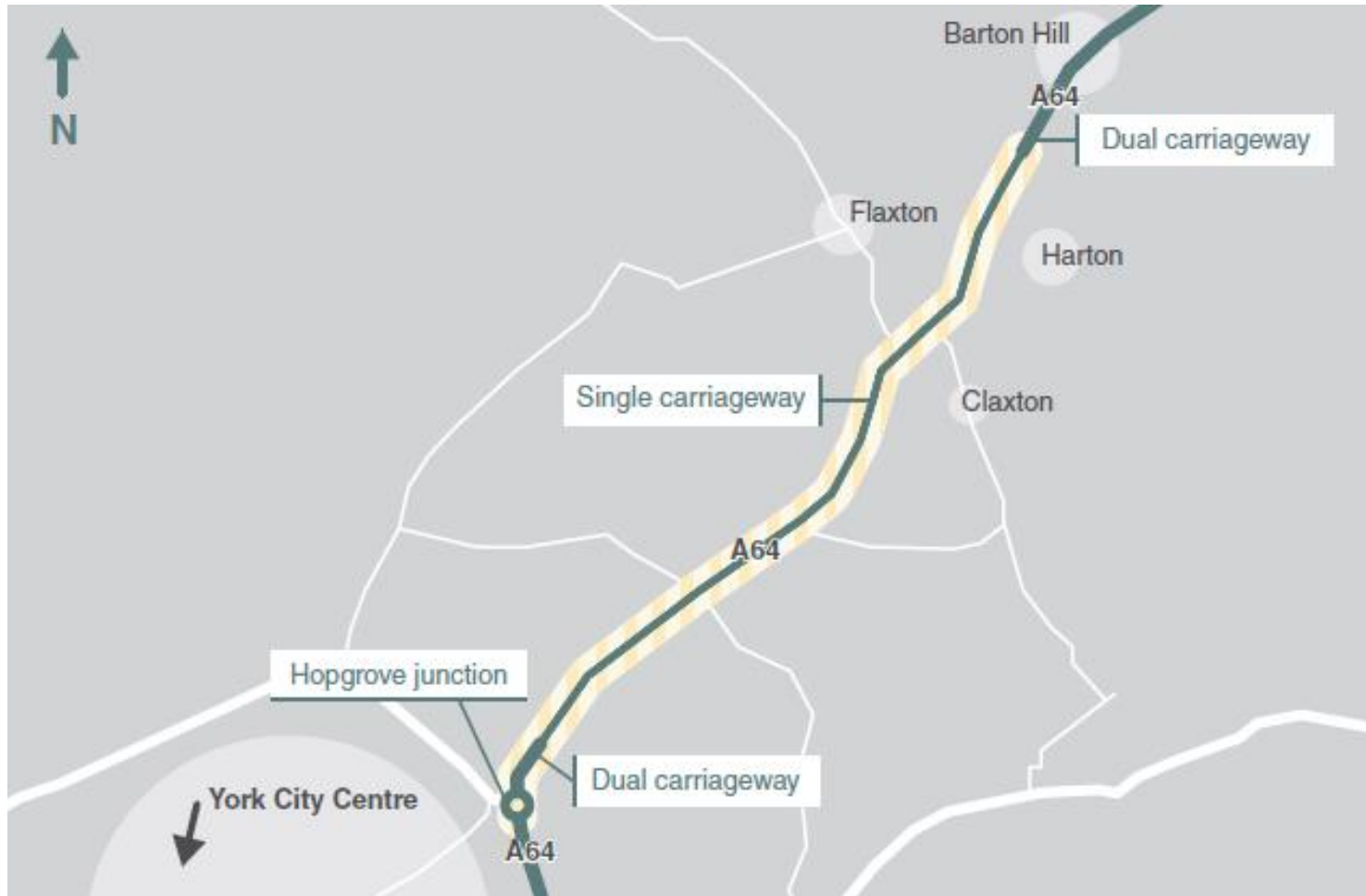


A64 Hopgrove Improvement Scheme

Scheme background

- Announced in the RIS1 as a scheme to be developed in Roads Period 1 (2015-2020) for potential delivery in Roads Period 2 (2020-2025). Scheme description was:
‘Grade separation of the A64 Hopgrove Junction’
- Identified traffic problems, including significant queuing on weekends and Bank Holidays, in particular affecting traffic travelling east towards Malton and Scarborough.
- No specific budget allocated, but scheme was identified within the cost category of £100-250m.

A64 Hopgrove Improvement Scheme



Scheme Objectives

- To relieve congestion on the A64 in the Hopgrove area
- To improve capacity and journey time reliability at the Hopgrove junction to meet current and future demand
- To improve safety on the A64 in the study area
- To support regeneration, economic development and the regional economy
- To minimise environmental impacts
- Improving accessibility and safety for local businesses and residents, cyclists, walkers, horse riders and other vulnerable users of the network

Feasibility Study Outcomes

- Identified issues are not specifically related to the performance of Hopgrove junction, which currently has sufficient capacity
- The merging from dual to single carriageway section was identified as cause of congestion
- Change control agreed with DfT to investigate dualling solutions
- 6 potential options (4 x dual; 2 x roundabout only)

Options Phase Actions

- Roundabout only and partial dual options discounted as they don't resolve congestion issues
- 3 dualling schemes considered; 2 offline, 1 online
- Extended traffic counts undertaken to understand suppressed demand impact
- Weekend traffic model constructed to understand 365 days usage
- Engagement with statutory partners, landowners, businesses, local authorities, councillors, MP's and utilities companies completed

Options Phase Outcomes

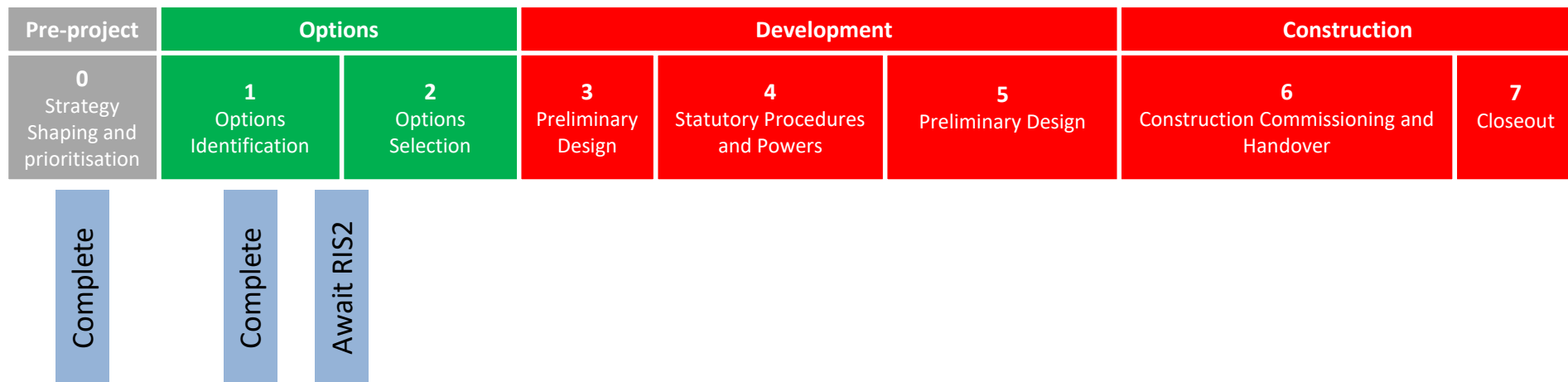
- Offline and online dualling options, together with improvements at the Hopgrove interchange, address the congestion issues
- A number of key scheme specific impacts:
 - Cut and fill imbalance (flood plains)
 - Archaeology risk (old Roman road to East coast)
 - Statutory Utilities diversions (online option)
 - Grade separated junctions along route due to induced traffic
 - Recreational users/tourists do not carry same weighting as commuters in calculations for BCR

Value for Money

- VfM category deemed to be low
 - 1.0-1.5 Benefit to Cost Ratio (BCR)
- Previous medium VfM from 2014 was based on 'similar projects' with minimal details available
- This is not a standard scheme, as per the scheme specific aspects highlighted
- DfT appraised of current position and understanding of potential scheme options
- No ongoing work to develop these schemes prior to RIS2 announcement

Scheme Delivery Framework

Highways England Governance and Assurance



Future activity

RIS2: The Road Investment Strategy is a new way of planning future road investment, introduced in 2015; RIS2 will announce plans for the second period 2020-2025.



Questions?