

A64 Hopgrove – Briefing Note
Thirsk & Malton Area Constituency Committee
10 January 2020

1.0 Current operations project along the A64

- 1.1 We're investing £22 million along the A64 as part of ongoing maintenance work in Yorkshire and the Humber. This is a quarter of the allocated funding earmarked for the region this financial year. This is completely separate to the proposals being considered to possibly dual part of the route.
- 1.2 As part of work, we have completed our improvements at Staxton crossroads, = resurfacing between Seamer and Eastfield, resurfacing work at Rillington, and the Malton bypass drainage work.
- 1.3 We are currently carrying out improvements to cycle and pedestrian facilities between Staxton and Metes Lane. Safety improvements at five junctions in Knapton have also just started to reduce accidents and that is expected to be completed by the end of March 2020.
- 1.4 Next year, work will start on the safety improvements as part of the gateways at various villages between Crambeck and Staxton, drainage work at Sherburn, improvements to cycle facilities around Jinnah restaurant, safety improvements at Crambeck, and congestion relief and safety schemes at Askham Bryan.

1.5 A66 work west of Scotch Corner

Completed work

- Replacement of 12 signs on the A66 between Scotch Corner and West Layton junction.
- Resurfacing of the eastbound carriageway between Cross Lanes junction and Rokeby junction.

Planned work completed between November and December

- Resurfacing work between West Layton junction and New Lane junction, and improved junction definition i.e. solar road studs and verge bollards at New Lane junction.

Planned work to be undertaken between January and March 2020

- Hedge removal and replacement with timber fence to improve sightlines at the A66 New Lane junction.
- Replacement of a section of wire rope safety fence in the central reserve with a steel barrier system on the A66 either side of Greta Bridge.
- Improvement work to central reserve gaps between Bowes interchange and the Cumbria border to improve safety for both vehicles travelling on the A66 and "local" vehicles turning across the carriageway in the central reserve.
- Replacement of the bridge parapets at Bowes.
- Renewal of the snow gates at Bowes.

- Introduction of a permanent 50mph speed restriction on the single lane section of the A66 between the two sections of dual carriageway from Warreners Lane/Mainsgill & Browson Bank. Support is required from NYCC for similar permanent speed restriction to be applied for and enacted on their network on side roads that join the A66 between these two points.

Work currently being planned for 2021

- Resurfacing of the eastbound carriageway from Rokeby junction to Thorpe Grange and the replace of the bridge joints on both carriageways on Greta Bridge.
- Resurfacing of the westbound carriageway between the A67 junction at Bowes and the Coach & Horses (now a private residence).

1.6 A1(M) work

- A1(M) resurfacing work between Ripon and Leeming – due to be completed by the end of 2019.

Planned work to be undertaken between January and March 2020.

- LED lighting improvement work to Leeming Bar and Baldersby interchanges.

Work currently being planned for 2021

- Resurfacing to A1(M)/A168 interchange carriageway.

2.0 A64 Hopgrove Major Project

2.1 Hopgrove Roundabout Feasibility Study (2017)

The Department for Transport (DfT) announced in the Road Investment Strategy (2015-2020) a project to be developed for the Hopgrove junction for potential future delivery in Roads Period 2 (2020-2025) or beyond. This was based on identified traffic problems, including significant queuing at weekends and Bank Holidays particularly affecting traffic travelling east towards Malton and Scarborough.

The Feasibility Study concluded in 2017, with the following summary;

- Identified issues are not specifically related to the performance of A64 Hopgrove junction, which currently has sufficient capacity.
- The merging from dual to single carriageway section north of A64 Hopgrove junction was identified as cause of congestion.
- A stand-alone grade separated junction gave a BCR of 0.57:1 and was considered poor value for money.

2.2 Options Phase Outcomes (2018)

A revised study scope was agreed with the DfT to investigate six potential options – four dualling options (up to 9.5km in length) and two junctions only improvement options. This more detailed assessment work, compared with the initial feasibility study, concluded that several project specific impacts significantly increased the likely project cost estimate. This included archaeological risk, Statutory Utilities diversions and a need for grade

separated junctions along the route due to induced traffic and safety concerns.

The scheme cost estimate was c.£310m with a BCR of 1-1.5:1 – considered low value for money. The information was forwarded to the DfT and no further work has been commissioned to develop this scheme since August 2018.

2.3 A1237 York Outer Ring Road Dualling Proposal and A64 Hopgrove Project interaction

In 2019, the City of York Council applied to the DfT for funding to dual an initial section of the York Outer Ring Road, from Little Hopgrove Roundabout (adjacent to A64 Hopgrove Roundabout) through to the A19 junction. Highways England is currently reviewing the impact of the York Outer Ring Road (YORR) project on the network, with and without the A64 Hopgrove project. This will look at three scenarios;

- York Outer Ring Road project only
- Highways England A64 Hopgrove Roundabout project only
- Both projects above

The study will conclude early in the New Year. The progression of a future larger dualling project is dependent on the outcome in DfT's upcoming Road Investment Strategy 2, which is likely to be announced early next year.

2.4 Overview of how Highways England develops potential schemes

Highways England considers where and how future investment is made on the Strategic Road Network, based on both local network intelligence and direction from the Department for Transport.

When a part of the Strategic Road Network is identified as having issues that, for example, impede efficient and safe operation, an initial strategic feasibility study is undertaken. This is to better understand those issues and consider whether there is a case for further investigation of a potential project. The study draws on local evidence to consider the likely benefits of a project i.e. congestion reduction or safety improvement, and a strategic estimate of cost to solve the problems is identified. A key output of this work is a 'Benefit Cost Ratio' (BCR) used as an initial measure of whether the likely cost of solutions would yield sufficient benefit to the network and its users to justify the use of taxpayer money. Typically, a BCR of above 1.5:1 – meaning £1.50 in benefits is yielded from every £1 of public money spent – is considered the minimum threshold by which a project can generally be considered 'value for money'. Scheme assessments, including the BCR data, are provided to the Department for Transport for decisions on which projects will be taken forward for further development during Highways England's five-year roads periods.

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