westmorland and Furness Council

Priest Lane (unclassified U3199)

48. A 1.9 km length of road (U3199), commencing at the existing junction of Roman Road with Priest Lane, continuing on the existing alignment of Priest Lane for a distance of 1.1 km, then continuing in a generally north-easterly direction to the point where it meets the improved (unclassified) Cross Street, identified by a cyan line on the classification of roads plan for scheme 0405.

ROADS TO BE DE-TRUNKED

In the administrative area of Westmorland and Furness Council

49. A 7.2 km length of the existing A66 trunk road from Point A on sheet 1 (of 6) of the de-trunking plans for scheme 0405, being a point 242 metres to the south-east of Spitals Farm, to Point

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B on sheet 6 (of 6) of the de-trunking plans for scheme 0405, being a point 277 metres to the west of the railway bridge carrying the existing A66 over the Settle to Carlisle railway line.