

Cross Lanes to Rokeby

This is a 1.8-mile stretch of single carriageway, sandwiched between existing dual carriageways to the east and west. By upgrading the Cross Lanes to Rokeby section of the A66 to a dual carriageway, we can create a consistent road standard that helps minimise risks to all road users.

We identified two options for both Cross Lanes and Rokeby, which presented three end-to-end options, depending on the combination taken forward.

We've compared these junctions and considered how they work together in relation to impacts on people, the environment, traffic and technical viability. Our preferred option is Cross Lanes West and Rokeby West – together they are the Black Route.

**Our preferred design,
the Black Route:**

**At Cross Lanes West,
we are proposing to:**

- Build a compact, grade-separated junction west of the existing Cross Lanes junction with a structure over the A66 that will serve this busy local route
- Provide better, safer links for walkers, cyclists and horse riders and remove an additional two direct access points from the A66

**At Rokeby West,
we are proposing to:**

- Build a compact, grade-separated junction west of St Mary's Church and the Old Rectory, avoiding any direct impact on the Registered Park and Garden
- Develop an underpass junction, providing access to Barnard Castle Road for all westbound traffic and diverting eastbound traffic via the old A66, which would form part of the local road network

If you would like further information about our sifting process to determine the route preference, please read our Route Development report and the Preliminary Environmental Information Report (PEIR), both of which can be found online via the A66 webpage or in deposit points and at event locations.

