

A64 Hopgrove Public Consultation Report

Report on public
consultation

December 2022

A64 Hopgrove to Barton-le-Willows

Report on public consultation

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1. Executive Summary

This report presents the findings of a public consultation on proposals to upgrade the A64 between Hopgrove Junction and Barton-le-Willows. The consultation ran from Monday 25 July to Monday 5 September 2022. The consultation received 1,125 responses from individuals, statutory stakeholders and other organisations. Responses were received from a wide catchment, including those living in the local area and further afield.

This consultation sought to understand which option was preferred by respondents and why. Public consultation materials provided an overview of each of the options and their benefits and impacts. Feedback was gathered through a questionnaire which included both 'closed' questions with fixed responses, and 'open' questions which invited comments.

1.1. Key findings

An overwhelming number of respondents indicated that they are unhappy with the current A64 in various ways, including road safety, congestion, layout of roundabouts, journey time and facilities for non-motorised users. This is indicated by the 79% of respondents who agreed that improvements are needed between Hopgrove Junction and Barton-le-Willows.

From responses received, there was a clear preference for Option D, with 42% in support of this option. Of respondents who answered this question, 34% favoured Option A, and 13% favoured Option C, with 11% stating no preference.

Respondents

A total of 1,125 responses were received during the consultation. 1,027 of these respondents used the response form provided. A summary of these key findings can be found below.

The majority of responses (87%) received were online via the virtual consultation room and Citizen Space site, where the response form was hosted.

Most responses came from respondents who identified themselves as local residents (80%), with 24% noting they work locally to the A64. Respondents were asked to provide the first part of their postcode. Figure 7 shows the mapped locations of these respondents' postcodes.

Current use of the A64

Findings from the response forms submitted showed a large majority (86%) of respondents use the A64 when travelling for leisure and recreation. Just under two-thirds (63%) of respondents using the interchange are travelling more than 10 miles.

Over two-thirds of respondents travel on this section of the A64 at least once per week (67%), indicating that the majority use it on a fairly regular basis. Less than 7% of respondents use the route less than once per month.

A large majority of respondents travel on the road during off-peak periods. Of respondents that completed the response form, 81% use the road at the weekend and 73% use it during the non-peak period on weekdays. Less than 50% use the route during the morning or evening peak hours.

When asked how satisfied they are with certain elements of the A64 route at present, respondents indicated that there are several aspects of using the road which are current unsatisfactory. A high rate of respondents selected either "very dissatisfied" or "dissatisfied" in relation to the following aspects: congestion (89%), journey times (74%), safety (71%), the road layout at Hopgrove and Malton Road roundabouts (60%), access for pedestrians, cyclists and horse riders (54%). The

majority of respondents were neutral on the current noise, visual impact and air quality associated with the route.

The need for upgrades on the A64 between Hopgrove and Barton-le-Willows to tackle these issues is supported by 79% of respondents.

Views on the dualling options

Overall, Option D is the preferred option of respondents, supported by 42% of respondents. Option A is supported by 34%, while a smaller proportion, 13%, support Option C. 'No preference' was selected by 11%.

Option D was selected as the best option in terms of journey times and safety, including during construction, by 41% of respondents. Option A was chosen as the best option for the environment by 37% of respondents. This includes biodiversity, greenhouse gas emissions, cultural heritage, the water environment, and air quality. Regarding the noise and visual impact of each option, both Options D and A were favoured by 31% and 29% respectively; Option C was picked by 8%.

Those who picked Option D indicated that improvements to road safety, eased congestion, better journey times and least construction disruption were the key reasons, amongst others, for doing so. Those that indicated a preference for Option A generally gave reasons associated with the environmental impact of the option, such as the lower land take requirement and smaller impact on biodiversity. Those respondents who chose Option C largely raised similar reasons as those who picked Option D.

Free form comments

Respondents raised a range of comments and issues associated with the proposed dualling options, the plans for Hopgrove Roundabout and existing issues on the A64. The most frequently raised comment was that the proposals for Hopgrove Junction should be changed to allow traffic using the A64 to flow freely, which would mean changing the junction from being at-grade (on the same level) to being grade-separated (on different levels). This feedback was also raised by MPs Kevin Hollinrake, Julian Sturdy, Nigel Adams and Robert Goodwill. Other frequently raised comments include: general support for the planned improvements; the need to dual further north than Barton-le-Willows, and; a need for paths for non-motorised users (cyclist, pedestrians, wheelers and horse riders) to be considered in the scheme. All comments received are summarised in Section 4 of this report.

1.2. Next steps

We have used the information gathered through the consultation to feed into the preliminary design of the project. While the results of the consultation are a critical element of the decision-making process, there is also a considerable amount of environmental, planning and traffic work for us to consider before it concludes which option to take forward for the A64 Hopgrove Junction to Barton-le-Willows scheme.

There is no commitment from government to construct this scheme. Decisions about what will be constructed from 2025 onwards will be made by the government as part of its Road Investment Strategy (RIS) planning process.

2. Introduction

2.1. Purpose of the Report on public consultation

The purpose of this report is to present responses and understand the feedback provided by those who took part in the non-statutory public options consultation, which ran from Monday 25 July to Monday 5 September 2022.

This report also provides an overview of the ways in which we engaged with residents, businesses and other key stakeholders affected by the scheme as part of the consultation and sets out anticipated next steps.

2.2. Scheme background

In March 2020, the government published its second Road Investment Strategy (RIS2), which covers investment in and management of the Strategic Road Network, from April 2020 to March 2025.

To align with RIS2, we have created a strategic business plan and will prioritise schemes for development, considering value for money, affordability and its strategic objectives.

Our Delivery Plan detailed the steady and flexible pipeline of 32 schemes to be considered for construction from 2025 onwards. This includes the A64 Hopgrove Junction to Barton-le-Willows scheme.

The A64 is a route of regional significance for North Yorkshire, providing a key east-west link between Leeds, York and the coastal towns of Scarborough, Whitby and Filey. It also forms part of the eastern section of the York Outer Ring Road, where it links to the A19 and A1(M). The scheme aims to improve congestion and safety between Hopgrove Junction and Barton-le-Willows.

To address the issues facing the Hopgrove Junction and the A64 within the identified area, in early 2021, we produced a series of objectives that would be used to identify and develop options for improvements. The scheme objectives include:

- Maintain and improve road safety on the A64 between Hopgrove Junction and Barton-le-Willows
- Improve capacity and journey time reliability at the Hopgrove Junction to Barton-le-Willows to meet current and future demand.
- Support economic development and the regional economy
- Reduce queuing at the A64 Hopgrove Junction, specifically during AM and PM peaks, summer weekends and bank holidays
- Decrease journey times on the A64 between the Hopgrove Junction and Barton-le-Willows during AM and PM peaks, summer weekends and bank holidays
- Increase roadworker safety during maintenance activities
- Maximise opportunities to protect and enhance the environment, including taking opportunities to improve biodiversity and reduce noise from the road
- Minimise adverse effects from traffic, lighting and visual intrusion on the environment and local communities
- Improve accessibility and safety for local road users, cyclists, walkers, horse riders and other vulnerable users of the network

2.3. Hopgrove Junction

The upgrade being developed for the Hopgrove Junction would replace the existing Hopgrove and Malton Road roundabouts with a single extended and signalised roundabout.

The new roundabout would widen the existing north and south legs of the A64 Hopgrove Roundabout. A new through road would be added to allow vehicles travelling north to travel straight across the roundabout rather than having to go around it. This would improve connectivity to the A1237 (York Outer Ring Road) as traffic travelling north would no longer need to use the westbound roundabout. A new left-turn slip lane from Hopgrove Roundabout towards Malton Road is also included, heading north.

The upgrade of Hopgrove Junction is included as part of all three dual carriageway options.



Figure 1 Map showing proposed improvements to Hopgrove Junction

2.4. The options

In order to achieve the scheme objectives, the design team produced various design solutions, consisting of Options A, C and D. Each potential option was measured against the scheme objectives, as well as being assessed on cost, road safety, environmental and community impact.

2.4.1. Option A

The existing single carriageway would be dualled from a point 500m north of Hopgrove Junction up to the existing dual carriageway at Barton-le-Willows, avoiding properties wherever possible.

All existing right turns on this section of the road would be removed and traffic would be able to exit left only. The three major junctions would provide road bridges to allow vehicles to cross the carriageway. Access to the dual carriageway would be through a limited number of junctions. Junctions are proposed at the following locations (south to north):

1. Highwayman Café and other local access
2. Towthorpe Moor Lane
3. York Biotech Campus, providing access to the Campus and Sand Hutton
4. Claxton and Scotchman Lane

Junctions 2, 3 and 4 would be accessed via a left turn only and provide a bridge over the carriageway. These are called grade-separated junctions. Junction 1 would be a left in, left out junction on both carriageways (north and south) but no bridge will be provided, meaning traffic can only travel in one direction when exiting the junctions.

Some direct accesses onto the A64 for a number of residents and businesses would be closed to improve safety. Instead, access to these premises would be available via new links to the local road network.

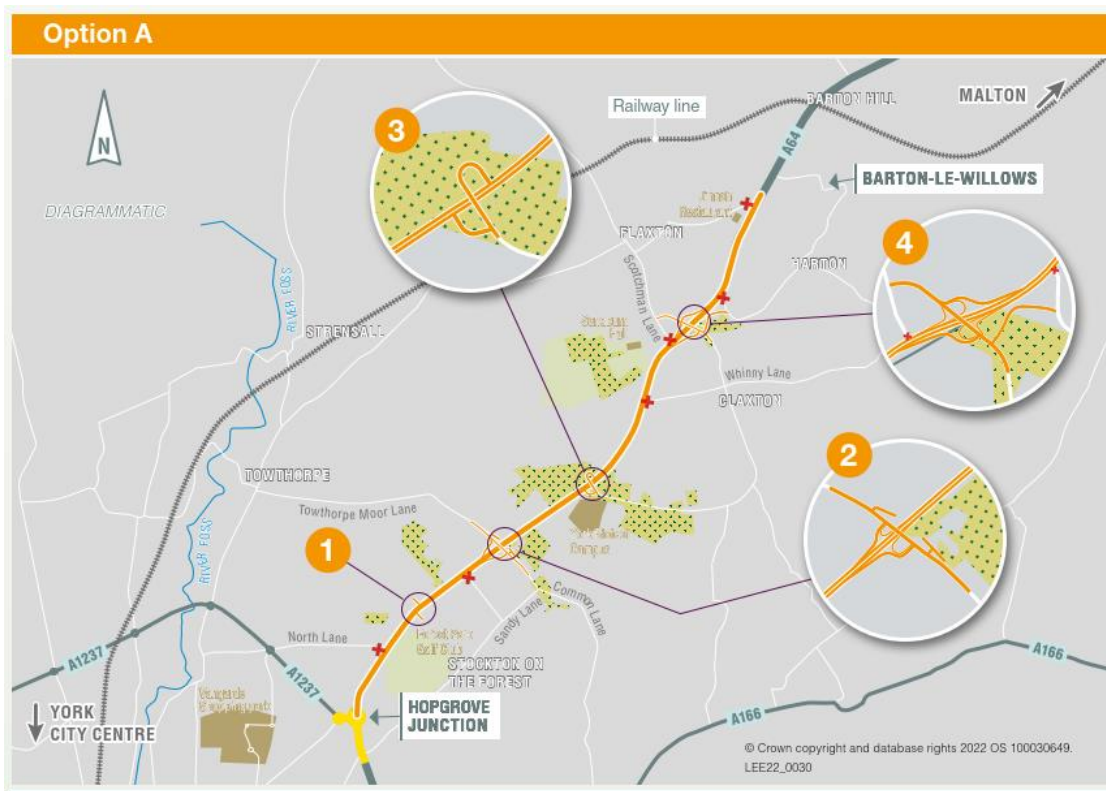


Figure 2 Map showing Option A

2.4.2. Option C

A new dual carriageway would be constructed from a point 500m north of Hopgrove Junction to a point adjacent to Merricote Farm. This part of the new carriageway would run parallel to the A64. This option would then cross to the east of the existing A64, close to the village of Claxton, before re-joining the existing dual carriageway near Barton-le-Willows.

Access to the new road would be through a limited number of junctions. Left-turn junctions with bridges over the carriageway (grade-separated junctions) are proposed at the following locations (south to north):

1. Towthorpe Moor Lane, providing access to existing A64 and Sandy Lane
2. Existing A64, giving access to Sand Hutton

This option includes three left in, left out T-junctions. These junctions would allow traffic coming from the minor road to turn left only onto the dual carriageway.

Right turns are not possible at these junctions as they would require a gap in the central reservation and enable dangerous turning across oncoming traffic.

These junctions would be situated at the following locations:

3. Whinny Lane
4. Huckleberry's American Diner, giving access to Harton
5. Existing A64, giving access to Flaxton via Scotchman Lane

Access to properties located on either side of the new road would be maintained via new connections to the local road network, linking to the location of the new junctions.

A new dual carriageway will be built, which will allow the current A64 to be used as a local access road. Traffic originating from the existing A64 would access Hopgrove Junction via the new dual carriageway, which can be accessed through any of the junctions shown on the map below.

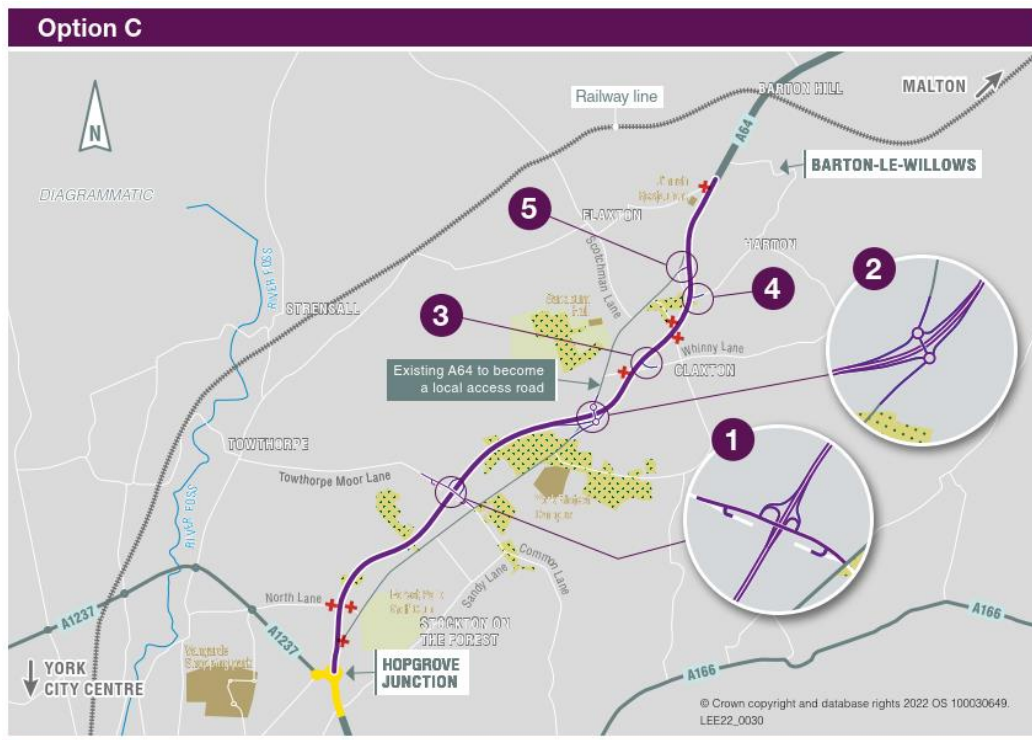


Figure 3 Map showing Option C

2.4.3. Option D

Option D begins the same as Option C but continues to run northwest in parallel with the current A64. It re-joins the existing A64 briefly around the Scotchman Lane Junction. Option D then separates from the current A64 for a short stretch, before re-joining it approximately 1km south of the A64/Steelmores Lane Junction.

Access to the new road would be through a limited number of junctions. Junctions are proposed at the following locations (south to north):

1. Towthorpe Moor Lane, providing access to the existing A64 and Sandy Lane
2. Existing A64, giving access to Scotchman Lane and Claxton

These junctions would be accessed via a left-turn only and provide a bridge over the carriageway. These are called grade-separated junctions.

Access to properties that are located on either side of the new road would be maintained via new connections to the local road network, linking to the location of new junctions.

A new dual carriageway would be built, which would allow the current A64 to be used as a local access road. Traffic would no longer be able to access Hopgrove Junction from the existing A64 because the existing A64 would be capped at the southern end. It will also be capped further north where it would intersect with the new dual carriageway, close to Sandburn Hall. Traffic originating from the existing A64 would therefore need to use the local road network and junctions shown on the map below to access both Hopgrove Junction (if travelling south) and the northbound carriageway to travel north.

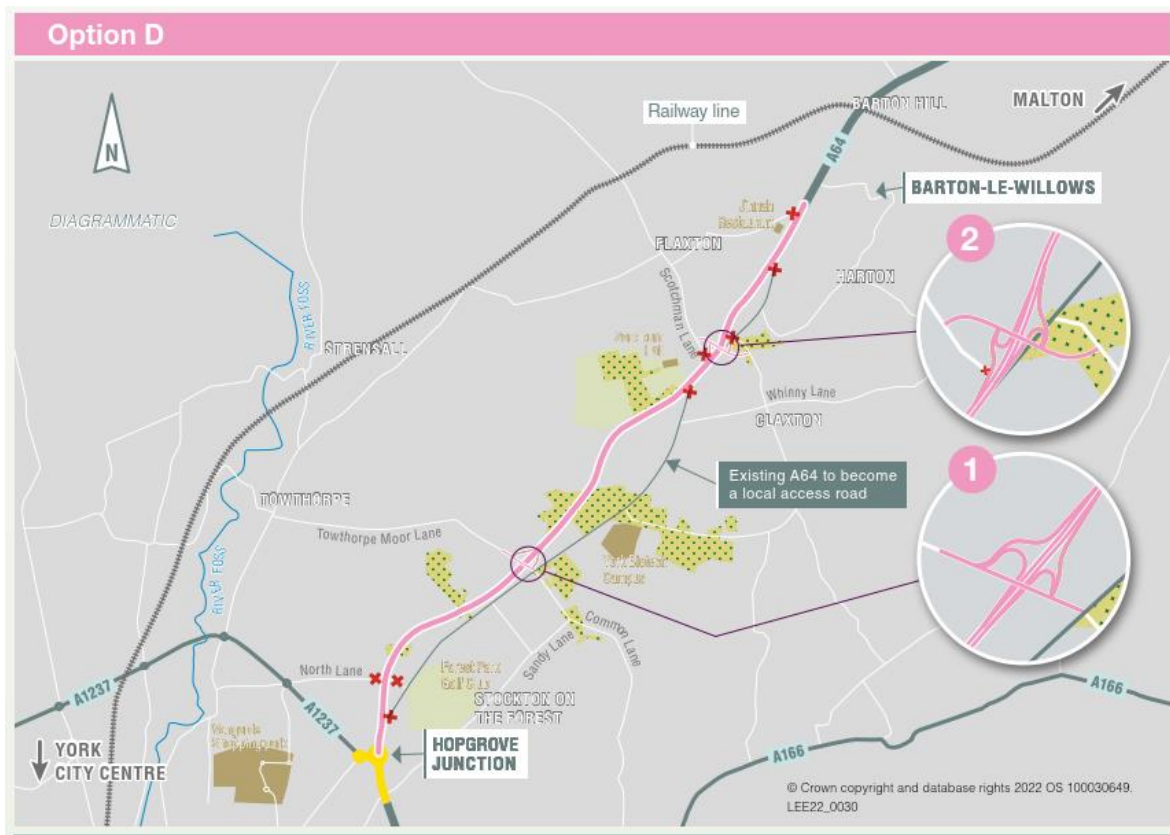


Figure 4 Map showing Option D

2.4.4. Option B

Throughout our option selection process, we identified some options which did not satisfy our criteria and those options have subsequently been dropped. This includes Option B, a partial dual carriageway upgrade to Towthorpe Lane where a new roundabout would have been installed. This was investigated as a lower cost option but didn't solve the congestion problem, so has not been taken forward.

3. How we engaged

Consultation and feedback from members of the public and stakeholders is an essential element of our approach to the development and delivery of highways improvements. Our approach to consultation has sought to ensure that the interests of all are considered in an inclusive, open and transparent manner.

Our public consultation period ran for six weeks between Monday 25 July and Monday 5 September 2022. The public and stakeholders were invited to provide their views on the current A64 and proposals for upgrading the Hopgrove Junction and dualling a 9km stretch of the road. Further information on how the public could provide feedback is included in section 3.1 of this report.

Our aim was for our public consultation to capture the views of seasonal roads users in addition to regular users of the route, where possible. Therefore, the timings of the public consultation coincided with the school summer holiday period, when seasonal road use was at its highest. A range of publicity methods were used to reach a range of audiences, including seasonal road users, and these are summarised in section 3.1 of this report.

We also engaged with a range of stakeholders, from environmental groups to elected politicians, to ensure that a range of opinions could help shape the proposals. A summary of this engagement is provided in section 3.2 of this report.

The below section outlines the methods used by AECOM, on behalf of National Highways, to consult the public and stakeholders on the proposals put forward for enhancements on the A64 between Hopgrove Junction and Barton-le-Willows.

3.1. Public consultation

3.1.1. Approach to consultation

Working closely with the five local authorities with interest in the scheme (City of York Council, Ryedale District Council, North Yorkshire County Council, East Riding of Yorkshire Council and Scarborough Council), we ensured a thorough implementation and approach to our consultation, with the insight of key local groups.

We also shared our Approach to consultation with these local authorities, to seek their input on our plans for publicising the consultation.

3.1.2. Publicity

The consultation was publicised in a host of ways, to ensure maximum input from a variety of stakeholders. These materials clarified where further information on our proposals could be found, and how we were collecting feedback. Details of our engagement and promotion methods are detailed below.

3.1.2.1. Postcard mailing zone

An A5, double-sided postcard was issued to properties within a 3.5km radius from the boundary line of the scheme. This mailing reached 20,026 residential and business addresses. We extended the mailing zone beyond the route's northern parameter, to incorporate areas which we expected to have a high level of interest in the scheme, such as Malton and Norton. For a visual mark-up of our mailing zone, please refer to Appendix A.

A scan of the postcard is also enclosed within Appendix A.

3.1.2.2. Poster mailing zone

In order to capture a significant proportion of the travelling public, as well as those outside of the postcard mailing zone and other seldom heard groups, we sent 276 posters advertising the consultation to a range of venues. This included 138 different venues across York, Malton and villages that lay along the route of the A64. The different types of venues included council offices, village halls, libraries, post offices, service stations, sports centres and tourist attractions.

For a visual mark-up of where we posted posters, please refer to Appendix A.

A scan of the poster is enclosed within Appendix A.

3.1.2.3. Consultation material collection points

For respondents who preferred a hard-copy of our consultation brochure and response form, we deposited materials at libraries across York, Malton and Scarborough. This included:

- York Explore Library, York
- Huntington Library, Huntington, York
- Malton Library, Malton
- Scarborough Library, Scarborough

Over the course of the consultation period, over 100 copies of each publication were made available at each library.

Details of these locations were provided on the postcard, press release, as well as the online consultation platform.

All of our consultation materials were also available, at request, in a range of accessible formats. This includes in braille, large text, as well as a range of different languages.

3.1.2.4. Media/press release

We issued two press releases; one at the launch of the consultation, and another a fortnight before the consultation concluded. These included details of how the community could learn more about the proposals, as well as attend one of our events and speak to a member of the project team.

The consultation was extensively covered in the media. Regional, national and trade press as well as print and broadcast media shared news of the launch. This amounted to 48 pieces of coverage overall. Appendix B contains a summary of all media coverage, and both press releases.

3.1.2.5. Social media

We utilised our Facebook and Twitter accounts to advertise the consultation. Examples of these posts can be found in Appendix B.

3.1.2.6. Partner communications

Our proposals seek not only to improve the lives and experiences of everyday road users, but also enhance our road infrastructure to facilitate economic growth in the region.

Working closely with strategic stakeholders, such as MPs, elected members, local authorities, tourism bodies, local enterprise partnerships and other business interest groups, we ensured that a wide range of views were considered and incorporated in our findings.

We kept MPs Rachael Maskell, Julian Sturdy, Kevin Hollinrake, Robert Goodwill and Nigel Adams, up to date about developments on the scheme. We also regularly briefed local authority officers and the A64 Growth Partnership, a well-established business interest group, with a desire to see improvements to the A64.

These key stakeholders were crucial in the publicising of the consultation and sharing feedback from their constituents and memberships.

Appendix B contains images of our key stakeholders publicising the consultation.

3.1.3. Consultation brochure and response form

A key component to the success and reception of our public consultation was the consultation brochure and response form. These materials shaped the way information about the scheme was shared, as well as how feedback was collected to ensure views could be considered and incorporated as thoroughly as possible.

A separate section on the analysis methodology is included later in the report.

The consultation brochure provides a comprehensive overview of the scheme and the proposed options, as well as a breakdown of the benefits and impacts they may bring. This information was collated through close collaboration with our consultants, who carried out extensive design and assessment work. Information from the brochure was used to populate other publicity materials mentioned in the previous section, including the exhibition boards shown at events, the presentation given on the webinars, and the materials 'displayed' in the Virtual Consultation Room.

The response form allowed respondents to provide feedback on the information they had seen. This response form was available online, as well as in hard-copy format, provided at our consultation events and deposit locations.

The format of the form broadly sought to understand how the respondent felt about the current A64, what they saw as priorities and areas for improvement, views on our proposals and a potential favoured route. The response form requested further details about why they preferred a particular option (if selected). These reasons included perceived impact on congestion, journey time, environment etc. We have analysed all responses received in this report.

A further section was included to understand more about the respondent, should they wish to share this information. Collecting information about the respondent allows us to ensure we are targeting the correct groups and gives us confidence that our conclusions are representative of the residents and businesses with most interest in the scheme.

Appendix A contains a scan of the consultation brochure and response form.

3.1.4. Consultation events

We also held a range of events, to allow for members of the public to view our proposals and pose questions to the project team. This consisted of two 'in-person' consultation events, two online webinars, one staffed engagement van event, and three unstaffed engagement van advertisements.

At our in-person consultation events and the online webinars, we ensured that a project team member from each discipline was present. This included Project Management, Environment, Traffic, Design, Operations and Stakeholder Engagement. This meant we were able to access the relevant technical expert at any time, should an attendee have a specific query.

3.1.4.1. In-person consultation events

We held two in-person consultation events on the dates, times and locations shown below.

The first event was held from 12pm – 8pm on Friday 12 August 2022, at the New Earswick Folk Hall, York, with a total of 180 attendees.

The second event was held from 12pm – 8pm on Tuesday 23 August 2022, at the Milton Rooms, Malton, with a total of 244 attendees.

These events allowed residents, businesses and general members of the public to view our proposals and share feedback with the project team.

At both events, the rooms were arranged in U-shape formation, with easels displaying 10 A0 exhibition boards. These materials covered a similar, but more concise, range of content, with discipline experts on hand to answer any specific questions.

We also had more detailed maps available at these events, should attendees want to discuss the potential impacts of our proposals on a specific area. This desk was positioned away from the main range of exhibition boards, to allow for more private discussions.

We arranged a feedback station, allowing members of the public to fill out a hard-copy response form in the room. Where attendees needed more time to respond, we offered envelopes.



Figure 5 Consultation events at New Earswick Folk Hall and The Milton Rooms

Members of the public were asked to provide their postcode upon entry, to allow us to understand our publicity reach. We have mapped these and included within Appendix A.

3.1.4.2. Online webinars

In order to incorporate the views of different groups of people, including those unable to travel to attend our events, we offered two online webinars. The format of these events included a presentation from various discipline leads on the project, followed by a question and answer session.

The first event was held from 6pm to 7:30pm on Wednesday 3 August 2022, with approximately 25 attendees.

The second event was held from 6pm to 7:30pm on Thursday 1 September 2022, with approximately 35 attendees.

A summary of the questions asked at these sessions is provided on Appendix C. Recordings were made available upon request to those who were unable to join, or experienced technical difficulties during the session.

3.1.4.3. Engagement van

The engagement van was sent to three different locations in the scheme area, during the consultation period. This includes:

- Scarborough Town Centre (Thursday 4 – Saturday 6 August 2022)
- Monks Cross Shopping Park (Wednesday 17 August 2022)
- Rowntree Park, York (Thursday 18 August 2022)

These locations were selected as they captured a different audience to those who may have received our leaflet or seen news of the launch of our consultation.

Largely, the van was unstaffed, and simply functioned as a standalone advertisement for the consultation. We also held a staffed event on Friday 5 August, in Scarborough Town Centre, where two members of the project team spoke to 28 passing visitors. This was particularly successful, as the A64 forms a key link for residents and businesses in Scarborough, and although out of our leaflet mailing zone or consultation event spaces, this outreach provided them with an opportunity to take part. Copies of the consultation materials were also distributed, increasing awareness of the consultation.

For photos of the engagement van, please refer to Appendix A.

3.1.4.4. Community telephone line

During the consultation period, we launched a community telephone line, which was referenced on all our publicity materials. This was staffed between the hours of 9am and 5pm, from Monday to Friday, during the six-week period.

This acted as a feedback channel, as well as a general method of communication in case of issues, or logistical queries.

The Customer Contact Centre was also briefed about the consultation, with their contact details included on all materials. This service acts as a directory, and deals with requests for information in various formats, as well as other operational queries. Respondents were also able to use this service to request hard-copy materials were issued to them.

3.1.5. Response channels

3.1.5.1. Online – via the Virtual Consultation Room & Citizen Space

As well as our physical consultation brochure and response form, we set up an interactive virtual consultation room. This platform mimics the layout of a traditional consultation event, displaying virtual boards containing information which summarised our proposals.

This was made available using the following URL:

<https://highwaysengland.citizenspace.com/he/a64-hopgrove/>

We displayed ten exhibition boards, which covered the same content as those displayed at our ‘in-person’ events. This includes details of all three proposed options, improvements to Hopgrove Junction, benefits and impacts of each option, and a link to the Citizen Space forum, where respondents could share their feedback. The virtual room also allowed visitors to register for webinars, find details about our events and contact us with any further queries.

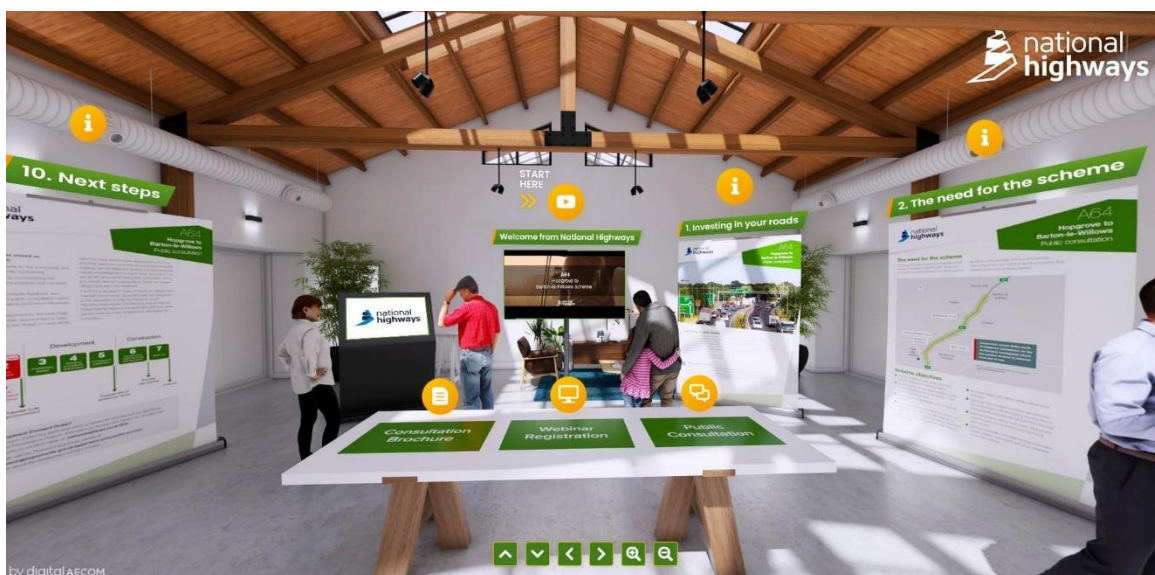


Figure 6 Screen clipping of the Virtual Consultation Room

This was a particularly useful tool, resulting in 4,392 website visits. As detailed further in the report, the majority of total responses (72.7%) were received online via this platform.

3.1.5.2. Email correspondence

Another feedback channel included response via the scheme mail inbox. Respondents could share their views directly to the inbox (A64Hopgrove@nationalhighways.co.uk). This email address was provided on various communications and materials issued during the consultation period.

In total, we received 188 emails to our scheme inbox during the consultation period.

3.1.5.3. Response by post

We set up a ‘free-post’ address, to allow respondents to fill in hard-copy response forms as well as send feedback, annotations and suggestions in other formats.

We received 137 hard-copy response forms in the post, and seven hand-written/printed feedback submissions.

3.1.5.4. Response via the community telephone line

In total, we received seven calls to the scheme telephone line, where members of the public shared their views. We also received several calls regarding logistical queries.

3.2. Stakeholder engagement

3.2.1. Summary of stakeholder engagement

Throughout the development of the scheme, we regularly updated our stakeholder map to ensure we were capturing all groups with interest and views on our proposals. This database contains over

700 separate contacts and organisations who were contacted during our interim engagement exercise in October-November 2021, as well as during this options consultation in July-September 2022.

This includes:

- Members of Parliament
- Government bodies
- Councillors
- Local authority officers
- Environmental bodies
- Public services
- Local businesses
- Community/active travel groups
- Interest groups
- Transport/logistic/utilities

Maintaining a consistent approach was crucial to ensure we received maximum engagement and level of response.

3.2.1.1. Methods of stakeholder engagement

This section details the numerous ways we have worked with our stakeholder map during this stage of the scheme.

3.2.1.1.1. Interim engagement exercise

The most notable engagement exercise was the interim engagement period held between 25 October and 21 November 2021.

During this time, we circulated a questionnaire on people's views of the current A64. We publicised this in a similar way, issuing postcards to over 10,000 residential and business addresses. We also worked closely with our partner organisations and key stakeholders to advertise the engagement exercise.

This feedback was used to inform our strategic business case, as well as stress the importance of improvements to this section of the A64.

3.2.1.1.2. Briefings

We held a number of briefings before and during the launch of the public consultation. This allowed key stakeholders to learn of the public consultation and share this information accordingly.

During the first week of the consultation, we organised a series of 45 minute briefing sessions for the following groups:

- Leaders of the council and executive members of all affected/interest local authorities (City of York Council, Ryedale District Council, North Yorkshire County Council, East Riding of Yorkshire Council, Scarborough Borough Council)
- Local authority officers
- Key environmental bodies, transport groups and community groups
- Parish councils

These briefings were well received and assisted us with understanding the level of support from these groups. This also allowed our project team to share resources and answer any questions that the stakeholders had.

Ward councillors were also invited to an exhibition preview, where they were able to attend our public exhibition events at 1pm, prior to the event opening for the members of the public at 2pm. A number of councillors visited us at both events on 12 August and 23 August, utilising the opportunity to learn more about the scheme and speak to the project team.

3.2.1.1.3. Letters

On the day of the launch of the consultation, we issued letters via email to our stakeholder database (details of which are included in Section 3.2.1 of this report). This letter contained details of the background of the scheme, the various public engagement events we held, and ways to respond. These emails were issued from our scheme inbox, allowing interested stakeholders to establish a line of communication from the outset.

3.2.1.1.4. Business survey

In January 2022, we circulated a business survey. This was a questionnaire issued to various businesses on our stakeholder map, as well as publicised by our key stakeholders. We sought to understand how they felt about the current state of the A64, how this impacted their business and operations, and how any improvements to the road would benefit them. The findings from this survey were used to inform the business case and understand how we could approach businesses during the consultation to incorporate their views.

3.2.1.2. Landowner engagement

We recognise the importance of giving all affected stakeholders equal opportunity to share their views. Engaging with landowners, tenants and occupiers, who may be impacted by the proposed improvements to the A64 between Hopgrove Junction and Barton-le-Willows was a high priority for the scheme.

At the launch of the public consultation, we issued a letter to all landowners on our database, inviting them to an online webinar that took place on Tuesday 26 July 2022, from 6pm to 7:30pm. We had over 20 landowners join this call, where we presented our options and provided an opportunity for questions to be asked.

We also offered the opportunity for potentially heavily impacted landowners to meet virtually with members of the project team to discuss the options, their alignments and feedback. In total, we held 14 meetings.

We also encouraged landowners to attend our public consultation events, where draft detailed plans of all the options were available to view with the guidance of a project team member. Numerous landowners were able to attend our events and learn more about the scheme in general, as well as engage with the detail offered through these plans.

Should the scheme progress to the next stage, we will continue to engage with all identified landowners and we welcome and value their input.

3.3. How we have analysed the feedback

This section provides detail on the approach used to analyse and report on the public consultation responses.

AECOM, on behalf of National Highways, processed, analysed and reported on the public consultation findings. All submissions were processed in compliance with National Highways' General Data Protection Regulations (GDPR) statement. Online responses were saved on a secure system, which AECOM was given access to. Hard copy responses were delivered to National Highways' office and processed by AECOM in compliance with GDPR.

Closed question responses (for example, multiple-choice 'tick box' format) were totalled. The open question responses (which contained free text comments) were each analysed to identify the themes emerging from the consultation, using a code framework. The coding was then independently verified.

1027 respondents completed a response form, but not all questions were answered by everyone who completed a form – therefore the number of responses to each question varies. Where respondents were able to select more than one response, the total of the responses adds up to more than 100%. All percentages have been rounded to the nearest whole number.

The findings presented in the report have been analysed based on the respondents who answered each question. The number of respondents varies accordingly in the charts and tables. All percentages are rounded to the nearest whole number.

3.3.1. Limits of the information

This report is based on the responses received to the consultation, and there does not constitute a technical assessment of the proposed improvements. This report analyses the opinions stated by those who responded to the consultation and, as such, is a self-selecting sample.

Therefore, the information in this report is not representative of everyone in the local community or all stakeholders. The value of the consultation is in identifying the issues and views of those who have responded and their perceptions of the proposals. This information is important and will be included in future decision-making processes to inform which option might be taken forward.

4. Feedback received

This section provides an overview of responses received from the public across all feedback channels. It also summarises the feedback received from local stakeholders/organisations that emailed or completed a form.

4.1. Response channels

In total, 1,125 responses were received during the public consultation period. Most responses, comments and suggestions were received via the response form (1,027). Detailed analysis of all responses to the consultation is provided in this report. Table 1 shows the breakdown of how the consultation feedback surveys were received.

Table 1: Method of returning feedback survey

Response Type	Frequency
Response form	1,027
Emails	82
Post	7
Phone calls	7
Event	2
Total responses	1,125

Section 4.3 summarises the feedback received via the response form, which was completed by 1,027 respondents.

Section 4.4 summarises all other responses received via email, post or phone.

4.2. Response by location

Consultation responses have been received from across the A64 corridor area, with high concentrations of responses from York, Malton, Scarborough, as well as other localities along the A64 corridor.

The results are mapped in Figure 7.

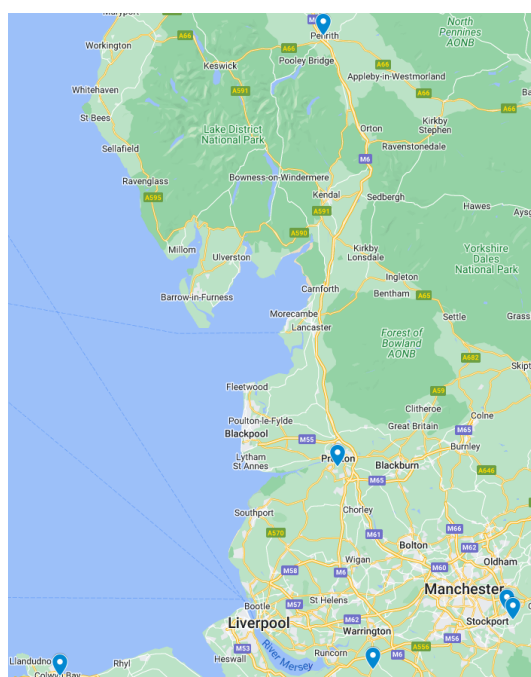
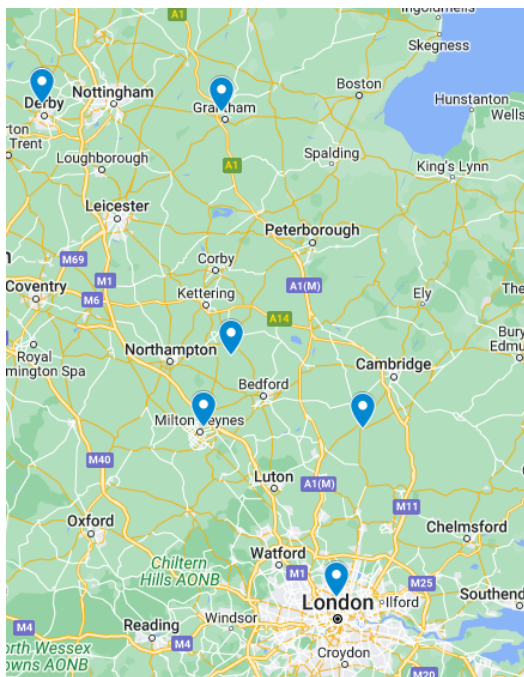
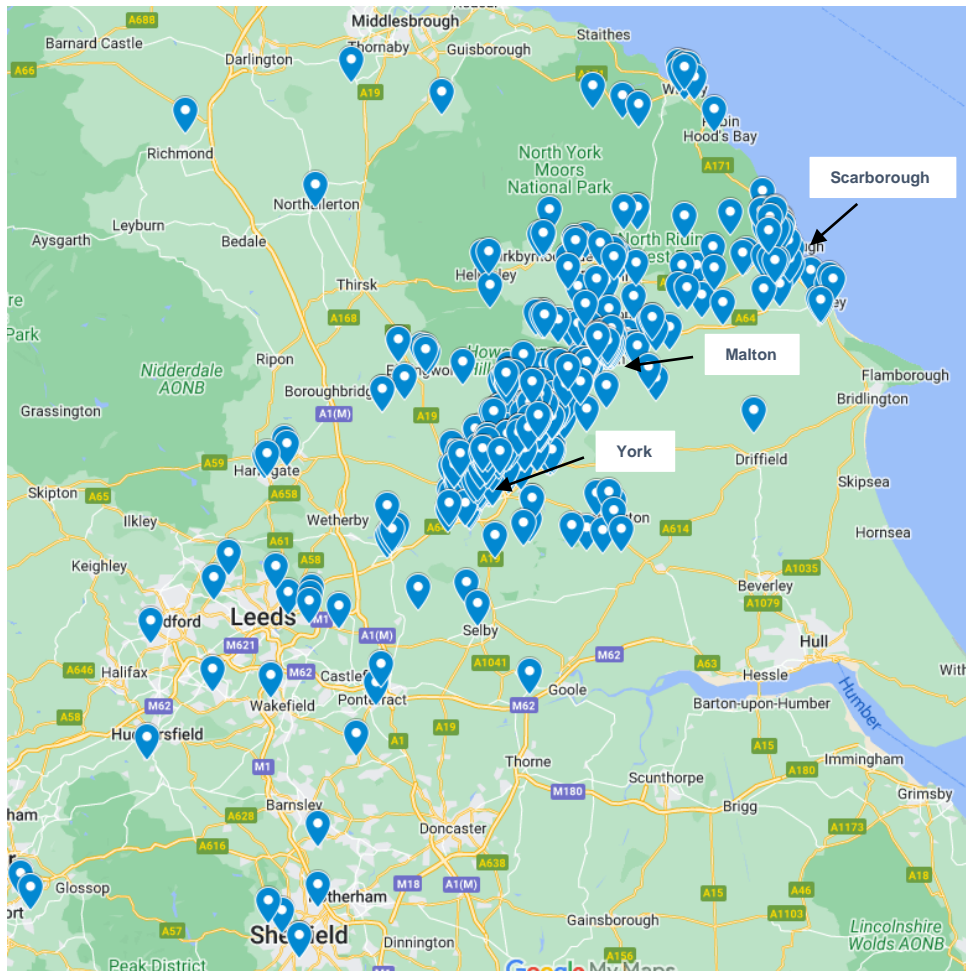


Figure 7 Response by location mapped

4.3. Summary of response form feedback

This section outlines the responses received from the response form, which was accessible online or in paper copy from 25 July 2022. In total, 1,027 respondents completed either an online or hard copy response form.

Table 2 below shows the split between respondents that completed the response form online and those that returned a paper copy of the form.

Table 2: Breakdown of online vs. paper response form

Response Type	Frequency
Online response form	890
Paper response form	137
Total response forms completed	1,027

The form had 12 questions, some of which had sub-questions. The response form included a mix of both closed and open answer questions.

The below section summarises all 1,027 responses received via the response form using charts and tables with explanatory text. In some cases, the figures on the charts refer to number or percentage of respondents that chose the specific answer, but do not add up to total number of respondents. This is particularly the case when one respondent may have chosen more than one option to multiple choice questions.

The following sections of the consultation report details the feedback received via the consultation response form, ordered in the same way as how the sections and questions were presented to the public.

4.3.1. Section 1: Your views on the current road

Section 1 of the response form contained 6 questions. Questions 1 – 5 of the response form asked questions relating to how respondents use the A64; questions 6a and 6b asked respondents to rank the current A64 from “very dissatisfied” to “very satisfied” across a range of topics.

The results of each question are detailed in this section.

4.3.1.1. Question 1: Which of the following best describes you?

Respondents were asked to select how they would identify themselves from a list of pre-set answers in the response form. Respondents could give more than one answer to this question. Table 3 shows the number of responses received for each option, as well as the percentage of respondents who completed the response form.

Table 3 – respondents' identification

Which of the following best describes you?		
Answer	Count	Percentage (of 1,027)
I'm a local resident	823	80%
I'm a local business owner	127	12%
I work locally	243	24%
I'm an affected landowner	41	4%
I travel along the A64 between Hopgrove Junction and Barton-le-Willows regularly using a private vehicle	751	73%
I travel along the A64 between Hopgrove Junction and Barton-le-Willows regularly using a commercial vehicle i.e. HGV, van, coach	81	8%
Other (please specify)	70	7%

The majority (80%) of respondents identified themselves as local residents. In terms of using the road for work or business, roughly a quarter (24%) work locally to the A64 and a further 12% identified themselves as being business owners in the local area.

Regarding the modes of transport that respondents use, the majority (73%) use a private vehicle while a small proportion (8%) use a commercial vehicle.

Responses given by respondents who answered 'other' on this question include:

- Bus (Coastliner service)
- Use the route as a cyclist
- Agricultural use

4.3.1.2. Question 2: Please tell us why you use the A64 between Hopgrove Junction and Barton-le-Willows?

Respondents were asked to select the option(s) which best describe the reasons for travelling on the A64. Respondents could give more than one answer to this question. Table 4 shows the number of responses received for each option.

Table 4 – respondents' use of the A64

Please tell us why you use the A64 between Hopgrove Junction and Barton-le-Willows?		
Answer	Count	Percentage (of 1,027)
Travelling to or from work	322	31%
Travelling for business	250	24%
Leisure/recreation	886	86%
School pick up/drop off	75	7%
Long distance journeys (greater than 10 miles)	648	63%
I don't use this section of road	6	0.5%
Other (please specify)	119	12%

The majority (86%) use this section of the A64 for leisure and recreational purposes. A smaller proportion use the route for travelling to or from work (31%) and travelling for business (24%). A small number of respondents use the route for school pick-up/drop-off (7%), while 6 respondents (0.5%) stated that they do not use this section of the A64.

119 respondents (12%) selected 'other' and provided their own answer to this question. Responses include:

- Accessing residential/business premises
- Medical appointments
- To see friends/relatives
- To access nearby amenities, including shops, town centres and other amenities

4.3.1.3. Question 3: How do you normally travel along the A64 between Hopgrove Junction and Barton-le-Willows?

Respondents were asked to select the option(s) which best describe how they normally travel along the A64. Respondents could give more than one answer to this question. Table 5 shows the number of responses received for each option.

Table 5 – various ways respondents' travel along the A64

How do you normally travel along the A64 between Hopgrove Junction and Barton-le-Willows		
Answer	Count	Percentage (of 1,027)
Car	1003	98%
HGV or LGV	58	6%
Bus or coach	78	8%
Motorcycle	34	3%
Other (please specify)	48	5%

48 respondents (5%) selected 'other' and provided their own answer to this question. Responses include:

- Walking and cycling (2.3%)
- Agricultural vehicles, vans, trailers (1.3%)

4.3.1.4. Question 4: How often do you travel along the A64 between Hopgrove Junction and Barton-le-Willows?

Respondents were asked to pick which option, from several, best represented how regularly they use the A64. Respondents were only able to provide one answer. Four respondents selected more than one option and a further four respondents did not answer. Table 6 shows the number of responses received for each option.

Table 6 – how often respondents travel along the A64

How do you normally travel along the A64 between Hopgrove Junction and Barton-le-Willows?		
Answer	Count	Percentage (of 1,027)
Daily	317	31%
Weekly	370	36%
Fortnightly	144	14%
Monthly	120	12%
Quarterly	42	4%
Twice-yearly	18	2%
Annually	4	0.3%
Never	4	0.3%

As shown above, most respondents (36%) use the A64 between Hopgrove Junction and Barton-le-Willows on a weekly basis, followed by those who use it daily (31%). An overall majority (67%) use this stretch of the A64 once per week or more. Less than 7% use the route less than once per month.

4.3.1.5. Question 5: When do you usually travel along the A64 between Hopgrove Junction and Barton-le-Willows?

Respondents were asked what time of day they generally use this section of the A64. Respondents could give more than one answer to this question, therefore percentages exceed 100%. Table 7 shows the number of responses received for each option.

Table 7 – different times respondents' use the A64

When do you usually travel along the A64 between Hopgrove Junction and Barton-le-Willows?		
Answer	Count	Percentage (of 1,027)
Weekday morning peak (7am to 9am)	460	45%
Weekday evening peak (5pm to 7pm)	480	47%
Weekday off peak (all other times)	746	73%
Weekends anytime	831	81%
Never	5	0.4%

The table above shows that respondents travel at varying times, shown by the high percentages for most answers. The most common time for respondents to travel is weekends, selected by 81%. On weekdays, 73% travel during the off-peak period, while around 45% make journeys during the morning and evening peak periods.

4.3.1.6. Question 6a: How satisfied or dissatisfied are you with the following elements of the A64 between Hopgrove Junction and Barton-le-Willows as it is now?

Respondents were asked a series of questions about their current satisfaction with a number of elements of the A64 between Hopgrove Junction and Barton-le-Willows.

The questions covered:

- road safety;
- congestion;
- layout at Hopgrove and Malton Road roundabouts
- journey time;
- noise;
- air quality;
- visual impact; and
- Access for pedestrians, cyclists, and horse riders (non-motorised users)

Most respondents that completed the response form answered these questions but not all respondents did. As such, percentages provided are of the number of respondents that answered each question, not of the overall total number that completed a response form.

Road safety:

Table 8 shows the number of responses received for each option.

Road safety		
Answers	Number	Percentage
Very dissatisfied	330	33%
Dissatisfied	384	38%
Neutral	188	19%
Satisfied	95	9%
Very satisfied	18	2%

On the question of road safety on this section of the A64, a majority of respondents (71%) answered that they are either “very dissatisfied” or “dissatisfied”. In contrast, a small proportion of respondents (11%) indicated they are either “very satisfied” or “satisfied” with road safety. A significant number of respondents (19%) selected neutral.

Congestion:

Table 9 shows the number of responses received for each option.

Congestion		
Answers	Number	Percentage
Very dissatisfied	629	62%
Dissatisfied	272	27%
Neutral	64	6%
Satisfied	40	4%
Very satisfied	9	1%

On the question of congestion on this section of the A64, a large majority of respondents (89%) answered that they are either “very dissatisfied” or “dissatisfied”. In contrast, a small proportion of respondents (5%) indicated they are either “very satisfied” or “satisfied” with congestion. Only 6% of respondents were neutral on the topic of congestion.

Layout at Hopgrove and Malton Road roundabouts:

Table 10 shows the number of responses received for each option.

Layout at Hopgrove and Malton Road roundabouts		
Answers	Number	Percentage
Very dissatisfied	290	29%
Dissatisfied	318	31%
Neutral	263	26%
Satisfied	121	12%
Very satisfied	20	2%

On the topic of the current layout at Hopgrove and Malton Road roundabouts, a majority of respondents (60%) answered that they are either “very dissatisfied” or “dissatisfied”. A smaller proportion of respondents (14%) indicated they are either “very satisfied” or “satisfied” with the current layouts. A significant proportion, 26%, were neutral on this topic.

Journey time:

Table 11 shows the number of responses received for each option.

Journey time		
Answers	Number	Percentage
Very dissatisfied	329	32%
Dissatisfied	424	42%
Neutral	178	18%
Satisfied	73	7%
Very satisfied	12	1%

In relation to current journey times on this section of the A64, a majority of respondents (74%) answered that they are either “very dissatisfied” or “dissatisfied”. A much smaller proportion of respondents (8%) indicated they are either “very satisfied” or “satisfied” with current journey times. 18% were neutral on this topic.

Noise:

Table 12 shows the number of responses received for each option.

Noise		
Answers	Number	Percentage
Very dissatisfied	100	10%
Dissatisfied	183	18%
Neutral	605	60%
Satisfied	104	10%
Very satisfied	14	1%

In relation to noise on the current A64, respondents were largely neutral (60%). Those either “very dissatisfied” or “dissatisfied” were 28% of respondents, while 11% were either “very satisfied” or “satisfied”.

Air quality:

Table 13 shows the number of responses received for each option.

Air quality		
Answers	Number	Percentage
Very dissatisfied	104	10%
Dissatisfied	240	24%
Neutral	558	56%
Satisfied	84	8%
Very satisfied	15	1%

In relation to air quality on the current A64, respondents were largely neutral (56%). Those either “very dissatisfied” or “dissatisfied” were 34% of respondents, while 9% were either “very satisfied” or “satisfied”.

Visual impact:

In relation to visual impact of the current A64, respondents were largely neutral (63%). Those either “very dissatisfied” or “dissatisfied” were 22% of respondents, while 15% were either “very satisfied” or “satisfied”.

Table 14 shows the number of responses received for each option.

Visual impact		
Answers	Number	Percentage
Very dissatisfied	63	6%
Dissatisfied	163	16%
Neutral	621	63%
Satisfied	125	13%
Very satisfied	20	2%

Access for pedestrians, cyclists and horse riders:

Table 15 shows the number of responses received for each option.

Access for pedestrians, cyclists and horse riders		
Answers	Number	Percentage
Very dissatisfied	282	28%
Dissatisfied	259	26%
Neutral	391	47%
Satisfied	47	5%
Very satisfied	24	2%

In relation to access for pedestrians, cyclists and horse riders on this section of the A64, a majority of respondents (54%) answered that they are either “very dissatisfied” or “dissatisfied”. A much smaller proportion of respondents (7%) indicated they are either “very satisfied” or “satisfied” with current journey times. A significant proportion of respondents, 47%, were neutral on this topic.

How satisfied or dissatisfied are you with the following elements of the A64 between Hopgrove Junction and Barton-le-Willows as it is now?

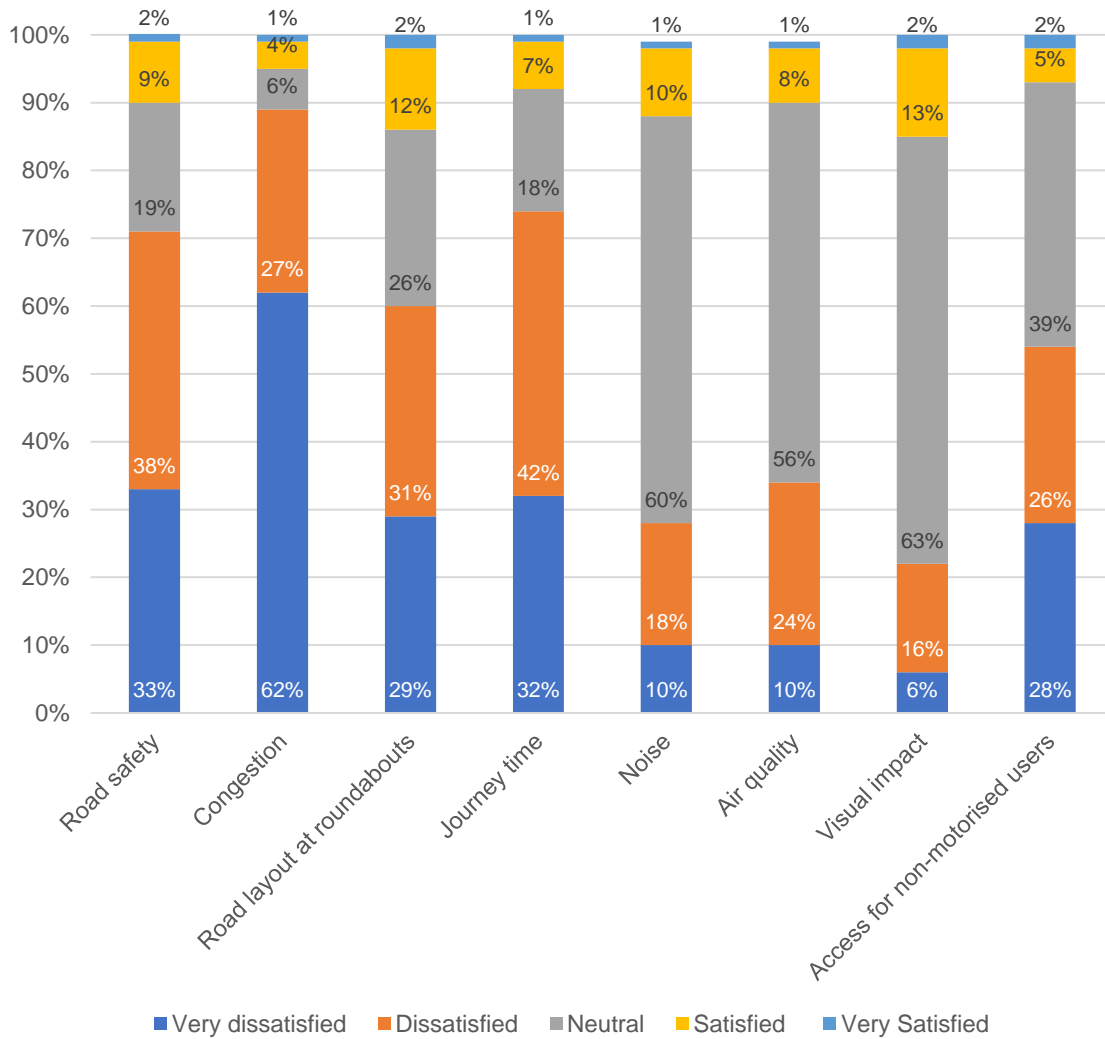


Figure 8 Respondents' satisfaction levels regarding the current A64

4.3.1.7. Question 6b: Please provide any further comments you may have on the A64 between Hopgrove Junction and Barton-le-Willows as it is now.

Respondents were provided the opportunity to provide their views, in their own words. Each answer has been reviewed by a member of the team and categorised into a theme. The most frequently raised themes as detailed below.

A total of 594 respondents provided comments in response to question 6b.

Figure 9 shows the results.

Top 10 most frequently raised themes

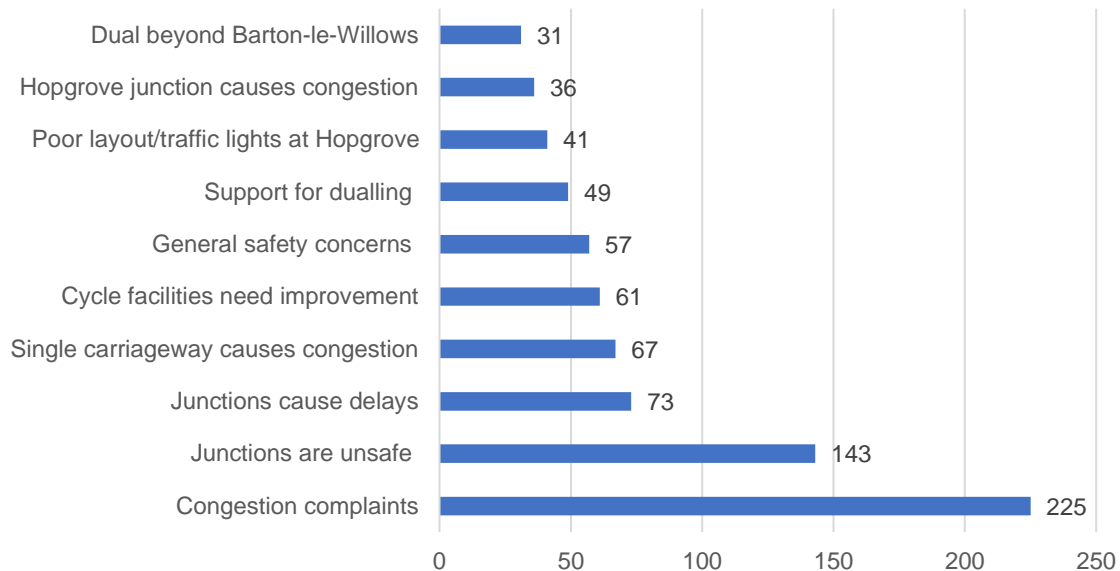


Figure 9 Further comments about the current A64

The majority of the themes raised in response to question 6b were covered by question 6a, including the following issues/themes raised across both questions: congestion, safety, roundabout layouts, access for non-motorised users (e.g., cyclists).

Issues raised in response to question 6b that were not captured by question 6a include:

- The safety of junctions
- The single carriageway being the source of congestion
- The use of traffic lights at Hopgrove roundabout
- The need to dual beyond Barton-le-Willows

Comments:

The following quotes provide an insight into the comments received.

Congestion complaints

“The road is simply unfit for the amount of traffic, it’s congested and forces traffic to use unsuitable local roads to avoid this congestion.”

“We joke that we are 42 miles from England in Scarborough. No matter what time you drive it’s insanely busy and stationary traffic is a common site on the A64.”

Junctions are unsafe

“The junctions need to be safer. After being involved in a serious road collision at the new ‘safety’ Barton Hill junction, the side roads need fly overs.”

“Unsafe to join the road... I never turn right, as this is basically impossible (and dangerous). Have witnessed several near misses with vehicles trying to join the road... Sometimes bushes/verges are not maintained so difficult to see oncoming traffic to turn onto road.”

Junctions cause delays

“Often a queue of traffic trying to join the A64 at various junctions.”

“People stop to let road users out of junctions and businesses that alters traffic flow.”

Single carriageway causes congestion

“Too much traffic using a single lane carriage way, long overdue to be converted into a much safer dual section of road, especially at peak times.”

“My normal commute to Malton is 20 minutes. In school holidays this can easily double or more. Traffic tends to bunch up in either direction where dual carriageways merge to a single lane.”

Cycle facilities need improvement

“I cycle recreationally around here and it is impossible to cross this part of the A64 without risk to life. So I have to decide whether to cycle on the east side or the west side of the A64, and cannot cross between the two. Any option which would provide a bridge to cross the A64 would be a huge benefit to cyclists on the north side of York.”

“Impossible to cross by cycle, foot or on a horse. It is extremely difficult for us to access the area north of York by cycle from where we live. We would like to cycle more, rather than use a vehicle.”

General safety concerns

“I deliver to multiple properties off this stretch of road and it is very unsafe”

Support for dualling

Dual carriageway to avoid the bottleneck and miles of back log would be amazing

Poor layout/traffic lights at Hopgrove

“Need to remove traffic lights on Hopgrove roundabout as soon as possible or use at peak times only.”

Hopgrove Junction causes congestion

“The three lanes at the hop grove roundabout lead to confusion, the middle lane is often used by cars wishing to turn right causing near misses.”

Dual beyond Barton-le-Willows

“The whole A64 from York to Scarborough needs dualling. The journey time, queues and congestion is depressing and unacceptable.”

4.3.2. Section 2: Your views on the options to dual the route

Section 2 of the response form asked for respondents' views on the three options for dualling the route; options A, C and D. The section is split into three questions (7, 8 and 9), with questions 8 and 9 further split into several sub-questions.

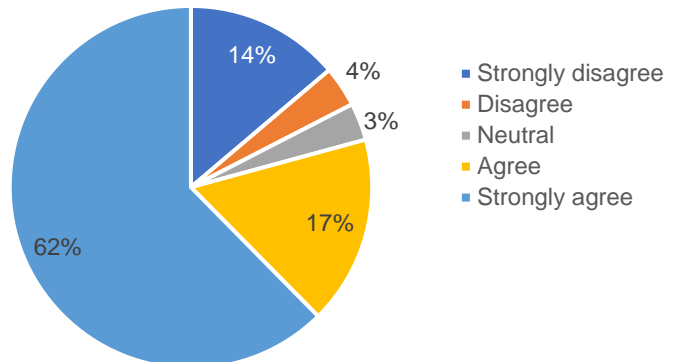
The results of each question are detailed in this section.

4.3.2.1. Question 7: To what extent do you agree that improvements to the A64 between Hopgrove Junction and Barton-le-Willows are needed?

Respondents could select “strongly disagree”, “disagree”, “neutral”, “agree” or “strongly agree”. The results are shown in Table 16 and Figure 10.

Table 16

Answers	Number	%
Strongly disagree	141	14%
Disagree	37	4%
Neutral	34	3%
Agree	172	17%
Strongly agree	637	62%

Figure 10

Table 16/Figure 10 Respondents' views on whether the A64 between Hopgrove Junction and Barton-le-Willows needs improving

As shown in the chart above, 62% of respondents strongly agree and a further 17% agree that improvements are required on this stretch of the A64.

4.3.2.2. Question 8a: Thinking about how each option may impact journey times and safety, including during construction, please tick the option you think is most preferable.

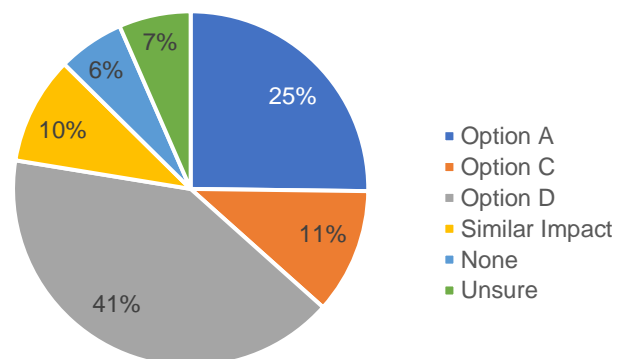
Question 8 of the response form is split into three questions asking respondents to select their preferred option based on various factors. Question 8a asks respondents to consider how each option will impact journey times and safety and pick an overall preference.

Respondents were asked to consider which option will offer the fastest journeys for you, both after completion and during construction, as well as the long-term impacts on road safety. The response form further advised that more information on each of these factors could be viewed on page 11 of the consultation brochure.

The results to question 8a are shown in Table 17 and Figure 10.

Table 17

Answers	Number	%
Option A	254	25%
Option C	115	11%
Option D	413	41%
Similar impact	99	10%
None	61	7%
Unsure	66	6%

Figure 11

Table 17/Figure 11 Respondents' views on impact of options on journey times and safety

As shown in the chart above, the majority (41%) believe that Option D will be best for improving journey times and safety on this stretch of the A64.

Fewer respondents (25%) think Option A would be the best option, and the least popular option was Option C, picked by 11%.

4.3.2.3. Question 8b: Thinking about each option’s impact on the environment, please tick the option you think is most preferable.

Question 8b asks respondents to consider how each option will impact the environment and pick an overall preference. Respondents were asked to consider the impacts on biodiversity, greenhouse gas emissions, cultural heritage, the water environment and air quality. The response form further advised that more information on each of these factors could be viewed on pages 13, 14 and 15 of the consultation brochure.

The results to question 8b are shown in Table 18 and Figure 12.

Table 18

Answers	Number	%
Option A	373	37%
Option C	83	8%
Option D	288	28%
Similar impact	117	12%
None	71	7%
Unsure	85	8%

Figure 12

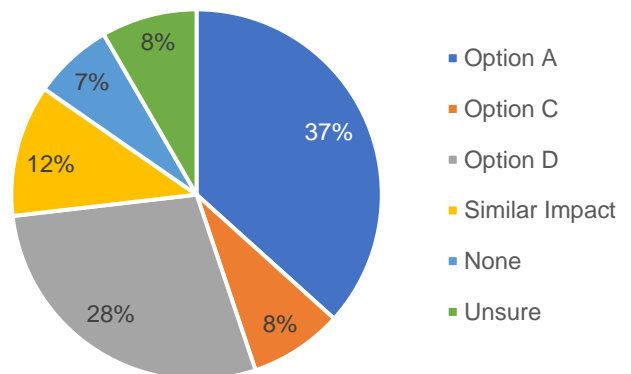


Table 18/Figure 12 Respondents' views on impact of each option on environment

The results show that in relation to the environmental impact, respondents preferred Option A, selected by 37%. Option D, which was preferred for journey times and safety, was selected by 28%; almost 10% fewer than Option A. Option C remained the third choice for respondents having been chosen by only 8%.

4.3.2.4. Question 8c: Thinking about the noise and visual impact of each option, please tick the option you think is most preferable.

Question 8c asks respondents to consider how each option will affect noise and create a visual impact, and pick an overall preference. The response form advised that more information on each of these factors could be viewed on pages 13 and 14 of the consultation brochure.

The results to question 8c are shown in Table 19 and Figure 13.

Table 19

Answers	Number	%
Option A	290	29%
Option C	84	8%
Option D	311	31%
Similar impact	159	16%
None	66	6%
Unsure	104	10%

Figure 13

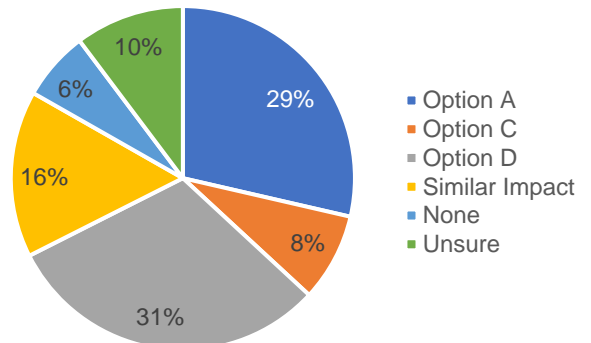


Table 19/Figure 13 Respondents' views of impact of each option on noise and visual impact

The results show that in relation to noise and visual impact, respondents preferred Option D, selected by 31%. This was closely followed by Option A with 29%. Again, Option C was the third choice for respondents having been chosen by only 8%.

4.3.2.5. Question 9a: Out of the three options proposed for dualling the A64 between Hopgrove Junction and Barton-le-Willows, which option do you think would be best overall?

Question 9 of the response form asked respondents which option they preferred overall (question 9a) and to provide their reasons for selecting their preferred options (questions 9b and 9c).

The results to question 9a are shown in Table 20 and Figure 14.

Table 20 Respondents' preferred option

Out of the three options proposed for dualling the A64 between Hopgrove Junction and Barton-le-Willows, which option do you think would be best overall?		
Answers	Number	Percentage (of respondents who answered question)
Option A	347	34%
Option C	127	13%
Option D	426	42%
None	106	11%

Out of the three options proposed for dualling the A64 between Hopgrove Junction and Barton-le-Willows, which option do you think would be **best overall**?

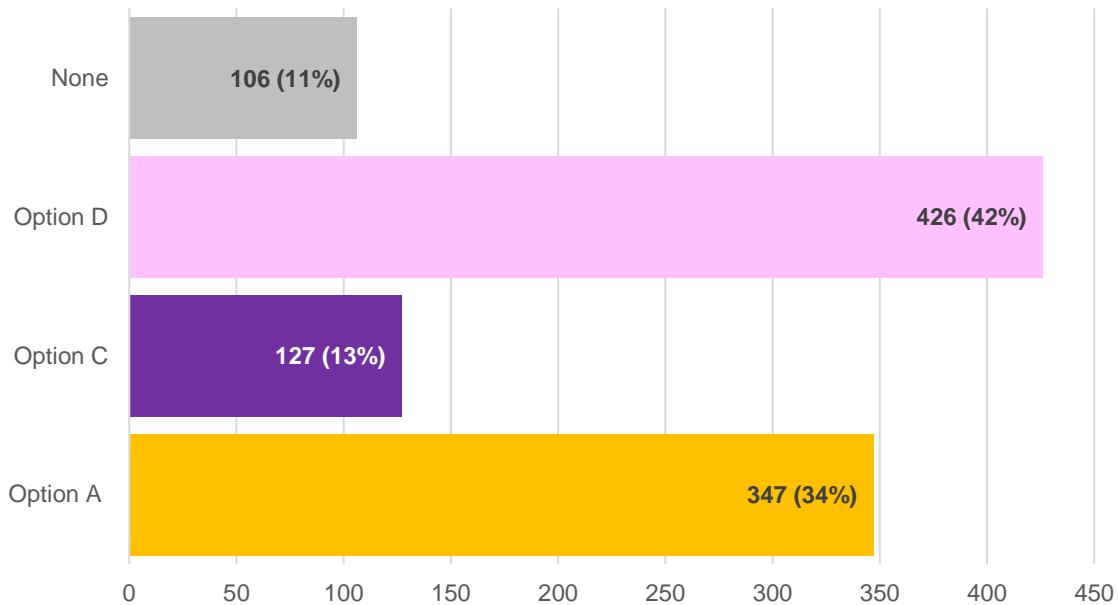


Figure 14 Respondents' preferred option

The results show that the highest number of respondents have picked Option D as the best option overall. There was not an overall majority in favour of one option, however Option D was picked by 42% and therefore was the lead option overall. Option A was picked by 34% of respondents, just over a third. Option C was the least popular option, picked by only 13%.

The following questions in the response form, questions 9b and 9c, asked respondents to select the reasons why they picked the option they chose.

4.3.2.6. Question 9b: Why have you selected this as your preferred option / Question 9c: Please expand on those reasons

Question 9b asked respondents to select why they chose their preferred option from a list of factors, presented in multiple-choice form. Question 9c then asked respondents to elaborate on their reasons with a free text box.

The results to question 9b and 9c are broken down by each option selected, starting with Option A, then Option C then Option D.

Option A

The results to question 9b for those 347 respondents that selected **Option A** are shown in Table 21.

Table 21

Reasons for selecting Option A		
Answers	Number	Percentage (of 347)
Reduced congestion at the junction	177	51%
Improved journey time	184	53%
Improved road safety	156	45%
Least visual or noise impact	122	35%
Shortest construction time	55	16%
Least amount of land taken	226	65%
Smallest impact on the environment	214	62%
Don't know	4	1%

The results show that respondents who chose Option A selected 'smallest impact on the environment' and 'least amount of land taken' most frequently. This indicates that respondents who chose this option generally prioritised safeguarding the environment over improving journey times and easing congestion. Notwithstanding, 'reducing congestion at the junction' and 'improving journey times' was selected by 51% and 53% respectively, indicating that these improvements are important for the majority of respondents that selected Option A.

Respondents were then asked to expand on their reasons for choosing Option A in question 9c. The top 10 most frequently provided answers are shown in Figure 15 below.

Reason for selection Option A

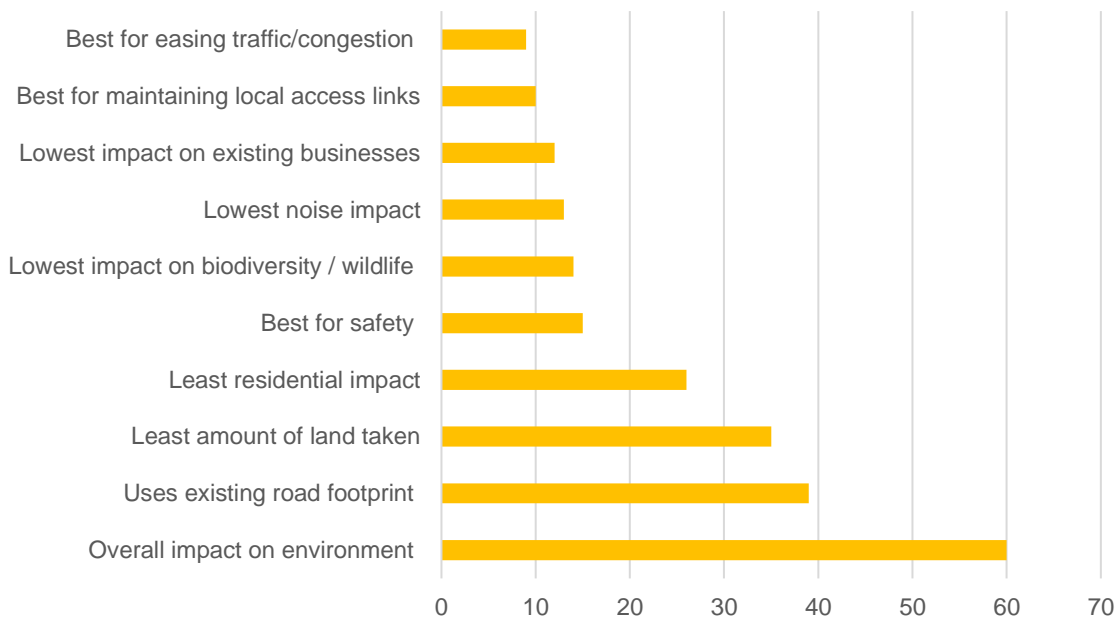


Figure 15 Respondents' reasons for selecting Option A

Expanding on the reasons for selecting Option A as their preferred option, respondents indicated that the option had the best overall impact on the environment. This theme was mentioned by 60 respondents, making it the most frequently raised theme in response to this question.

An example quote is provided below:

“The A64 needs dualling, but the countryside round here is precious, so minimising the impact on this should be the highest priority.”

Other popular reasons for selecting Option A related to support for utilising and expanding the existing route, over building new road. 39 respondents raised this in their response, while a further 35 respondents raised that Option A is the most preferable option for land take. Both of these responses relate to minimising the impact of building a new road by keeping land take to a minimum.

An example quote is provided below:

“Maintaining and upgrading the existing road is preferable to creating an entirely new road, connecting two relatively close points.”

Respondents also cited the impact of Option A on local residential areas as reasons for supporting it. The main impact that respondents raised was that of Option C coming too close to the village of Claxton, leading respondents to pick Option A. Other comments noted that both Options C and D would cause. An example comments is provided below:

“Option C impacts very badly on Claxton and Harton. Option D impacts on Flaxton particularly taking good agricultural land and will funnel a lot of local traffic through few junctions impacting negatively on the villages.”

Other reasons raised by respondents for supporting option A were:

- Best for safety
- Lowest impact on biodiversity / wildlife
- Lowest noise impact
- Lowest impact on existing businesses
- Best for maintaining local access links
- Best for easing traffic/congestion

Option C

The results to question 9b for those 347 respondents that selected **Option C** are shown in Table 22.

Table 22

Reasons for selecting Option C		
Answers	Number	Percentage (of 127)
Reduced congestion at the junction	77	61%
Improved journey time	86	68%
Improved road safety	81	64%
Least visual or noise impact	22	17%
Shortest construction time	40	31%
Least amount of land taken	12	9%
Smallest impact on the environment	20	16%
Don't know	4	3%

The results show that respondents who chose Option C selected ‘improved journey time’ (68%), ‘improved road safety’ (64%) and ‘reduced congestion at the junction’ (61%) most frequently. This indicates that respondents who chose this option generally prioritise improvements to journey times and congestion over all other factors.

Option C offering the 'shortest construction time' was raised by 31%. Matters relating to the environmental impact of Option C, such as land take, noise/visual impact and overall impact on the environment, were selected by 17% or fewer respondents.

Respondents were then asked to expand on their reasons for choosing Option C in question 9c. The top 10 most frequently provided answers are shown in Figure 16 below.

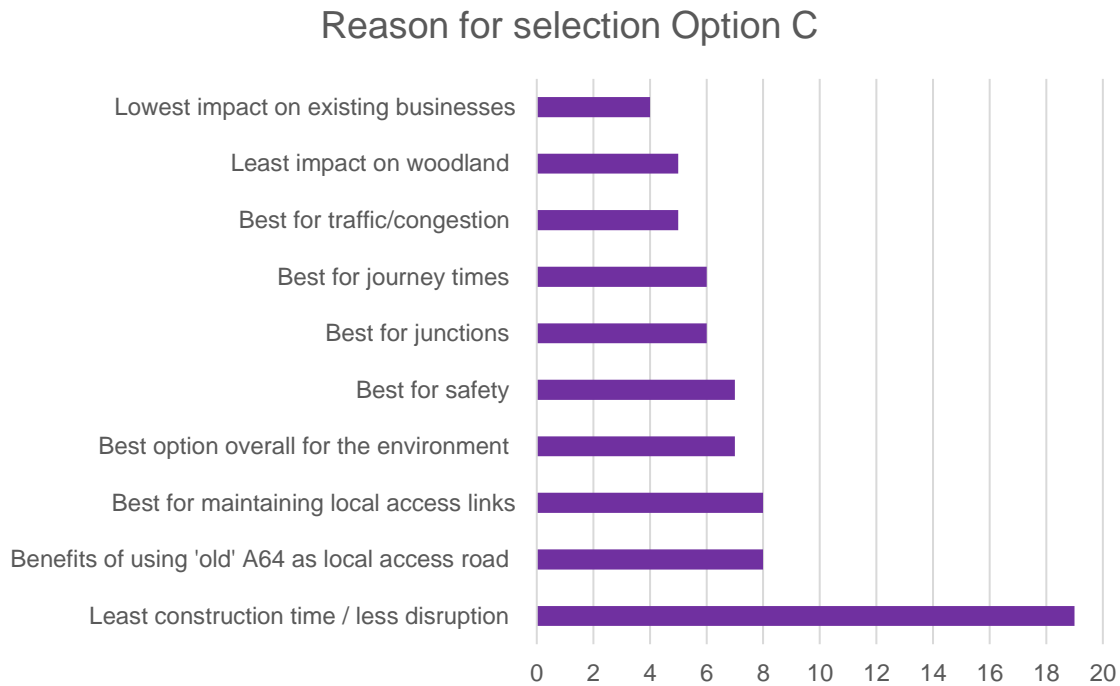


Figure 16 Respondents' reasons for selecting Option C

Expanding on the reasons for selecting Option C as their preferred option, the most frequently raised benefit raised was that Option C would have the best construction time and least disruption from construction. This theme was mentioned by 19 respondents, making it the most frequently raised theme in response to this question.

“In relation to the construction of the main A64 road, Option C is best as the majority of the construction would be off road allowing the present A64 to operate with least disruption.”

Eight respondents mentioned that keeping the old A64 open as local access road was one of the reasons why they picked Option C. An example quote is provided below:

“Route C allows for the original road to be used by local traffic which could result in the number of farm vehicles from using the new road reducing congestion further.”

A further eight respondents expressed support for Option C because it offers good access for local areas. An example respondent comment is provided below:

“It separates the A64 from local journeys completely, greatly improving connectivity between communities on either side.”

Other reasons raised by respondents for supporting Option C were:

- Best option overall for the environment
- Best for safety
- Best for junctions
- Best for journey times
- Best of traffic/congestion

- Least impact on woodland
- Lowest impact on existing businesses

Option D

The results to question 9b for those 426 respondents that selected **Option D** are shown in Table 23.

Table 23

Reasons for selecting Option D		
Answers	Number	Percentage (of 426)
Reduced congestion at the junction	305	72%
Improved journey time	303	71%
Improved road safety	325	76%
Least visual or noise impact	111	26%
Shortest construction time	193	45%
Least amount of land taken	51	12%
Smallest impact on the environment	88	21%
Don't know	2	0.4%

The above table shows that, like Option C, those who chose Option D largely did so because of the benefits for journeys. Respondents selected 'improved road safety' (76%), 'reduced congestion at the junction' (72%) and 'improved journey time' (71%) most frequently.

Option D offering the 'shortest construction time' was raised by 45%. Option D having the smallest impact on noise/visual impact was raised by 26% and having the smallest overall impact on the environment raised by 21%. The least amount of land taken by Option D was only raised by 12%.

Respondents were then asked to expand on their reasons for choosing Option D in question 9c. The top 10 most frequently provided answers are shown in Figure 17 below.

Reason for selection Option D

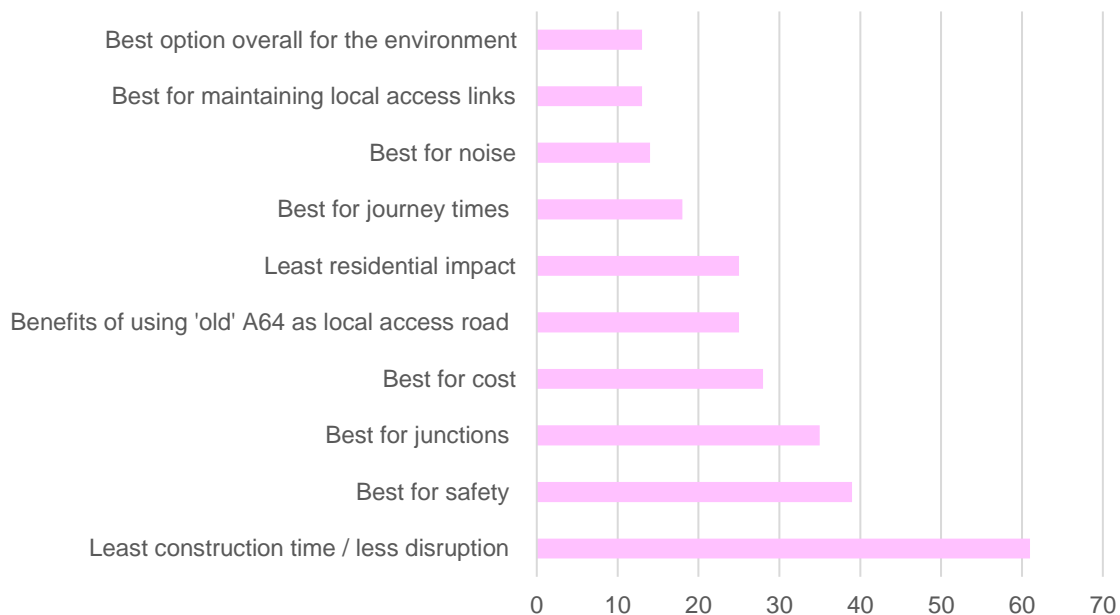


Figure 17 Respondents' reasons for selecting Option D

When asked for further information about why they have selected Option D as their preferred option, the most frequently raised response was that Option D would have the shortest construction time and least disruption from construction. This theme was mentioned by 61 respondents, making it the most frequently raised theme in response to this question. An example comment is provided below:

"I think option D offers the least disruption during the construction phase. An already congested road can do without increased suffering for commuters during the 2–3-year construction."

The second most frequently raised reason for backing Option D was that it would deliver the best overall road safety improvements. An example of a comment received relating to safety is below:

"Safer for non-motorised road users and I would certainly have preferred as a cyclist to have the option to use a local access road rather than the main A64. I would certainly feel less safe as a cyclist if I had to cycle for any distance on a dual carriage way version of the existing road. Safety and the removing of access from several side junctions is also a big plus."

A further 35 respondents mentioned that Option D is the best option for junctions. An example comments relating to junction is below:

"Less junctions on the A64 will improve road safety and will minimise accidents. A function of this will be improvements to average journey time with reduced accident rates and therefore less stoppage time during regular travel."

Option D being the best option overall in terms of cost was raised by 28 respondents. An example comment is provided below:

"Option D provides the greatest range of improvements at a lower cost to the taxpayer."

The benefits of using the 'old' A64 as a local access road was raised by 25 respondents as additional reason for supporting Option D. An example comment is provided below:

"The existing road can remain for local access and also if a closure of the new road is required it's a useful diversion, also it means farm traffic can use the old A64."

Respondents also cited the impact of Option D on local residential areas as reasons for supporting it over the other two. The main impact that respondents raised was that of Option C coming too close to the village of Claxton, leading respondents to pick Option D.

An example of respondents supporting Option D due to its impact (or lack of impact) on residential areas is provided below:

"Option D means the dual carriageway will be further away from Claxton which is the nearest residential area to be affected. Option D will mean less noise for residents and the current holiday caravan park at the far end of the village near to current A64 than the other 2 options."

It also blocks off the current access at that end of the village which will dis-incentivise current speeding and usage of main street as a rat run and will in turn give elderly residents improved safety when crossing the main street."

Other reasons raised by respondents for supporting Option D were:

- Best for journey times
- Least noise impact
- Better local access links
- Smallest impact on the environment

4.3.3. Section 3: Your views on the proposed Hopgrove Junction and any other comments

Section 3 of the response form asked for respondents' views on the Hopgrove Junction designs, and asked respondents to provide any other comments on the proposals.

4.3.3.1. Question 10a: How supportive are you of the proposed improvements to Hopgrove Junction?

Question 10a asked respondents to indicate their level of support for the proposals to change the current Hopgrove and Malton Road roundabouts into one elongated roundabout.

The question offered five possible responses which respondents could choose. These responses and the results are summarised in Table 24 and Figure 18 below.

How supportive are you of the proposed improvements to Hopgrove Junction?

Table 24

Answers	Number	%
Strongly support	490	49%
Support	254	25%
Neutral	132	13%
Oppose	46	5%
Strongly oppose	84	8%

Figure 18

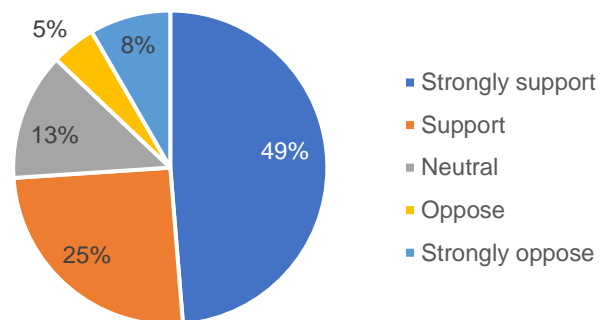


Table 24/Figure 18 Respondents' level of support for improvements to Hopgrove Junction

As shown in the table and chart above, a clear majority (74%) either 'strongly support' or 'support' the proposed improvements to Hopgrove Junction. A much smaller proportion of respondents, 13%, either 'strongly oppose' or 'oppose' the plans.

4.3.3.2. Question 10b: Please provide any further comments you may have on the propose dualling and junction improvements.

Question 10b allowed respondents to write down their comments on dualling and/or the junction improvements. The question sought to capture any additional information that may not have been gained through other questions on the response form.

A total of 426 respondents provided comments in response to question 10b.

Figure 19 shows the top 10 most frequently raised comments in response to question 10b.

Please provide any further comments you may have on the propose dualling and junction improvements.

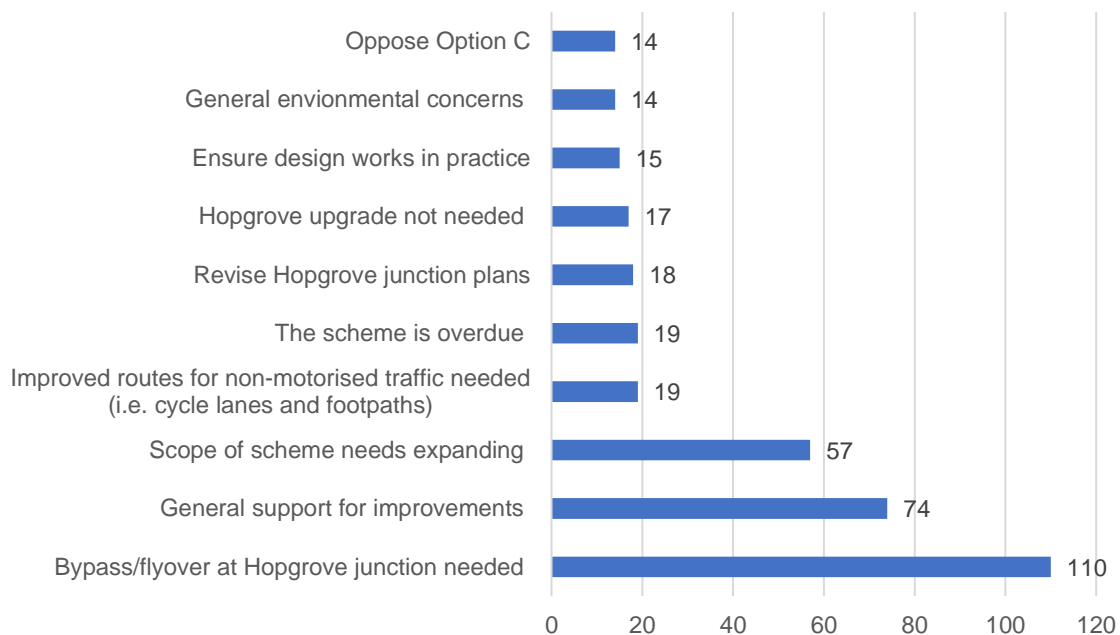


Figure 19 Additional comments received regarding the proposed improvements

Figure 19 shows that a variety of additional comments were given in response to this question. Below is a summary of those themes, followed by selection of quote from respondents to illustrate the comments received.

Respondents whose comments were categorised as 'bypass/flyover at Hopgrove Junction needed' generally asked for traffic travelling on the A64 to be able to continue without stopping at this junction. As such, respondents who raised this were in reality asking for a grade-separated junction at Hopgrove for the A64 traffic to continue without stopping.

This comment was raised by 110 respondents, which accounts for 11% of the overall number of respondents that completed the response form.

The second most frequently raised comment regarded general support for the planned improvements between Hopgrove Junction and Barton-le-Willows. This was raised by 74 respondents, or 7% of respondents who completed the response form.

The third most frequently raised comments related to the extent, or scope, of the proposed improvement scheme. Those that raised this comment expressed a desire to see dualling extended beyond Barton-le-Willows. The desired extent of the dualling differed, with some asking for dualling to Malton and others asking for the A64 to be dualled all the way to Scarborough. This comment was raised by 57 respondents, or 5% of respondents who completed the response form.

The fourth most frequently raised comment related to paths for non-motorised users (cyclist, pedestrians, wheelers and horse riders) and a need for the scheme to deliver improved routes for these users. This comment was raised by 19 respondents, or 2% of respondents who completed the response form.

A further 19 respondents, or 2%, used question 10b to express that the scheme is overdue. Several respondents, 18, asked for the Hopgrove Junction designs to be re-considered. Unlike the 110 respondents who called for Hopgrove Junction to be grade-separated, these 18 respondents were raising concerns about other aspects of the roundabout design, such as the use of traffic lights or the elongation of the roundabout over sticking with two smaller roundabouts. Staying on the topic of Hopgrove Junction, a further 17 respondents expressed that the proposed upgrades are not needed.

Relating to the wider design of both the Hopgrove Junction and dualling options, 15 respondents used question 10b to call for the designs to work in practice. These comments generally related to different aspects on the designs, with the operation of junctions being the most frequently raised aspect of the plans.

The 14th most frequently raised theme was concern around the environmental impact of the proposals. Finally, the 15th most frequently raised theme was respondents opposed to Option C being taken forward. Many of those that opposed Option C were residents of Claxton, a village that would become closer to the alignment of the A64 if Option C to be delivered.

Comments received by theme:

The following quotes provide an insight into the comments received.

Bypass/flyover at Hopgrove Junction needed

“Having a ‘through road’ for traffic travelling north to South and south to North would have a massive positive impact on traffic flow, and reduce the queues and environmental impact of cars all being congested. A big win from all perspectives”

“Having a continuous dual carriageway across the roundabout will make it less congested and it will be safer at the Malton Road roundabout.”

General support for improvements

“Improvements need to be made to reduce congestion and improve road safety/visibility at junctions.”

“It clearly needs doing as any weekend visit in the summer months will testify”

Scope of scheme needs expanding

“A bottle neck will still happen further up road after all the construction, expensive [sic] and disruption.”

“My main concern is that any improvements on the Hopgrove to Barton Hill section will merely push the congestion to Cram Beck. Unless the section from Cram Beck to Malton is done as well, I don't think the proposals will reduce journey times much, but will just move the congestion problem 9 miles along to Cram Beck.”

Improved routes for non-motorised traffic needed (i.e. cycle lanes and footpaths)

“Cycle/pedestrian paths would enable safer use of public transport and non engine transport which can only be better for the environment.”

“There is no mention about whether there are any proposals for parallel paths for non-motorised users on any of the options. The provision along other sections of the A64 is patchy and mostly sub-standard and needs to be brought up to LTN1/20 standards if people are to be encouraged to use the corridor by non-motorised modes.”

The scheme is overdue

The need for this work is long overdue and although recognised by previous governments as necessary for safety improvements and benefits to the regional economy to date nothing has progressed in real terms. Any scheme that goes ahead to deliver this stretch as a dual carriageway has to be supported.

This has to be done - it has been consulted upon for many years without getting any further. This time it has to be completed.

Revise Hopgrove Junction plans

"I'd suggest switching off the traffic lights outside of peak hours."

"Merging both existing roundabouts into one means that traffic travelling between the A1237 ring road and Malton Road (south, towards York) will be required to travel further than under current conditions, increasing journey times, fuel usage and vehicle emissions while unnecessarily crossing paths with coast-bound traffic on the A64."

Hopgrove upgrade not needed

"The roundabout is not the problem - it appears to work ok. It's well laid out, well signed and simple to negotiate. I cannot understand the proposed layout and it looks as it will be complicated to negotiate. If it aint broke don't fix it!"

Ensure design works in practice

"One of my frustrations with the current junction is the frequency with which traffic coming West to East block the roundabout due to back-up on the east bound A64. A yellow box across that section of the roundabout could be done immediately to discourage this from happening."

General environmental concerns

"If we continue to concrete the country to shave minutes off journey times, we will soon crash biodiversity in this country. The land is already under too much pressure as it is, mainly from the need to build houses."

Oppose Option C

"Option C proposes a major dual two lane highway ploughing through tranquil open countryside and passing very close to the old rural village of Claxton."

4.4. Feedback received via email and other methods

This section outlines the responses received via email, post, telephone and verbally at events. In total, 97 respondents provided feedback via these channels.

Table 25 below shows the split between respondents that responded via each of the different feedback channels.

Table 25

Response Type	Frequency
Emails	82
Post	7
Phone calls	7
Event	2
Total responses	97

Unlike respondents who completed the response form, respondents who chose to provide comments through these channels did not respond to pre-set questions. As such, all responses have been read and categorised into themes. Most responses raised several themes, and all of these have been counted.

Below is a summary of the top 11 most frequently raised themes raised by those who submitted comments by email, post, phone or verbally at events.

We have summarised the 11 most frequently raised themes because the 9th, 10th and 11th most frequently raised comments were each raised by 10 respondents each.

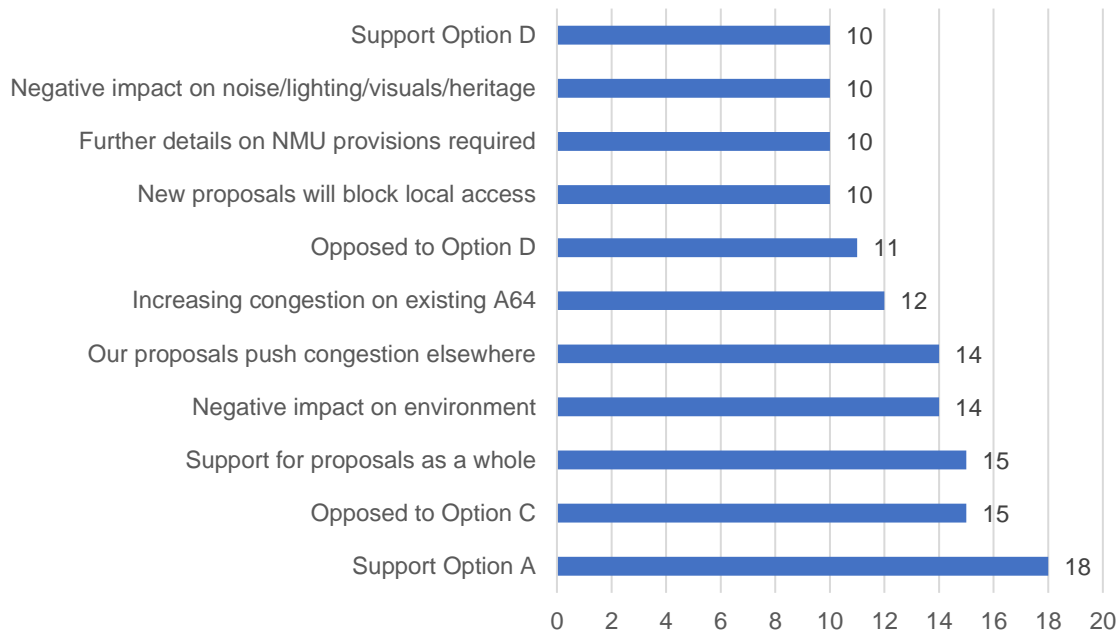


Figure 20 Key themes raised by respondents' who shared feedback via email, post, phone calls and events

Support Option A

The most popular theme raised was that of general support for Option A. There were differing reasons for this, with the main being that Option A has the lowest environmental impact.

An example comment is below:

"In doing this work it is essential that environmental damage is kept to a minimum. I have known this area for some thirty years and of the options proposed I am certain that Option A would cause the least environmental damage. Option C & D would both massively intrude into an area of outstanding environmental importance."

Opposed to Option C

The second most frequently raised theme was general opposition to Option C. A variety of reasons were put forward for this opposition, including:

- Environmental impact
- Not solving the congestion problem
- Increase in rat running in local villages
- Noise and visual impact

An example comment is below:

"Route "C" would be the most disruptive & harmful being as it would cut Ings Farm in two which is valuable agricultural land, and it would also ruin the Foxhill Caravan Park. This route also encroaches onto Claxton bringing noise & additional pollution to the whole village."

Support for proposals as a whole

The third most frequently raised theme relates to general support for the plans to dual this section of the A64.

An example quote is provided below:

“Being a regular user of the A64, this is welcome news that things are now in motion to upgrade this treacherous stretch of the A64.”

Negative impact on the environment

The fourth most frequently raised theme relates to options’ impact on the environment. The majority of these comments relate to the ‘offline’ routes; Options C and D.

An example quote is provided below:

“The proposals incorporated in Options C & D would cause irreparable damage to the biodiversity at this historic site [Stockton Hermitage] in particular the trees, insects and moths and the birdlife are all of great environmental importance. Just to mention two instances; nightingales have been heard regularly in the spring and a very rare orchid has been identified by the Botanical Society of Britain and Ireland.

In short we believe Option C & D would cause great damage and destroy a unique site of biological importance.”

Proposals push congestion elsewhere

The fifth most frequently raised theme was that the proposal brought forward would cause congestion bottlenecks elsewhere on the A64. An example quote is provided below:

We are not clear as to the boundaries for the scheme's assessment, but we are concerned that it might not fully address the likely transfer of congestion to single carriageway lengths of the A64 closer to Malton.

Other comments

- The sixth most frequently raised comment relates to a worsening of congestion on the A64 at present, usually raised by respondents who support the plans to dual the route.
- The seventh most frequently raised response related to opposition to Option D being taken forward.
- The eighth most frequently raised response relates to concerns that new route alignments would block access for local landowners.
- The ninth most frequently raised response was from respondents requesting more details on the provisions for walkers, cyclists and horse riders
- The tenth most frequently raised comment related to concerns that all options would have a negative impact on noise/lighting/visuals/heritage
- The 11th most frequently raised comment related to support for delivering Option D.

4.5. Stakeholder feedback

We received feedback from a range of stakeholders. These responses are summarised below.

Members of Parliament

A response was received through a joint communication from four local members of Parliament: Kevin Hollinrake (Con, Thirsk and Malton), Robert Goodwill (Con, Scarborough), Julian Sturdy (Con, York Outer) and Nigel Adams (Con, Selby and Ainsty).

The MPs welcome the proposed improvement to the A64. They jointly raised concerns that the proposed at-grade junction at Hopgrove could result in serious delays and potentially accidents. The MPs called for the junction at Hopgrove to be grade-separated.

North Yorkshire County Council

A response was received from North Yorkshire County Council (NYCC).

NYCC is very supportive of plans to dual this section of the A64. It highlighted concerns about a wide range of matters relating to the current route, including congestion, safety and stifling the local economy.

NYCC does not support Option A on the grounds of likely impacts during construction, as well as higher cost. It recognises that the two offline options (C and D) have similar construction impacts and costs. On balance, the Council supports Option D due to there being less junctions, and traffic being required to use safer grade-separated junction for entry/exit.

East Riding of Yorkshire Council

A response was received from East Riding of Yorkshire Council (ERYC).

ERYC endorses the response of North Yorkshire County Council. It added that the Council has concerns that the construction of Option A would lead to significant traffic diverting onto local roads within East Riding, in particular the A166 and A1079 which form part of the Major Road Network in the authority and are key routes connecting to strategic locations across Yorkshire and the Humber.

City of York Council

A response was received from City of York Council (CoYC).

CoYC believes that the potential closure of North Lane would bring safety and environmental benefits, however this would be subject to the detailed impact on traffic levels in the area of the closure. Elected members have called for better bus priority for the Coastliner bus service, especially where the dual carriageway ends. Members have stressed that existing communities and passengers need access to reliable and accessible bus services without significant diversions from the existing access points and those services are not delayed by having to undertake additional route mileage/ movements at junctions to access bus stops. They have also called for greater clarity on how the route will impact Sand Hutton.

North Yorkshire Local Enterprise Partnership

A response was received from North Yorkshire Local Enterprise Partnership (LEP).

The LEP endorses the response of North Yorkshire County Council. It added that it also has concerns about Option A leading to significant traffic delays that could adversely affect the local economy.

Transport for the North

A response was received from Transport for the North (TfN). The body expressed support for the scheme due to its clear alignment with the vision set out within TfN's Strategic Transport Plan (STP) and its inclusion within TfN's Investment Programme.

The body notes that East-West connectivity is critical to TfN's vision for the future prosperity of communities and businesses living and operating in the North. It further notes that its Investment Programme identified improvements to A64 between Hopgrove Junction to Barton-le-Willows as being required and should start on delivery between 2027 and 2033.

TfN emphasised the importance of National Highways engaging with a range of stakeholders to ensure the impacts of the proposals, particularly on biodiversity and the environment, are mitigated where possible. TfN also stressed the importance of delivering quality walking and cycling routes as part of the scheme.

Elected councillors

Responses were received from several elected councillors serving on North Yorkshire County Council and City of York Council. A summary of their comments is provided below:

- Support for the principle of dualling the route.
- Concerns about junctions and the incapacity of the local road network to support increases in vehicles movements.
- Advised that many of the roads that junctions would give access to would require widening.
- Possible future residential and commercial development either side of the scheme in the coming years.
- Safety at Barton Hill and Welburn and Crambeck junctions needs to be addressed.
- The road needs to be dualled further north to Malton.
- Hopgrove Junction should be grade-separated.
- Safety concerns relating to traffic movements on Malton Road and Hopgrove Lane N/S due to increased and faster traffic making it difficult for motorists to pull onto Malton Road, including residents of Malton Road.
- Need for 10% biodiversity net gain if the scheme is delivered.

Forestry England

A response was received from Forestry England. This raised that Forestry England managed land will be impacted at varying degrees by each proposed route. A common theme across all proposed routes is the impact upon access. The organisation noted that Options C & D would divide the forest block, making access more complex. The organisation noted that Option A was preferred overall due to a smaller impact on the environment and less land required.

Coastliner

Transdev Blazefield, the company which runs the Coastliner bus service from Leeds through to York, Malton and the Yorkshire coast, issued a response to the public consultation. The company believes the scheme would be positive, supporting options C or D because they would be less disruptive during construction. The company requested further engagement at detailed design phase to ensure bus users and operators are taken into account in the final designs.

The Yorkshire Coast Tourism Advisory Board

A response was received from The Yorkshire Coast Tourism Advisory Board. The Board expressed that its members believe the current A64 is having a considerable negative impact on coastal tourism, due to congestion. The Board advised that construction disruption is a major consideration for its members, therefore would support Option D overall. The Board also called for the extent of the scheme to be extended all the way to Malton.

York Civic Trust

A response was received by York Civic Trust.

The Trust raised several points, summarised below.

- They welcome the principle of tackling congestion on this stretch of the A64
- The Trust questions whether reductions in journey times will, in the longer term, encourage more people to travel by car, creating a significant environmental impact
- The Trust is concerned that the plans may not deal with the congestion issued further north on the A64, closer to Malton
- Opposition to offline options due to environmental impact. Overall support for Option A.
- Options C and D would have serious impacts on the environment and only minimally better outcomes for active travellers, benefits which could be delivered via Option A with only minor changes to the designs.

The British Horse Society

The British Horse Society submitted comments. The Society raised a number of points within its feedback. A summary of these points is below:

- Consider horse riders in development of plans
- New routes should include connectivity to new routes
- New routes, crossings and underpasses should be inclusive to horse riders

Ryedale Cycle Forum

A response was received from Ryedale Cycle Forum. The following comments were raised:

- The scheme may not resolve the congestion issue as the pinch point could be moved further north
- Desire to see cycling provision on either side of the proposed new dual carriageway
- New pedestrian and cycle bridges will be needed to link up with existing Public Rights of Way.

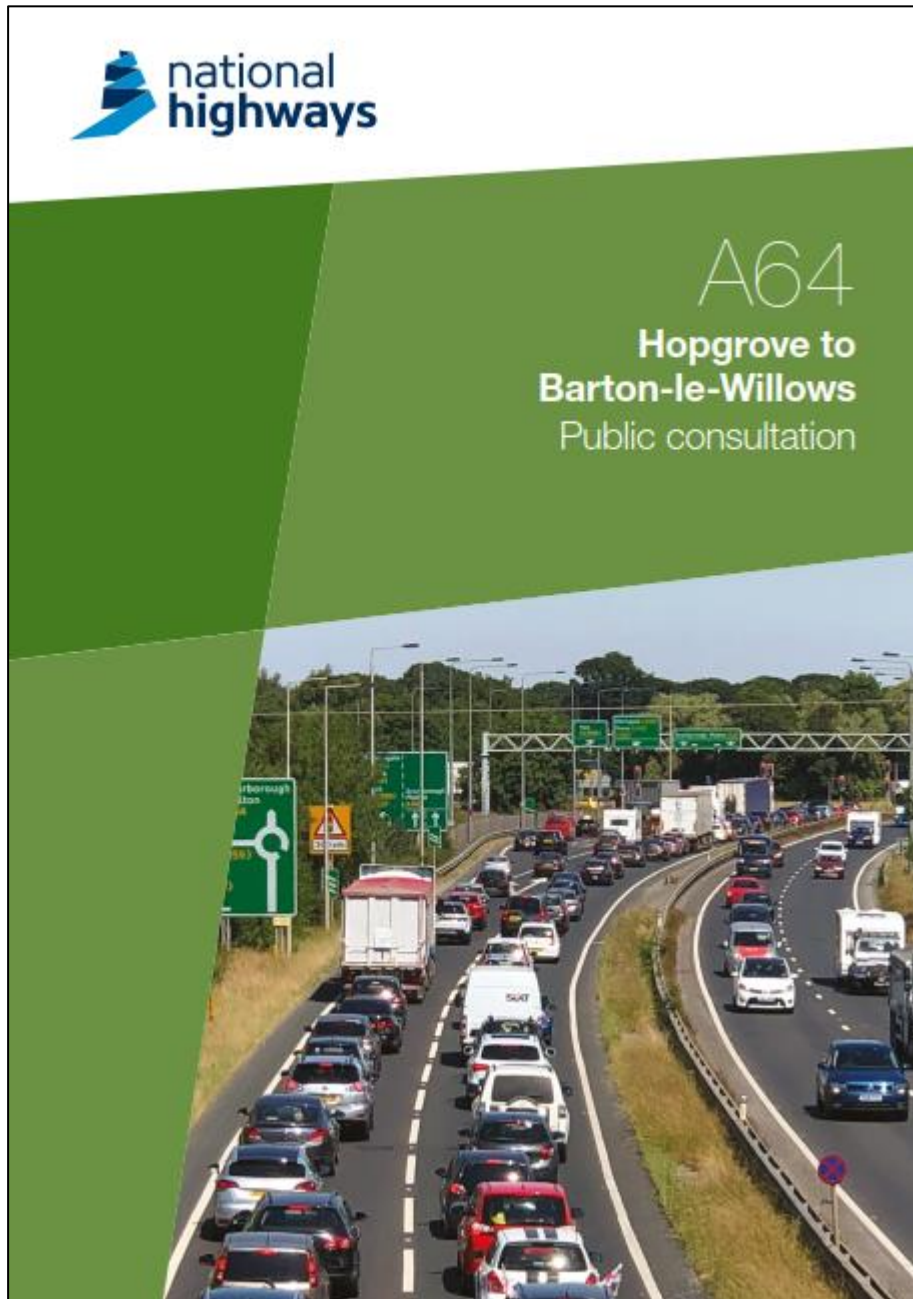
Northern Powergrid

A response was received from Northern Powergrid. The response contained 13 drawings showing Northern Powergrid's assets in the vicinity of the proposals. It noted that Northern Powergrid has an 11KV underground cable which runs alongside the A64 for a little while heading northeast from the Hopgrove roundabout. The response also noted that, should any diversionary works be required as a result of the proposals, National Highways would be required to pay for any diversions and acquire any land needed to deliver any such works.

5. Appendix A

Consultation materials

Consultation brochure



Investing in your roads

At National Highways we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways, engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe.

To help us do this, we've allocated £347 million of our funding to the development of potential future highways upgrades. This includes 32 road

improvement proposals to be developed as part of a pipeline of possible future highways projects. The A64 Hoggrove is one of the pipeline schemes that we're currently looking at options for improving, which the government may consider for future investment.

In this brochure we explain our proposed options for improving the A64 from Hoggrove Junction to Barton-le-Willows. We also give details of how you can give us your feedback during our public consultation.

What are pipeline schemes?

Pipeline schemes are road improvement projects that are yet to be delivered. We're in the process of developing these projects by working closely with the Department for Transport (DfT) and other stakeholders. Not all pipeline schemes will reach construction stage, but the work we're doing will help the DfT decide which of the schemes may be selected for construction from 2025, and beyond.



The need for the scheme

The A64 is a route of regional significance for North Yorkshire providing a key east-west link between Leeds, York and the coastal towns of Scarborough, Whitby and Filey. It also forms part of the eastern section of the York outer ring road, where it links to the A19 and A1(M).

The A64 at, and within the vicinity of, Hoggrove Junction experiences significant congestion both northbound and southbound, during weekends and holiday periods, as well as some weekday morning and evening commuting times. This results in significant journey time variability, particularly on Bank Holidays.

The main problem area is situated approximately 600 metres north of the A64 Hoggrove roundabout towards Malton. Northbound congestion occurs where the number of lanes reduces from two to one. At this point, merging traffic can cause delays when the road is busy, as vehicles slow to allow others to filter in to form a single lane towards Malton. Analysis shows that when 1,000 vehicles or more use this section of road per hour, this causes queues to form. This is a particular issue during holiday periods as this is the main route towards Scarborough. During such periods, the congestion can cause queues back to and through Hoggrove Junction.

Your views

In Autumn 2021, we launched an online survey to learn about your experience of using the existing stretch of the A64 from Hoggrove Junction to Barton-le-Willows. This survey also asked whether you felt improvements to the route are required and what impact they could potentially provide.

Of the 1,695 people who responded, 87% said they were either unhappy (34%) or very unhappy (53%) with this section of the A64. A further 93% of respondents stated that they would be very supportive (77%) or supportive (16%) of improvements to tackle problems on the existing route. This highlights your support for improving this stretch of the A64.

Congestion and safety were the two most common concerns respondents had with the existing route. Respondents listed improved journey times/easier commutes, reduced congestion, safety improvements, pollution/air quality improvements and less stress/frustration respectively as the top five ways improvements would improve their quality of life.

Below is an example of two anonymized comments we received:

"The road is totally inadequate for the volume of traffic causing serious congestion, stressful journeys, dangerous driving, injuries and fatalities."

"If the road was dualled, the commute to work would be more consistent, less stressful, give more time with my family in the day, make me feel safer using the road and ultimately help my mental health."

Scheme objectives

The objectives for a scheme set out the requirements which need to be met in order to address the issues on the route. Our objectives are:

- Maintain and improve road safety on the A64 between Hoggrove and Barton-le-Willows
- Improve capacity and journey time reliability at the Hoggrove Junction to Barton-le-Willows to meet current and future demand
- Support economic development and the regional economy
- Reduce queuing at the A64 Hoggrove Junction, specifically during AM and PM peaks, summer weekends and bank holidays
- Decrease journey times on the A64 between the Hoggrove Junction and Barton-le-Willows during

AM and PM peaks, summer weekends and bank holidays

- Increase roadworker safety during maintenance activities
- Maximise opportunities to protect and enhance the environment, including taking opportunities to improve biodiversity and reduce noise from the road
- Minimise adverse effects from traffic, lighting and visual intrusion on the environment and local communities
- Improve accessibility and safety for local road users, cyclists, walkers, horse riders and other vulnerable users of the network.

Your views matter

Our road network helps us move around our country and connect with one another. It's essential that we understand your views so we can ensure we deliver the right schemes.

Public consultation plays a vital part in the development of the scheme design. Your feedback will help us understand how the proposed dualing options impact road users and the local community. You'll be helping to shape the scheme and maximise the benefits as we develop the design.

In this brochure, we explain the dualing options we are considering for the scheme and give details of how you can share your views with us.

Our public consultation will close on 5 September 2022.

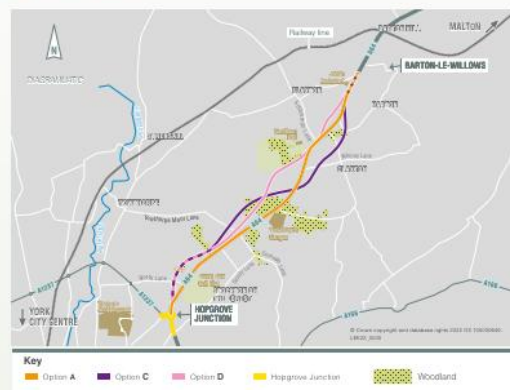
Responses received after this date may not be considered.

The options

We've developed a scheme to upgrade Hoggrove Junction and three options to dual the carriageway of the A64 from Hoggrove Junction to Barton-le-Willows. The three dualing options are referred to as **Option A**, **Option C** and **Option D** in this brochure. Each

of the route options include the **Hoggrove Junction** upgrade.

This section of the booklet provides an overview of each of the dualing options, detailing the impacts and benefits of each.



Other options

We've looked at ways to improve the A64 from Hoggrove Junction to Barton-le-Willows and assessed a number of options against many different criteria, including:

- Whether or not options meet the scheme's objectives
- How options impact road safety
- How much options cost to build

How options impact the environment

How the local community could be affected.

As a result, we identified options that didn't satisfy these criteria and those options have subsequently been dropped. This includes **Option B**, a partial dual carriageway upgrade to Towthorpe Lane where a new roundabout would have been installed. This was investigated as a lower cost option but didn't solve the congestion problem, so has not been taken forward.

Hopgrove junction

The upgrade being developed for the Hopgrove Junction would replace the existing Hopgrove and Malton Road roundabouts with a single extended and signalled roundabout.

The new roundabout would widen the existing north and south legs of the A64 Hopgrove Roundabout. A new through road would be added to allow vehicles travelling north to travel straight across the roundabout rather than having to go around it. This would improve connectivity to the A1237 (York Outer Ring Road) as traffic travelling north would no longer need to use the westbound roundabout.

A new left-turn slip lane from Hopgrove Roundabout towards Malton Road is also included, heading north.

For Options C and D traffic would no longer be able to access the existing A64 from Hopgrove Junction as the existing A64 would be capped at the southern end. Traffic looking to join the existing A64 would do so via a new junction at Towthorpe Moor Lane.

New traffic light-controlled crossings would deliver safer and more convenient crossing places for walkers, cyclists and other non-motorised users. These facilities would connect with existing routes to the south of the junction.

The upgrade of Hopgrove Junction is included as part of all three dual carriageway options.



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Options to dual the carriageway from Hopgrove Junction to Barton-le-Willows

Option A

The existing single carriageway would be dualled from a point 500m north of Hopgrove Junction up to the existing dual carriageway at Barton-le-Willows, avoiding properties wherever possible.

All existing right turns on this section of the road would be removed and traffic would be able to exit left only. The three major junctions would provide road bridges to allow vehicles to cross the carriageway.

Access to the dual carriageway would be through a limited number of junctions. Junctions are proposed at the following locations (south to north):

- Highwayman Cafe and other local access
- Towthorpe Moor Lane

- York Biotech Campus, providing access to the Campus and Sand Hutton
 - Claixon and Scotchman Lane
- Junctions 2, 3 and 4 would be accessed via a left turn only and provide a bridge over the carriageway. These are called grade-separated junctions. Junction 1 would be a left in, left out junction on both carriageways (north and south) but no bridge will be provided, meaning traffic can only travel in one direction when exiting the junctions.

Some direct accesses onto the A64 for a number of residents and businesses would be closed to improve safety. Instead, access to these premises would be available via new links to the local road network.



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Option C

A new dual carriageway would be constructed from a point 500m north of Hopgrove Junction to a point adjacent to Merricote Farm. This part of the new carriageway would run parallel to the A64.

This option would then cross to the east of the existing A64, close to the village of Claixon, before re-joining the existing dual carriageway near Barton-le-Willows.

Access to the new road would be through a limited number of junctions. Left-turn junctions with bridges over the carriageway (grade-separated junctions) are proposed at the following locations (south to north):

- Towthorpe Moor Lane, providing access to existing A64 and Sandy Lane.
- Existing A64, giving access to Sand Hutton.

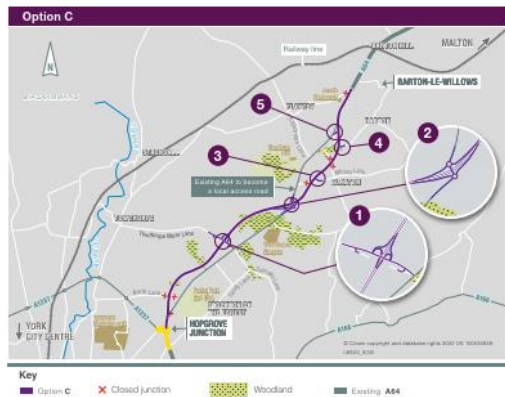
This option includes three left in, left out T-junctions. These junctions would allow traffic coming from the minor road to turn left only onto the dual carriageway.

As such, right turns, which would require a gap in the central reservation and enable dangerous right-turns across oncoming traffic, are not possible at these junctions. These junctions would be situated at the following locations:

- Whirry Lane
- Huckleberry's American Diner, giving access to Harton
- Existing A64, giving access to Flaxton via Scotchman Lane

Access to properties located on either side of the new road would be maintained via new connections to the local road network, linking to the location of new junctions.

Because a new dual carriageway will be built, this will allow the current A64 to be used as a local access road. Traffic originating from the existing A64 would access Hopgrove Junction via the new dual carriageway, which can be accessed through any of the junctions shown on the map below.



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Option D

Option D begins the same as Option C but continues to run northwest in parallel with the current A64. It re-joins the existing A64 briefly around the Scotchmans Lane Junction. Option D then separates from the current A64 for a short stretch, before re-joining it approximately 1km south of the A64/Steelmere Lane Junction.

Access to the new road would be through a limited number of junctions. Junctions are proposed at the following locations (south to north):

- Towthorpe Moor Lane, providing access to the existing A64 and Sandy Lane
- Existing A64, giving access to Scotchman Lane and Claixon

These junctions would be accessed via a left-turn only and provide a bridge over the carriageway. These are called grade-separated junctions.

Access to properties that are located on either side of the new road would be maintained via new connections to the local road network, linking to the location of new junctions.

Because a new dual carriageway would be built, this would allow the current A64 to be used as a local access road. Traffic would no longer be able to access Hopgrove Junction from the existing A64 because the existing A64 would be capped at the southern end. It will also be capped further north where it would intersect with the new dual carriageway, close to Sandburn Hill. Traffic originating from the existing A64 would therefore need to use the local road network and junctions shown on the map below to access both Hopgrove Junction (if travelling south) and the northbound carriageway to travel north.



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Benefits and impacts of the proposed options

To assess the benefits and impacts of the proposed options, we compared the three dualing options in **Table 1**. The benefits of an upgraded Hopgrove Junction are captured in each of the options. Therefore, the table opposite provides a comparison between the three options for dualing the road.

To make our consultation as accessible as possible, the table opposite is a simplification of technical information obtained to date. The scores are an interpretation of the findings of these various

assessments and each topic has varying impacts which can be both positive and negative. For more detailed information on all of the topics summarised please go to the next section of this brochure, or contact us.

Please note, the assessments are based on the information available at this time and should the scheme progress, we will carry out more detailed surveys and assessments based on statutory requirements and national guidance.



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Table 1 Benefits and impacts of the options

	Option A	Option C	Option D
Transport			
Journey times and congestion	***	***	***
Road Safety	**	**	***
Walking, cycling and horse-riding provision	**	***	***
Economy			
Economic growth	**	**	**
Construction duration (approximate)	2-3 years	2 years	2 years
Construction disruption	XXX	XX	XX
Cost	£££	££	££
Benefit/cost ratio	1.04	1.25	1.33
Land take	XX	XXX	XXX
Environment			
Air quality (overall emissions)	○	○	○
Greenhouse gas (% increase from current levels of greenhouse gas)	3.36%	3.31%	3.27%
Noise	XX	XX	XX
Cultural heritage	XX	XXX	XXX
Landscape	X	XX	XX
Biodiversity	X	XX	XX
Road drainage and the water environment	X	XX	XX

Key

***	Significant positive impact	XXX	Significant negative impact
**	Positive impact	XX	Moderate negative impact
*	Slight positive impact	X	Slight negative impact
○	Neutral impact		

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Each of the options to upgrade the A64 between Hopgrove Junction and Barton-le-Willows would deliver benefits for road users, the local economy and local residents. Below is a summary of the impacts and benefits of each one.

Transport

Journey times and congestion

All options convert the existing two roundabouts at Hopgrove into one elongated roundabout. The new layout would include additional lanes on all approaches, as well as within the roundabout itself. These additional lanes would provide extra capacity that will help improve the flow of traffic, reduce queuing, and improve journey times.

The three dualing options would all remove the bottlenecks responsible for northbound delays on the A64 in this area. It's expected that traffic would remain free-flowing within the scheme for at least 15 years after opening.

Road safety

All three options improve road safety. Each option would remove right-turn junctions, which require cutting across the opposite carriageway. Safer connections to the side road/local road network would be provided through left-turn junctions and road bridges over the dual carriageway. This would deliver significant improvements to road safety when compared to the current A64.

All three options would also provide safer overtaking opportunities because there would be two lanes in each direction instead of one.

Options C and D would provide additional road safety benefits. These options would help to reduce traffic flow along the existing A64, which can have positive impacts on road safety. Overall, Option D is the best for road safety as it proposes fewer junctions, which can be accident spots, than Option C.

Walking, cycling and horse-riding provision

All options would create new pathways for walkers, cyclists and horse riders. These paths connect to existing Public Rights of Way. Overall, Options C and D would deliver slightly better benefits because, if one of these options were to be delivered, the current A64 would handle less traffic than at present, leading to a

safer environment. Detailed plans will be developed at a later stage, however we envisage that all options, where practicable, would provide pedestrian and cycling facilities along their length, along with horse riding facilities where needed.

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Economy

Economic growth

Reducing congestion along this section of the A64 would have widespread economic benefits as businesses and productivity benefit from quicker, cheaper journeys. There is also potential for improvements to boost the tourism sector thanks to better connectivity for visitors.

A more reliable route would also support the delivery of several large residential and commercial developments planned around York, Scarborough and the A64. As such, all three options provide a solution that supports both current and future economic growth in the region.

Construction duration and disruption

During construction, Option C and Option D would allow most of the construction to take place without closure of the existing A64. In contrast, Option A would require regular closures of the existing A64 over

a two to three year construction period. These regular closures are likely to have significant adverse impacts on residents and businesses, as well as seasonal traffic, all of which currently rely on the A64.

Benefit/cost ratio

All our road schemes have to demonstrate how the costs of construction compare to the benefits they deliver. This is known as the Benefit to Cost Ratio (BCR). Benefits are made up principally of changes to travel times, fuel use and reduction of accidents, while costs are calculated using the money required to construct the scheme, including the purchase of any land required, and costs of maintenance. The methods to calculate benefits are set out by the Department for Transport (DfT) and the costs are estimates based on

current construction and maintenance rates.

A Benefit to Cost Ratio (BCR) of 1 would mean that the sum of the benefits was equal to the sum of the costs. A BCR of 2 would indicate that the benefits are twice as much as the costs.

At present, Option A has a BCR score of 1.04; Option C has a score of 1.25; and Option D has a score of 1.33. As such, Option D has the highest amount of benefit when compared to the cost of delivering the scheme.

Land take

To build any of these options, we'll need to purchase land. Some of this land would be needed permanently and other parts would only be needed temporarily. Some land would already be part of the existing strategic and local road network.

A large part of the land required to build the options is agricultural. All options would result in the loss of good to very good agricultural land. Option A would result in the least loss of agricultural land compared to Options C and D.

There may also be a need to use some land from the edges of residential gardens and business premises. We will work with the affected landowners directly to look at how we could reduce the impact on them.

If the scheme progresses and the design is developed, we'll be able to provide more accurate information on the land we would need.

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Environment

An assessment of the environmental impacts of the proposed Hopgrove Junction upgrade and route options has been undertaken ahead of this public consultation. Below is a summary of the key findings relating to the main environmental topics. We have an ambitious plan to become net zero for carbon, see here: nationalhighways.co.uk/netzerohighways

Air quality

When the scheme is operational, emissions concentrations with all three options would be similar to the existing situation, with very small changes expected. These changes are unlikely to result in

significant effects on human health or designated habitats. Similarly, during construction there would not be significant air quality effects on human health or designated habitats, such as local wildlife sites.

Greenhouse gas

We're working hard to achieve net zero carbon travel on our network for our maintenance and construction activities by 2040. Over time, carbon emissions are expected to decrease through the uptake of electric vehicles or other alternative fuels, and we've an ambition for all our customers to be travelling using a net zero road network by 2050.

We've carefully assessed the carbon impact to build and operate each option using the latest industry guidance. The total emissions associated with the operation of the current road is 21,735,547 tonnes

carbon dioxide equivalent (CO₂e) for the period up to 2060. Each option would result in an increase in greenhouse gas (GHG) emissions from the construction and operation of the scheme, however the overall impact of each option is anticipated to be similar. The projected increase in GHG emissions for each option are: 3.35% for Option A, 3.31% for Option C and 3.27% for Option D. As such, Option D has the lowest increase in carbon emissions, compared to Options A and C when considering construction and operational emissions.

Noise

During operation, Option A is likely to increase noise for properties close to the existing A64 due to an increase in traffic flows and widening/realignment of the existing carriageway. Option C and Option D would move traffic away from the existing A64 and would therefore reduce noise for properties close to the road. There would however be an increase in noise levels for properties along the new proposed routes. We'll look to minimise any increases in noise where practicable.

Irrespective of the option selected, we'll seek to avoid significant adverse effects and minimise other adverse effects where practicable.

During construction, noise levels would increase where road construction works are required. We intend to minimise this where possible through good construction practice.

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Cultural heritage

All options would encounter known archaeological assets and could encounter undiscovered archaeological assets due to the rich cultural history of the area. The risk of encountering undiscovered archaeological assets is lowest with Option A as this route goes through an already developed area. As such, Option A is considered to have the lowest overall impact on archaeological assets of the three routes.

The impact of Option A on known archaeological assets is negative due to the road's impact on the setting of Grade II listed Lobster Cottage and Grade II listed Griffin Gates and Lodges to Howsham Hall.

This option would also require the removal, storage and reinstatement of three Grade II listed milestone markers along the existing A64.

Option C would have a negative impact on Grade II listed Griffin Gates and Lodges to Howsham Hall as it would sever the link between the gates and the village of Harton. This option would also have a negative impact on the setting of two Grade II listed buildings - The Grange and Vicarage Farmhouse - as well as Claxton Conservation Area.

Option D would require the removal, restoration and relocation of a Grade II listed milestone marker.

Landscape

All the options would have a significant temporary negative visual effect while under construction. Options C and D would have a greater impact on the overall landscape character than Option A. This is because the introduction of a new section of road and associated junctions in a currently rural landscape would result in a greater impact on the surrounding landscape as a result of the loss of woodland and agricultural land during the construction stage.

There are likely to be significant negative visual effects in the first year of operation with all three options. Many of these effects result from a loss of trees and

screening vegetation during construction as well as the introduction of a new dual carriageway and/or new junctions and carriageway flyovers. The majority of these effects would reduce as the landscape planting matures and increases in height, providing screening. However, effects would remain at significant levels for a number of homes/properties as a result of the increased proximity of the road to property boundaries and the increase in the size of the road and the associated junctions with all of the dualing options.

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Biodiversity

At National Highways, we're working hard to achieve our target on all current schemes of no net loss of biodiversity by the end of 2025. For schemes which start beyond 2025, as would be the case for this scheme, we will go further, aiming for a 10% biodiversity net gain. We'll explore ways to increase biodiversity by 10% in and around this scheme at a later stage.

All three options would result in significant loss and severance of deciduous woodland. Of the three options, Option A would likely result in the greatest loss of woodland, however Options C and D would result in the fragmentation of woodlands into smaller

more isolated blocks. As such, Options C and D are likely to have the greatest impact on protected species particularly on bats and barn owls due to the disconnection of habitats.

We've carried out habitat surveys in the local area to identify what species may be present and are looking at ways to minimise any impact the scheme options may have. For all options, we'll look to use verges and open spaces to increase biodiversity around the scheme to ensure there is a variety of plant and animal life. If the scheme progresses, we'll also look to work with local partners to identify opportunities to enhance biodiversity in the local area.

Road drainage and the water environment

There are not likely to be any significant effects on road drainage or the water environment during construction. Once operational, all the options could have a significant effect on existing watercourses due to the loss of riverbank habitat resulting from the

extension of existing culverts and construction of new culverts. We'll minimise this where possible through design. Option A would likely have the least impact compared to Options C and D as fewer new culverts would be required.

Net Zero highways

A modern road network will play a critical part in a future zero carbon economy. To achieve that, our roads need to be net zero too. We have an ambitious plan to:

- Achieve net zero carbon for our own operations by 2030.
- Achieve net zero carbon for our maintenance and construction activities by 2040.
- Support net zero carbon travel on our network by 2050.

You can find out more about our plan at:

nationalhighways.co.uk/netzerohighways



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Find out more and have your say

Our options consultation will run for six weeks, from **25 July to 5 September 2022**. We'd like to hear your views and for you to share your local knowledge with us. There are lots of ways for you to view our proposals, ask questions and get involved in our consultation.

Online

You can visit our virtual exhibition at:

<https://highwaysengland.citizenspace.com/he/a64-hopgrove>

This can be accessed at any time throughout the consultation period.

The virtual exhibition includes all the materials that you would be able to find at a public exhibition such as maps and environmental information. We have provided instructions so you can navigate through the room.

Consultation events

One of the best ways to find out more about our proposals and have your say is to attend one of our public consultation events. Here you'll be able to find out more about the scheme and speak to members of the project team who will be happy to answer any questions you may have. We'll be holding two consultation events at the following locations, dates and times:

New Earswick Folk Hall,
Hawthorn Terrace, York, YO32 4AQ
Friday 12 August, 2pm-8pm

The Milton Rooms,
Market Place, Malton, YO17 7LX
Tuesday 23 August, 2pm-8pm

Webinars

We're also holding two online webinars. Attendees will receive a presentation about the route options from the project team and will be given opportunities to ask questions using the chat function. To register for either one of the webinars, please visit:

<https://highwaysengland.citizenspace.com/he/a64-hopgrove>

We'll be holding two online webinars at the following dates and times:

Wednesday 3rd August, 6pm
Thursday 1st September, 6pm

Email

You can get in touch with our project team at:

A64hopgrove@nationalhighways.co.uk

Phone

To speak to a member of the team, call **0300 470 2164** from **9am to 5pm, Monday to Friday**.

Where to get a paper copy of this brochure

If you require a hard-copy version of this brochure or the response form, you can obtain a free copy at the following locations:

York Explore Library -
Library Square, Museum Street, York, YO1 7DS

Huntington Library -
Garth Road, Huntington, York, YO32 9QJ

Malton Library -
St Michael Street, Malton, YO17 7LJ

Scarborough Library -
Vernon Road, Scarborough, YO11 2NN

How to respond

Your views are important to help us better understand any impacts our scheme may have on you, local businesses and the community. You can respond to the consultation using one of the following methods:

The easiest way is to complete the response form online at:

<https://highwaysengland.citizenspace.com/he/a64-hopgrove>

Send your responses to:

A64hopgrove@nationalhighways.co.uk

Complete the consultation response form and return using our freepost address. There is no need for a stamp. Our freepost address is:

FREEPOST A64 Hopgrove

Please note: all responses must be received by National Highways by **5 September 2022**. Responses received after this date may not be considered.

Next steps

Once the consultation has closed on **5 September 2022** we will:

- Make sure potential impacts on the community and environment have been fully considered.
- Refine the Option Designs, incorporating the comments received where possible and complete our assessment work.
- Analyse all responses, consider feedback and highlight our findings in a public consultation report which will explain our analysis and how it influenced our proposals. A summary consultation report will be published within 12 weeks of the consultation closure. A full report will be published at end of the programme stage.

If the scheme were to be approved for the next stage of design (preliminary design in the diagram below), there may be further opportunities to have your say. We would develop the design in more detail, carry out more environmental assessments and look at further steps we could take to reduce environmental impacts. We will determine whether the scheme would require a Development Consent Order

(DCO) and, if so, we would carry out another public consultation where you would have the opportunity to review the chosen design and give more feedback. If a DCO is required in order to construct, operate and maintain the scheme, we would make our application to the Secretary of State for Transport via the Planning Inspectorate. The Planning Inspectorate will independently examine the application and your views would continue to be considered in developing the proposals.



What is a Development Consent Order?

A DCO is a special type of planning application which is needed for schemes that are regarded as Nationally Significant Infrastructure Projects. Information on development consent for our major road schemes can be found at: infrastructure.planninginspectorate.gov.uk/application-process/the-process in our DCO leaflet at: nationalhighways.co.uk/DCO

Scheme timeline



If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.

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Consultation response form



A64 Hopgrove to Barton-le-Willows Public consultation

We'd like to understand your views on the options for dualling the A64 between Hopgrove and Barton-le-Willows and Improvements to the Hopgrove Junction design. Our consultation is running for six weeks from 25 July to 5 September 2022.

Before completing this response form, we recommend you read the consultation brochure, which can be found on our webpage at: www.nationalhighways.co.uk/consultation/a64-hopgrove

You can also find more information about this consultation and complete this response form online. All information provided is treated in confidence.

To return this form by post, please put it in an envelope, write our freepost address on the front and put it in a post box. There is no need for a stamp. The freepost address is:

Freepost A64 Hopgrove.

To ensure that your views can be taken into account, please complete this form by **5 September 2022**.

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About you

Please provide your name, address and either your email address or telephone number. If you'd prefer your comments to be anonymous, please just provide your postcode so we can understand where you live in relation to the scheme.

Name:

Address:

.....

.....

..... Postcode:

Email address:

Telephone number:

We may use your details to contact you in the future about your response or to provide you with updates about the scheme.

Are you happy for us to contact you about your response if required?

- Yes
 No

Do you want to receive future updates about the scheme?

- Yes
 No

Are you responding on behalf of an organisation?

- Yes
 No

If 'Yes' please provide the name of your organisation and your role within it.

Organisation name:

.....

Role within organisation:

.....

3

Section 1: Your views on the current road

The following questions relate to your current use of the A64 between Hopgrove junction and Barton-le-Willows.

- Which of the following best describes you? *(tick all that apply)*
 - I'm a local resident
 - I'm a local business owner
 - I work locally
 - I travel along the A64 between Hopgrove junction and Barton-le-Willows regularly using a private vehicle
 - I travel along the A64 between Hopgrove junction and Barton-le-Willows regularly using a commercial vehicle i.e. HGV, van, coach
 - Other (please specify):
- Please tell us why you use the A64 between Hopgrove junction and Barton-le-Willows? *(tick all that apply)*
 - Travelling to or from work
 - Travelling for business
 - Leisure/recreation
 - School pick up/drop off
 - Long distance journeys (greater than 10 miles)
 - I don't use this section of road
 - Other (please specify):
- How do you normally travel along the A64 between Hopgrove junction and Barton-le-Willows? *(tick all that apply)*
 - Car
 - HGV or LGV
 - Bus or coach
 - Motorcycle
 - Other (please specify):
- How often do you travel along the A64 between Hopgrove junction and Barton-le-Willows?

<input type="checkbox"/> Daily	<input type="checkbox"/> Monthly	<input type="checkbox"/> Annually
<input type="checkbox"/> Weekly	<input type="checkbox"/> Quarterly	<input type="checkbox"/> Never
<input type="checkbox"/> Fortnightly	<input type="checkbox"/> Twice-yearly	

5. When do you usually travel along the A64 between Hopgrove junction and Barton-le-Willows?

- (tick all that apply)*
- Weekday morning peak (7am to 9am)
 - Weekday evening peak (5pm to 7pm)
 - Weekday off peak (all other times)
 - Weekends anytime
 - Never

6a. How satisfied or dissatisfied are you with the following elements of the A64 between Hopgrove junction and Barton-le-Willows as it is now?

(please tick one answer in each row):

	Very Dissatisfied	Dissatisfied	Satisfied	Dissatisfied	Satisfied
Road safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road layout at Hopgrove and Malton Road roundabouts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Journey time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Visual impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access for pedestrians, cyclists and horse riders	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6b. Please provide any further comments you may have on the A64 between Hopgrove junction and Barton-le-Willows as it is now.

.....

.....

.....

Section 2: Your views on the options to dual the route

7. To what extent do you agree that improvements to the A64 between Hopgrove junction and Barton-le-Willows are needed?

Strongly disagree	Disagree	Neutral	Agree	Neutral
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8a. Thinking about how each option may impact journey times and safety, including during construction, please tick the option you think is most preferable.

You may want to consider which option will offer the fastest journeys for you, both after completion and during construction, as well as the long-term impacts on road safety. For more information about each of these factors, see page 11 of the brochure.

(please tick)

Option A	Option C	Option D	Similar impact	None	Unsure
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8b. Thinking about each option's impact on the environment, please tick the option you think is most preferable.

You may want to consider the impacts on biodiversity, greenhouse gas emissions, cultural heritage, the water environment and air quality. For more information about each of these factors, see pages 13, 14 and 15 of the brochure.

(please tick)

Option A	Option C	Option D	Similar impact	None	Unsure
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8c. Thinking about the noise and visual impact of each option, please tick the option you think is most preferable.

Please see pages 13 and 14 of the brochure for more information about the noise and visual impacts of each route option.

(please tick)

Option A	Option C	Option D	Similar impact	None	Unsure
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9a. Out of the three options proposed for dualling the A64 between Hopgrove junction and Barton-le-Willows, which option do you think would be best overall?

(please tick)

Option A	Option C	Option D	None
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9b. Why have you selected this as your preferred option? *(tick all that apply)*:

- Reduced congestion at the junction
- Improved journey time
- Improved road safety
- Least visual or noise impact
- Shortest construction time
- Least amount of land taken
- Smallest impact on the environment
- Don't know
- Other (please specify):

9c. Please expand on your reasons for selecting the answer(s) in question 9b.

.....

.....

Section 3: Your views on proposed improvements to Hopgrove junction

The following questions are on the proposed improvements to the design and layout of Hopgrove junction.

10a. How supportive are you of the proposed improvements to Hopgrove junction?

Please tick the box that best represents your views (details on proposed improvements to the junction can be seen on page 5 of the consultation brochure).

Strongly support	Support	Neutral	Oppose	Strongly oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10b. Please provide any further comments you may have on the proposed dualling and junction improvements:

.....

.....

.....

8

Section 4: Working with you

To help us improve how we consult in future, we'd be grateful if you could answer the questions below.

11. How did you hear about the consultation?

(tick all that apply)

- Leaflet received in the post
- Local media
- Scheme webpage alert
- Social media
- Word of mouth
- Poster
- National Highways' engagement van
- Other (please specify):

12. How useful did you find our consultation materials and events?

(please tick)

	Very useful	Somewhat useful	Neutral	Not very useful	Not useful at all	Did not use
Consultation Brochure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Online Virtual Exhibition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Consultation Event(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Online Webinar(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A64 Hopgrove Webpage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Highways' engagement van	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9

Section 5: Equality and diversity

We would be grateful if you could answer the following equality and diversity questions.

We will use this information to help understand whether our consultation has been useful to people of different backgrounds and with different requirements. We may publish a summary of the results, but no information about an individual would be revealed.

The answers you provide to this question are defined as 'special category data'. If you agree to provide this information, you can withdraw your permission for us to use it at any time. To do that, please email DataProtectionAdvice@highwaysengland.co.uk

I consent to National Highways processing my special category data for the purposes of understanding the accessibility of the A64 Hopgrove consultation. I have read National Highways' privacy notice and understand how it will be processing this data.

1. How would you define your gender?

Male	Female	Transgender	Other	Prefer not to say
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Please describe your ethnic background:

- Asian or Asian British
- White (British)
- White (other)
- Black, African, Caribbean or black British
- Mixed or multiple ethnic groups
- Gypsy or Irish Traveller
- Other ethnic group
- Prefer not to say

3. Age:

Under 16	16-24	25-34	35-44	45-54	55-64	65+
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10

4. Is your ability to travel limited by ill health or a disability which has lasted, or is expected to last, at least 12 months

(select one only)

Yes, limited a lot	Yes, limited a little	No	Prefer not to say
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Are you responsible for caring for an adult relative/partner, disabled child or other?

- Yes
- No
- Prefer not to say

6. Are you a blue badge holder?

- Yes
- No
- Prefer not to say

If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.

Data protection and you

National Highways has fully committed to compliance with the UK General Data Protection Regulation (UK-GDPR). The law requires National Highways to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

National Highways adheres to the Government's consultation principles, the Planning Act 2008 and the Highways Act 1960 as required, and may collect personal data to help shape development of highways schemes. Personal data collected by the project team will be processed and retained by National Highways and its appointed contractors until the scheme is complete. In some instances consultation responses may also be sent to the Planning Inspectorate.

- Under the UK-GDPR regulations you have the following rights:
- Right of access to the data (Subject Access Request)
 - Right for the rectification of errors
 - Right to ensure of personal data – this is not an absolute right under the legislation
 - Right to restrict processing or to object to processing
 - Right to data portability

If, at any point, National Highways plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what the other purpose is, and gain your consent before doing so. We will do this prior to any further processing taking place and we will include any additional information including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioner's Office.



If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: dataprotectionadvice@highwaysengland.co.uk

11

If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.



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For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication email info@nationalhighways.co.uk or call **0300 123 5000**. Please quote the National Highways publication code: **PH116/21**

National Highways creative job number: LEE22_0051

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National Highways Limited registered in England and Wales number 03146363

Postcard






**If you have an opinion on
A64 Hopgrove to
Barton-le-Willows
Public consultation
route options**

VOICE IT...

**Scan the QR code to find out
more and
provide your
feedback!**



We want to hear from you
We're consulting on three options to improve the A64 from Hopgrove Junction to Barton-le-Willows. We believe each of these options can help to relieve congestion, make journeys safer and boost economic growth in the region.

Visit: <https://highwaysengland.citizenspace.com/he/a64-hopgrove>
or scan the QR code overleaf to view information about the route options and complete our feedback form.

You can pick up paper copies of our consultation brochure and feedback form at the following locations:

York Explore Library	Library Square, Museum Street, York, YO1 7DS
Huntington Library	Garth Road, Huntington, York, YO32 9QJ
Malton Library	St Michael Street, Malton, YO17 7LJ
Scarborough Library	Vernon Road, Scarborough, YO11 2NN

**Please respond by
5 September 2022**

Responses received after this date may not be considered.

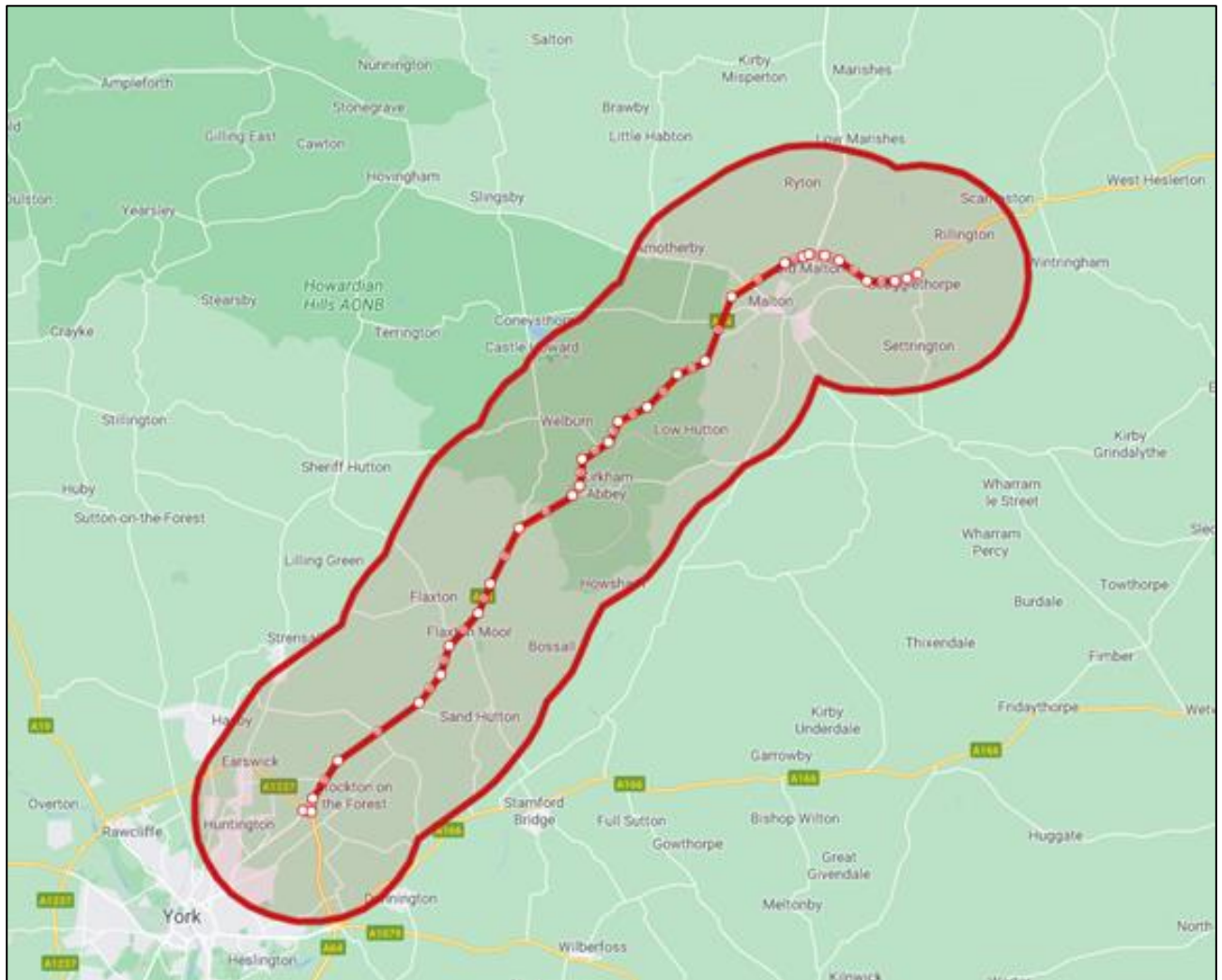
Attend one of our events:

Date and time	Location
Wednesday 3 August, 6pm – 7.30pm	Online webinar – register via the website
Friday 12 August, Drop in anytime, 2pm - 8pm	New Earswick Folk Hall, Hawthorn Terrace York, YO32 4AQ
Tuesday 23 August, Drop in anytime, 2pm - 8pm	The Milton Rooms, Market Place, Malton, YO17 7LX
Thursday 1 September, 6pm – 7.30pm	Online webinar – register via the website

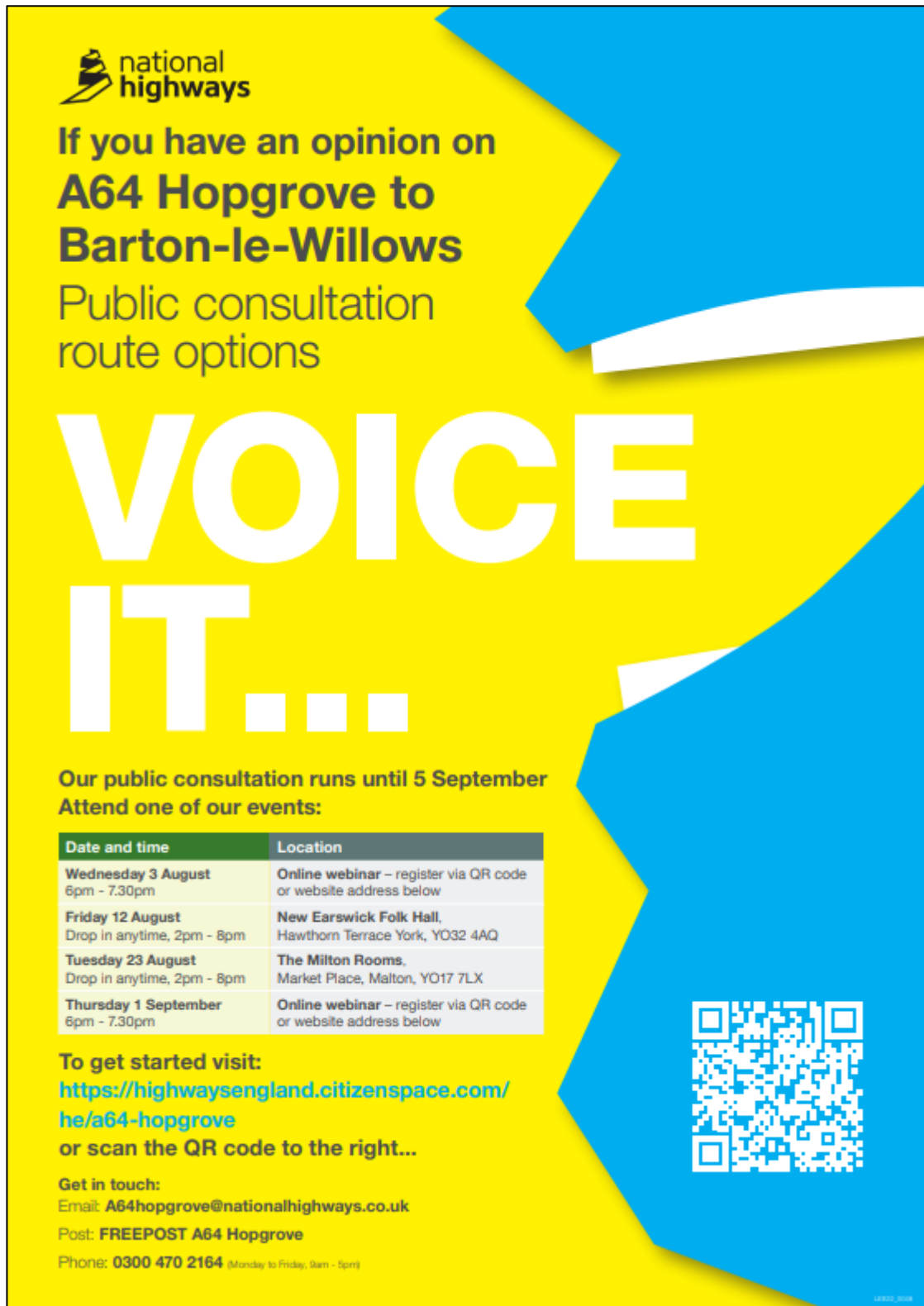
Get in touch:


Email: A64hopgrove@nationalhighways.co.uk
Post: **FREEPOST A64 Hopgrove**
Phone: **0300 470 2164** (Monday to Friday, 9am - 5pm)

Postcard mailing zone



Poster



 **national
highways**

**If you have an opinion on
A64 Hopgrove to
Barton-le-Willows**
Public consultation
route options


VOICE IT...

**Our public consultation runs until 5 September
Attend one of our events:**

Date and time	Location
Wednesday 3 August 6pm - 7.30pm	Online webinar – register via QR code or website address below
Friday 12 August Drop in anytime, 2pm - 8pm	New Earswick Folk Hall, Hawthorn Terrace York, YO32 4AQ
Tuesday 23 August Drop in anytime, 2pm - 8pm	The Milton Rooms, Market Place, Malton, YO17 7LX
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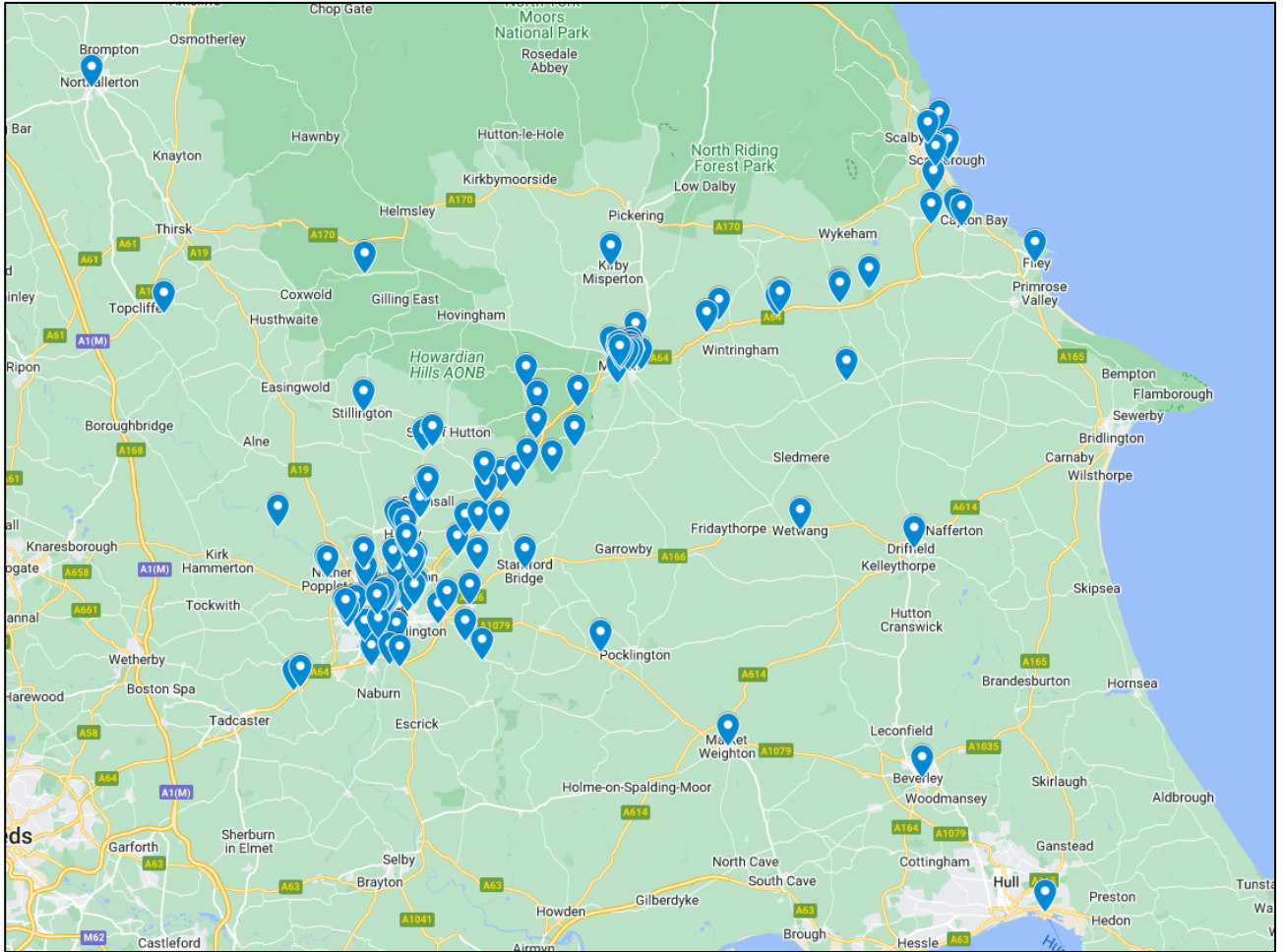
To get started visit:
[https://highwaysengland.citizenspace.com/
he/a64-hopgrove](https://highwaysengland.citizenspace.com/he/a64-hopgrove)
or scan the QR code to the right...

Get in touch:
Email: A64hopgrove@nationalhighways.co.uk
Post: **FREEPOST A64 Hopgrove**
Phone: **0300 470 2164** (Monday to Friday, 9am - 5pm)

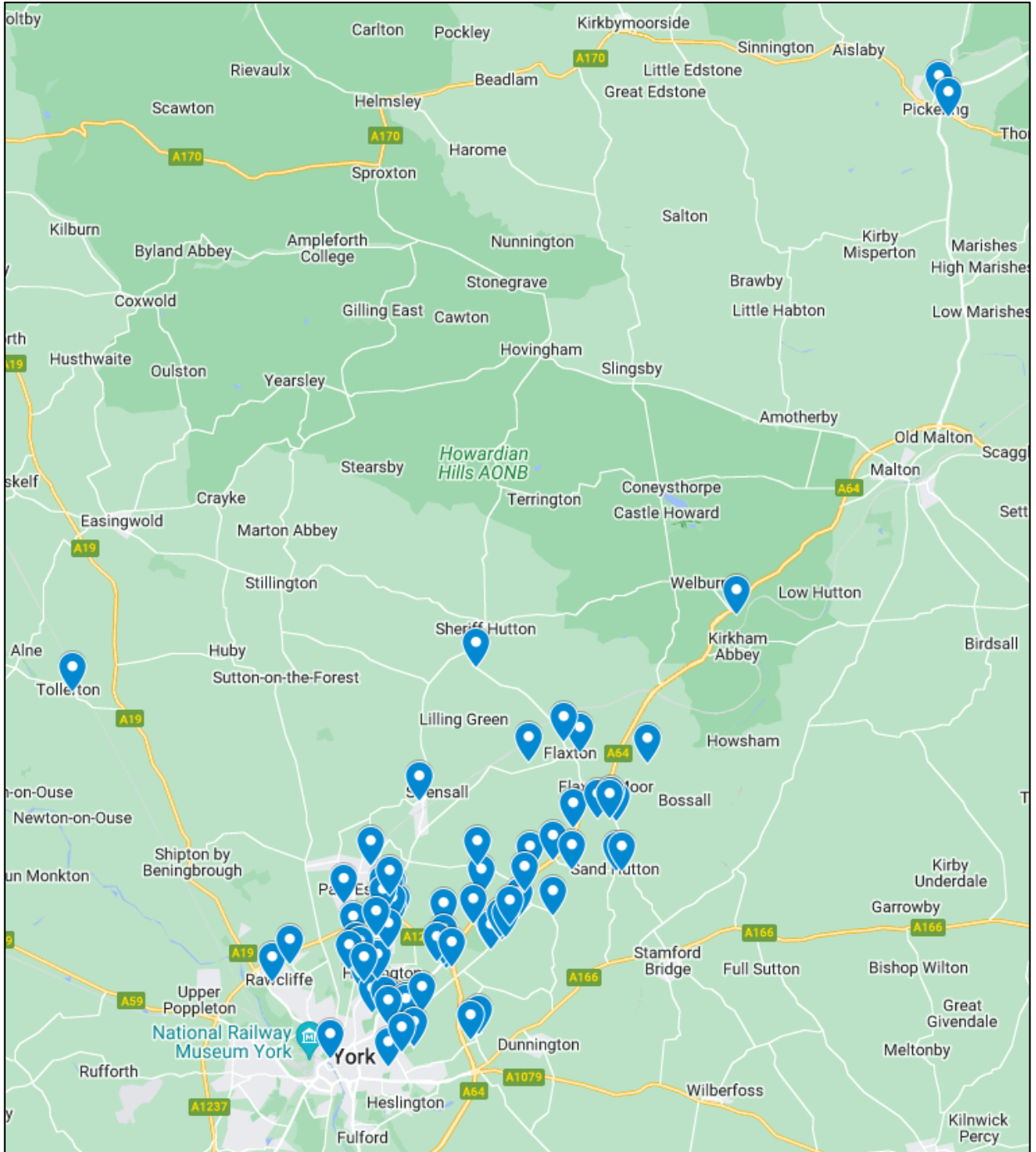


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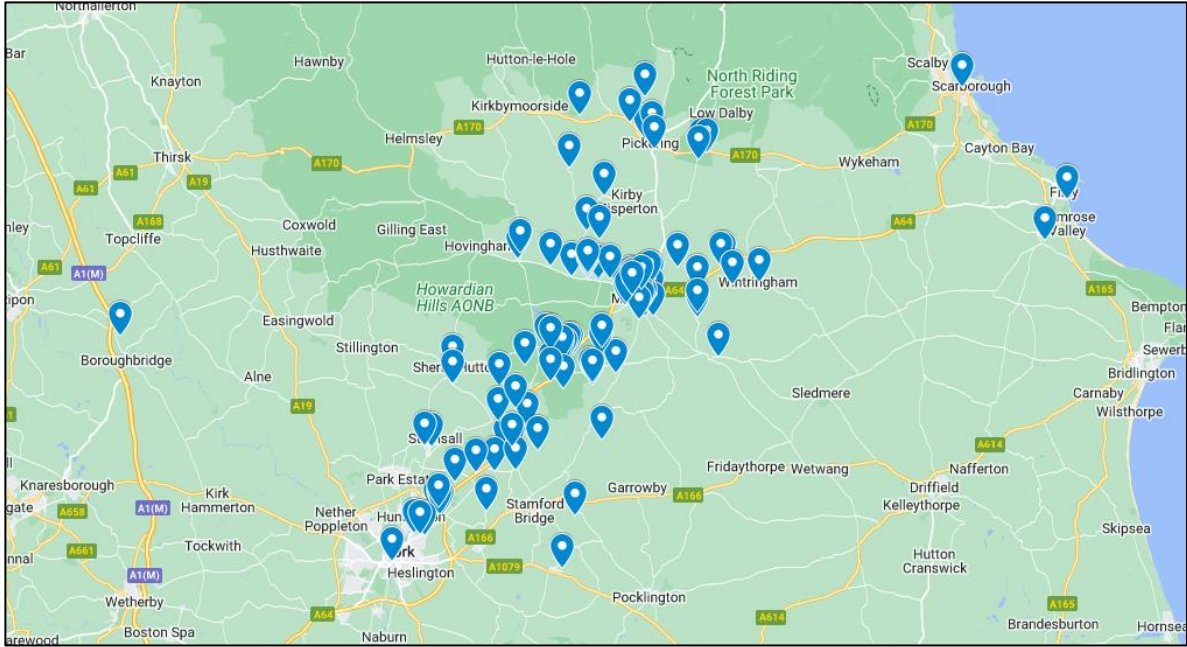
Poster mailing zone



Event attendees mapped by postcode – New Earswick Folk Hall, York - 12 August



Event attendees mapped by postcode – The Milton Rooms, Malton – 23 August



Engagement van



Exhibition boards

A64 Hopgrove to Barton-le-Willows Public consultation

Welcome

Investing in your roads

At National Highways we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways, engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe.

To help us do this, we've allocated £347 million of our funding to the development of potential future highways.

upgrades. This includes 32 road improvement proposals to be developed as part of a pipeline of possible future highways projects. The A64 Hopgrove is one of the pipeline schemes that we're currently looking at options for improving, which the government may consider for future investment.

What are pipeline schemes?

Pipeline schemes are road improvement projects that are yet to be delivered. We're in the process of developing these projects by working closely with the Department for Transport (DfT) and other stakeholders. Not all pipeline schemes will reach construction stage, but the work we're doing will help the DfT decide which of the schemes may be selected for construction from 2025, and beyond.

A64 Hopgrove to Barton-le-Willows Public consultation

The need for the scheme

The A64 at, and within the vicinity of, Hopgrove junction experiences significant congestion both northbound and southbound, during weekends and holiday periods, as well as some weekday morning and evening commuting times. This results in significant journey time variability, particularly on Bank Holidays.

Scheme objectives

- Maintain and improve road safety on the A64 between Hopgrove and Barton-le-Willows
- Improve capacity and journey time reliability at the Hopgrove Junction to Barton-le-Willows to meet current and future demand
- Support economic development and the regional economy
- Reduce queuing at the A64 Hopgrove Junction, and decrease journey times on the A64 between the Hopgrove Junction and Barton-le-Willows, specifically during AM and PM peaks, summer weekends and bank holidays
- Increase roadworker safety during maintenance activities
- Maximise opportunities to protect and enhance the environment, including taking opportunities to improve biodiversity and reduce noise from the road
- Minimise adverse effects from traffic, lighting and visual intrusion on the environment and local communities
- Improve accessibility and safety for local road users, cyclists, walkers, horse riders and other vulnerable users of the network

A64 Hopgrove to Barton-le-Willows Public consultation

The options

We've developed a scheme to upgrade Hopgrove Junction and three options to dual the cantageway of the A64 from Hopgrove Junction to Barton-le-Willows.

The three dualing options are referred to as the **Option A**, **Option C** and **Option D** in this brochure. Each of the route options include the **Hopgrove Junction** upgrade.

Other options

We've looked at ways to improve the A64 from Hopgrove Junction to Barton-le-Willows and assessed a number of options against many different criteria, including:

- Whether or not options meet the scheme's objectives
- How options impact road safety
- How much options cost to build
- How options impact the environment
- How the local community could be affected

As a result, we identified options that didn't satisfy these criteria and those options have subsequently been dropped. This includes **Option B**, a partial dual cantageway upgrade to Towthorpe Lane where a new roundabout would have been installed. This was investigated as a lower cost option but didn't solve the congestion problem, so has not been taken forward.

A64 Hopgrove to Barton-le-Willows Public consultation

Hopgrove junction

The upgrade being developed for the Hopgrove Junction would replace the existing Hopgrove and Malton Road roundabouts with a single extended and signalised roundabout.

The new roundabout would widen the existing north and south legs of the A64 Hopgrove Roundabout. A new through road would be added to allow vehicles travelling north to travel straight across the roundabout rather than having to go around it. This would improve connectivity to the A1237 (York Outer Ring Road) as traffic travelling north would no longer need to use the westbound roundabout.

A new left-turn slip lane from Hopgrove Roundabout towards Malton Road is also included, heading north. For Options C and D, traffic would no longer be able to access the existing A64 from Hopgrove Junction as the existing A64 would be capped at the southern end. Traffic looking to join the existing A64 would do so via a new junction at Towthorpe Moor Lane.

New traffic light-controlled crossings would deliver safer and more convenient crossing places for pedestrians, cyclists and other non-motorised users. These facilities would connect with existing routes to the south of the junction.

Key

- New roundabout layout
- Existing road to be removed if Options C or D taken forward

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Hopgrove to Barton-le-Willows
Public consultation

Option A

The existing single carriageway would be dualled from a point 500m north of Hopgrove Junction up to the existing dual carriageway at Barton-le-Willows, avoiding properties wherever possible.

All existing right turns on this section of the road would be removed and traffic would be able to exit left only. The three major junctions would provide road bridges to allow vehicles to cross the carriageway.

Access to the dual carriageway would be through a limited number of junctions. Junctions are proposed at the following locations (south to north):

- 1 Highwayman Café and other local access
- 2 Towthorpe Moor Lane
- 3 York Biotech Campus, providing access to the Campus and Sand Hubton
- 4 Claxton and Scotchman Lane

Junctions 2, 3 and 4 would be accessed via a left turn only and provide a bridge over the carriageway. These are called grade-separated junctions. Junction 1 would be a left in, left out junction on both carriageways (north and south) but no bridge will be provided, meaning traffic can only travel in one direction when exiting the junctions.

Some direct accesses onto the A64 for a number of residents and businesses would be closed to improve safety. Instead, access to these premises would be available via new links to local road network.

Option A

Key: Option A, Closed junction, Woodland, Existing A64

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Hopgrove to Barton-le-Willows
Public consultation

Option C

A new dual carriageway would be constructed from a point 500m north of Hopgrove Junction to a point adjacent to Mercerie Farm. This part of the new carriageway would run parallel to the A64.

This option would then cross to the east of the existing A64, close to the village of Claxton, before re-joining the existing dual carriageway near Barton-le-Willows.

Access to the new road would be through a limited number of junctions. Left-turn junctions with bridges over the carriageway (grade-separated junctions) are proposed at the following locations (south to north):

- 1 Towthorpe Moor Lane, providing access to existing A64 and Sandy Lane.
- 2 Existing A64, giving access to Sand Hubton.

This option includes three left in, left out T-junctions. These junctions would allow traffic coming from the minor road to turn left only onto the dual carriageway. As such, right turns, which would require a gap in the central reservation and enable dangerous right-turns across oncoming traffic, are not possible at these junctions. These junctions would be situated at the following locations:

- 3 Whinny Lane
- 4 Huxleberrys American Diner, giving access to Harton
- 5 Existing A64, giving access to Raxton via Scotchman Lane

Access to properties located on either side of the new road would be maintained via new connectors to the local road network, linking to the location of new junctions. Because a new dual carriageway will be built, this will allow the current A64 to be used as a local access road. Traffic originating from the existing A64 would access Hopgrove Junction via the new dual carriageway, which can be accessed through any of the junctions shown on the map below.

Option C

Key: Option C, Closed junction, Woodland, Existing A64

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Hopgrove to Barton-le-Willows
Public consultation

Option D

Option D begins the same as Option C but continues to run northwest in parallel with the current A64. It re-joins the existing A64 briefly around the Scotchmans Lane Junction. Option D then separates from the current A64 for a short stretch, before re-joining it approximately 1km south of the A64/Steelmore Lane Junction.

Access to the new road would be through a limited number of junctions. Junctions are proposed at the following locations (south to north):

- 1 Towthorpe Moor Lane, providing access to existing A64 and Sandy Lane
- 2 Existing A64, giving access to Scotchman Lane and Claxton

These junctions would be accessed via a left-turn only and provide a bridge over the carriageway. These are called grade-separated junctions.

Access to properties that are located on either side of the new road would be maintained via new connectors to the local road network, linking to the location of new junctions.

Because a new dual carriageway would be built, this would allow the current A64 to be used as a local access road.

Traffic would no longer be able to access Hopgrove Junction from the existing A64 because the existing A64 would be capped at the southern end.

It will also be capped further north where it would interact with the new dual carriageway, close to Sandburn Hall. Traffic originating from the existing A64 would therefore need to use the local road network and junctions shown on the map below to access both Hopgrove Junction (if traveling south) and the northbound carriageway to travel north.

Option D

Key: Option D, Closed junction, Woodland, Existing A64

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A64
Hopgrove to Barton-le-Willows
Public consultation

Benefits and impacts of the proposed options

We compared the benefits and impacts of each of the three dualing options in the table below. The benefits of an upgraded Hopgrove Junction are captured in each of the options.

To learn more about each option and its effect on transport, economy and environment, see our brochure.

	Option A	Option C	Option D
Transport			
Journey times and congestion	+++	+++	+++
Road Safety	++	++	+++
Walking, cycling and horse-riding provision	++	+++	+++
Economy			
Economic growth	++	++	++
Construction duration (approximate)	2-3 years	2 years	2 years
Construction disruption	XXX	XX	XX
Cost	£££	££	££
Benefit/cost ratio	1.04	1.25	1.33
Land take	XX	XXX	XXX
Environment			
Air quality (overall emissions)	O	O	O
Greenhouse gas (% increase from current levels of greenhouse gas)	3.95%	3.31%	3.27%
Noise	XX	XX	XX
Cultural heritage	XX	XXX	XXX
Landscape	X	XX	XX
Biodiversity	X	XX	XX
Road drainage and the water environment	X	XX	XX

Key

- +++ Significant positive impact
- ++ Positive impact
- + Slight positive impact
- O Neutral impact
- XXX Significant negative impact
- XX Moderate negative impact
- X Slight negative impact



A64

Hopgrove to Barton-le-Willows

Public consultation

Next steps

Once the consultation has closed on 5 September 2022 we will:

- Make sure potential impacts on the community and environment have been fully considered.
- Refine the Option Designs, incorporating the comments received where possible and complete our assessment work.
- Analyse all responses, consider feedback and highlight our findings in a public consultation report which will explain our analysis and how it influenced our proposals.

If the scheme were to be approved for the next stage of design, there may be further opportunities to have your say. We will develop the design in more detail, carry out more environmental assessments and look at further steps we could take to reduce environmental impacts. We will determine whether the scheme would require a Development Consent Order (DCO) and, if so, we would carry out another public consultation where you would have the opportunity to review the chosen design and give more feedback.

If a DCO is required in order to construct, operate and maintain the scheme, we would make our application to the Secretary of State for Transport via the Planning Inspectorate. The Planning Inspectorate will independently examine the application and your views would continue to be considered in developing the proposals.

Scheme timeline

Options

1
Option identification

↓

Project initiated

2
Option selection

↓

Public consultation on options

Development

3
Preliminary design

↓

Potential route announcement

4
Statutory procedures and powers

↓

Potential start of construction works

Construction

5
Construction preparation

↓

Potential start of construction works

6
Construction commissioning and handover

↓

Potential road opening

7
Close out

↓

Close out

What is a Development Consent Order?

A DCO is a special type of planning application which is needed for schemes that are regarded as Nationally Significant Infrastructure Projects. Information on development consent for our major road schemes can be found in our DCO leaflet at: nationalhighways.co.uk/DCO

Alternatively, you can visit the Planning Inspectorate website at: infrastructure.planninginspectorate.gov.uk/application-process/the-process for more information about the development consent process.



A64

Hopgrove to Barton-le-Willows

Public consultation

Find out more and have your say

Our options consultation will run for six weeks, from 25 July to 5 September 2022.

Here is how you can get involved:

Consultation events and webinars

Visit one of our events or join a webinar to find out more about the scheme and speak to members of the project team who will be happy to answer any questions you may have.

For our webinars, attendees will receive a presentation about the route options from the project team and will be given opportunities to ask questions using the chat function. To register for either one of the webinars, please visit the virtual consultation room and click the 'webinar registration' button.

Date and time	Location
Wednesday 3 August, 6pm	Register via the virtual consultation room
Friday 12 August, 2pm-8pm	New Earswick Folk Hall, Hawkforn Terrace York, YO32 4AQ
Tuesday 23 August, 2pm-8pm	The Milton Rooms, Market Place, Malton, YO17 7LX
Thursday 1 September, 6pm	Register via this virtual consultation room

Phone

To speak to a member of the team, call **0300 470 2164** from 9am to 5pm, Monday to Friday.

Email

You can also get in touch with our project team at a64hopgrove@nationalhighways.co.uk

Response form

To fill out a response form, please click the 'Have your say' button found in our virtual consultation room. This will take you to a digital version of our response form.

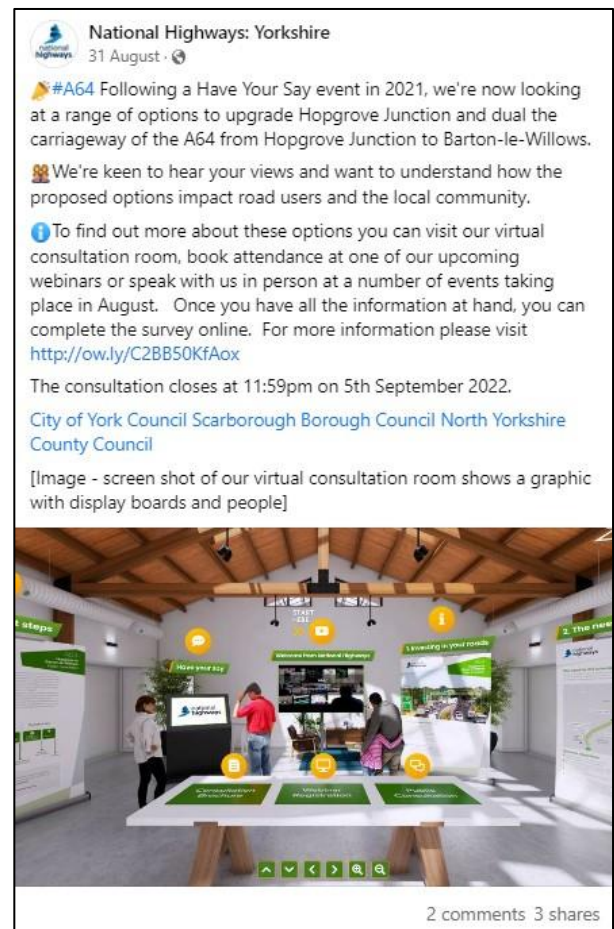
All responses must be received by 5 September. Responses received after this date may not be considered.

6. Appendix B

Online/media communications

Social media posts

N.B. numerous updates were posted from National Highways' accounts throughout the consultation period.




Partner communications/posts

Julian Sturdy MP @JulianSturdy

A64 UPGRADE CONSULTATION

A public consultation on several upgrade options to dual the A64 between Hopgrove & Barton-le-Willows was launched today as @HighwaysYORKS gathers feedback on what it dubs pipeline schemes.



Kevin Hollinrake MP @kevinhollinrake

A64 dualling public consultation event 2pm to 8pm today at the Milton Rooms, Malton, do come along to find out more/show your support



11:47 · 23 Aug 22 · Twitter for iPhone

4 Retweets 1 Quote Tweet 9 Likes


North Yorkshire CC @n... · 15 Aug

The Highways Agency are consulting on options to upgrade the #A64 Hopgrove Junction and dual the A64 from Hopgrove Junction to Barton-le-Willows. Have your say below

twitter.com/HighwaysYORKS/...

National Highways: Y... · 14 Aug

#A64 Options to upgrade Hopgrove Junction and dual the carriageway of the A64 from Hopgrove Junction to Barton-le-Willows. We're keen to hear your views here a64hopgrove....



Scarborough Borough Council @ScarboroCouncil

@NationalHways is holding a consultation in #Scarborough soon on dualling options for the #A64.

Find out more and how to take part at tinyurl.com/2p95mtr4



13:10 · 26 Jul 22 · Twitter Web App

Ryedale DC @RyedaleDC

It's time to have your say on A64 improvements. @HighwaysYORKS are running a consultation on 3 options they've developed. A webinar giving more details on the proposals takes place on Thursday from 6-7.30pm. Register at a64hopgrove@nationalhighways.co.uk or on 0300 470 2164.

Have Your Say
A64 Hopgrove - Barton Willows consultation



13:03 · 30 Aug 22 · Hootsuite Inc.

Media coverage

Publication	Date	Link
BBC 1 Yorkshire and North Midlands	05/09/2022	Link unavailable
BBC 1 Yorkshire and North Midlands	05/09/2022	Link unavailable
BBC 1 Yorkshire and North Midlands	05/09/2022	Link unavailable
BBC 1 Yorkshire and North Midlands	05/09/2022	Link unavailable
BBC 1 Yorkshire and Lincolnshire	05/09/2022	Link unavailable
BBC 1 Yorkshire and North Midlands	05/09/2022	Link unavailable
BBC 1 Yorkshire and Lincolnshire	05/09/2022	Link unavailable
York Press	01/09/2022	https://www.yorkpress.co.uk/news/20878340.tory-leader-paul-doughty-urges-people-york-respond-a64-consultation/?ref=rss
YorkMix	01/09/2022	https://yorkmix.com/residents-in-villages-near-hopgrove-roundabout-urged-to-have-their-say-on-plans-for-the-a64-which-could-affect-local-routes/
Greatest Hits Radio	17/08/2022	https://planetradio.co.uk/greatest-hits/york-north-yorkshire/news/a64-hopgrove-public-consultation-halfway/
Hits Radio - PlanetRadio.co.uk	17/08/2022	https://planetradio.co.uk/hits-radio/north-yorkshire/news/a64-hopgrove-public-consultation-halfway/
Malton Gazette and Herald	17/08/2022	https://www.gazetteherald.co.uk/news/20667443.time-say-a64/
Gazette & Herald	17/08/2022	https://www.gazetteherald.co.uk/news/20667443.time-say-a64/
Federation of Small Businesses	16/08/2022	https://www.fsb.org.uk/resources-page/have-you-engaged-with-the-a64-consultation.html
Nigel Adams MP	16/08/2022	https://www.selbyandainsty.com/news/national-highways-consultation-about-proposed-a64-upgrade
Windobi	14/08/2022	https://windobi.com/a64-upgrades-public-consultation-reveals-three-options-for-dualising-and-improving-the-route-from-york-to-malton/
Yorkshire Post	14/08/2022	https://www.yorkshirepost.co.uk/news/transport/a64-upgrades-public-consultation-reveals-three-options-for-dualling-and-improving-york-to-malton-stretch-3805213
Malton Gazette and Herald	10/08/2022	https://www.gazetteherald.co.uk/news/20614041.campaigners-call-strong-message-a64-upgrade/?ref=rss
Gazette & Herald	10/08/2022	https://www.gazetteherald.co.uk/news/20614041.campaigners-call-strong-message-a64-upgrade/
Yahoo! UK and Ireland	01/08/2022	https://uk.news.yahoo.com/york-area-mps-urge-people-042900680.html?guccounter=1
York Press	01/08/2022	https://www.yorkpress.co.uk/news/20588475.york-area-mps-urge-people-take-part-a64-upgrade-consultation/?ref=rss
Yorkshire Post	30/07/2022	https://www.yorkshirepost.co.uk/news/transport/a64-seaside-traffic-misery-could-become-thing-of-the-past-as-plans-to-dual-road-progress-3787593
Gazette & Herald	28/07/2022	https://www.gazetteherald.co.uk/news/20584371.a64-improvements---mps-urge-public-say/
Malton Gazette and Herald	28/07/2022	https://www.gazetteherald.co.uk/news/20584371.a64-improvements---mps-urge-public-say/
KevinHollinrake.org.uk	27/07/2022	https://www.kevinhollinrake.org.uk/news/have-your-say-a64-improvements
Knowledia News (UK)	26/07/2022	Link unavailable

Gazette & Herald	26/07/2022	Link unavailable
Highways-News.com	26/07/2022	https://highways-news.com/national-highways-launches-a64-consultation/
JulianSturdy.co.uk	25/07/2022	Link unavailable
Bulletin Reporter	25/07/2022	https://bulletinreporter.com/public-consultation-launched-on-major-a64-road-dualling-upgrade-scheme-from-york-to-castle-howard/
Scarborough News	25/07/2022	https://www.thescarboroughnews.co.uk/news/transport/public-consultation-launched-on-major-a64-road-dualling-upgrade-scheme-from-york-to-castle-howard-3781189
Malton Gazette and Herald	25/07/2022	https://www.gazetteherald.co.uk/news/20516466.say-a64-dual-carriageway-plan/
York Press	25/07/2022	https://www.yorkpress.co.uk/news/20516514.say-future-section-a64/
Gazette & Herald	25/07/2022	https://www.gazetteherald.co.uk/news/20516466.say-a64-dual-carriageway-plan/
RobertGoodwill.co.uk	25/07/2022	https://www.robertgoodwill.co.uk/news/a64-hopgrove-public-consultation
BBC 1 Yorkshire and North Midlands	25/07/2022	Link unavailable
BBC 1 Yorkshire and Lincolnshire	25/07/2022	Link unavailable
BBC 1 Yorkshire and North Midlands	25/07/2022	Link unavailable
World News	25/07/2022	https://article.wn.com/view/2022/07/25/York_A64_Public_to_help_decide_dual_carriageway_plan/
BBC 1 Yorkshire and Lincolnshire	25/07/2022	Link unavailable
BBC 1 Yorkshire and North Midlands	25/07/2022	Link unavailable
Head Topics UK	25/07/2022	https://headtopics.com/uk/york-a64-public-to-help-decide-dual-carriageway-plan-28406051
Head Topics	25/07/2022	https://headtopics.com/uk/york-a64-public-to-help-decide-dual-carriageway-plan-28406051
BBC News	25/07/2022	https://www.bbc.co.uk/news/uk-england-humber-62266414
BBC News 1	25/07/2022	https://www.bbc.co.uk/news/uk-england-humber-62266414
Daily Advent	25/07/2022	https://www.dailyadvent.com/gb/news/8aee9c20006fdc590867681fef73f55d-York-A64-Public-to-help-decide-dual-carriageway-plan
BBC 1 Yorkshire and North Midlands	25/07/2022	Link unavailable
BBC 1 Yorkshire and Lincolnshire	25/07/2022	Link unavailable

Press release - 1

STRICTLY EMBARGOED UNTIL 0001 ON MONDAY 25 JULY

Have your say on new designs for A64 improvements

The public is being given the opportunity to shape the future of a section of the A64 from today (Monday 25 July).

Several options to improve the Hopgrove junction near York to Barton-le-Willows, all of which will bring significant benefits to the area, have been put forward for public consultation. National Highways is inviting road users, residents, businesses, councillors and other members of the community to have their say.

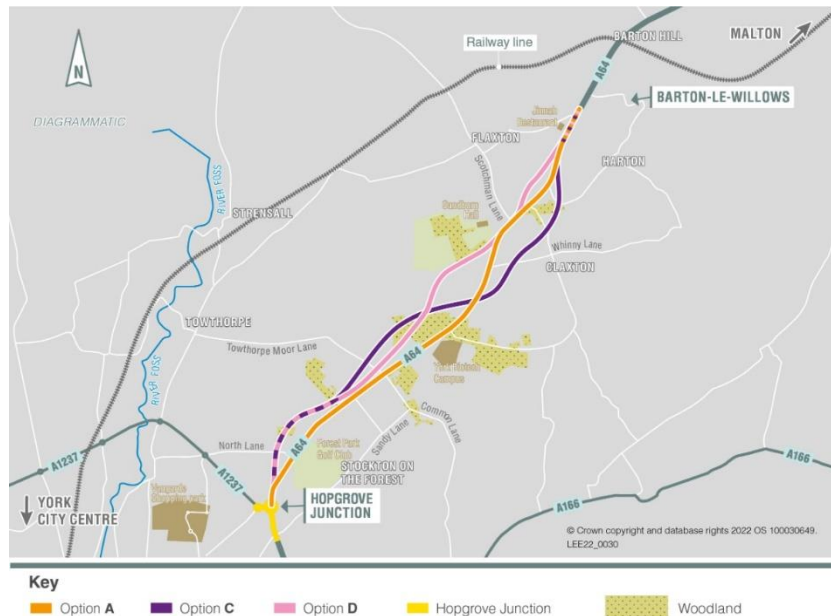
National Highways Project Manager John Killeen said:

“We’re asking as many people as possible to have their say on the choices under consideration. Road infrastructure improvements affect everyone. They help us move around the country and connect with one another, whether we are driving, cycling or walking.

“The options we have put forward today will provide quicker, smoother journeys for jobs and leisure, support a growing economy and foster local regeneration and improve safety, reducing collisions and the delays these can cause.

“It’s essential that we understand people’s views so we can ensure we deliver the right scheme to make this section of the A64 fit for the future.

“Feedback from the public will help us understand how the proposed options impact road users and the local community. People will be helping to shape the scheme and maximise the benefits as we progress the design.”



Three options for dualling are being put forward as well as improvements to the Hopgrove junction

The six-week consultation runs from today to Monday, 5 September, with feedback helping National Highways develop its planning application for a Development Consent Order (DCO), should the scheme be developed further.

A DCO is required for all nationally significant infrastructure projects and will allow for the Planning Inspectorate to make a recommendation to the Secretary of State, who will decide on whether development consent should be granted for the proposed scheme.

The A64 Hopgrove project is one of 32 announced in National Highways’ [2020-25 Delivery Plan](#) as being considered by the government for further development for the next five-year roads investment period which starts in 2025.

Some £347 million of funding has been allocated to the development of these projects, which have been identified through National Highways’ programme of strategic studies, route strategies, specific areas of research and work with stakeholders. Not all schemes in the pipeline will progress to construction and there is currently no commitment from the government to develop this scheme beyond this current stage.

Get involved

People can find out more about the A64 Hopgrove scheme options in a number of ways:

A consultation brochure is available online at www.highwaysengland.citizenspace.com/he/a64-hopgrove or the following locations:

- York Explore Library - Library Square, Museum Street, York, YO1 7DS
- Huntington Library - Garth Road, Huntington, York, YO32 9QJ
- Malton Library - St Michael Street, Malton, YO17 7LJ

- Scarborough Library - Vernon Road, Scarborough, YO11 2NN

People can visit a virtual exhibition at www.highwaysengland.citizenspace.com/he/a64-hopgrove any time between now and the end of the consultation. It includes all the materials that would be available at a public exhibition such as maps and environmental information and there will be instructions so people can navigate through the room.

Two public exhibitions with the project team will be held at the following locations, dates and times:

- New Earswick Folk Hall, Hawthorn Terrace, York, YO32 4AQ, on Friday, 12 August, from 2pm to 8pm; and
- The Milton Rooms, Market Place, Malton, YO17 7LX, on Tuesday, 23 August, from 2pm to 8pm.

Two online webinars will take place on Wednesday, 3 August and Thursday, 1 September, both from 6pm to 7.30pm. Attendees will receive a presentation about the route options from the project team and be given opportunities to ask questions using a chat function. To register for either, please email a64hopgrove@nationalhighways.co.uk or call the project team on 0300 470 2164 between 9am and 5pm Monday to Friday

An advertising van giving details of the options will visit Scarborough from Thursday 4 to Saturday 6 August, and will be staffed by members of the project team on Friday 5 August who can answer any questions people may have. It will be parked outside Holland & Barrett, Brunswick Pavilion, Westborough, Scarborough, YO11 2PA. The van will also be parked at Monks Cross Shopping Park in York on 17 August and in York city centre the following day, but won't be staffed.

Members of the public can also email the project team at a64hopgrove@nationalhighways.co.uk or speak to them on **0300 470 2164** from **9am to 5pm, Monday to Friday**

Details on how to respond can be found online or in the brochure.

The options

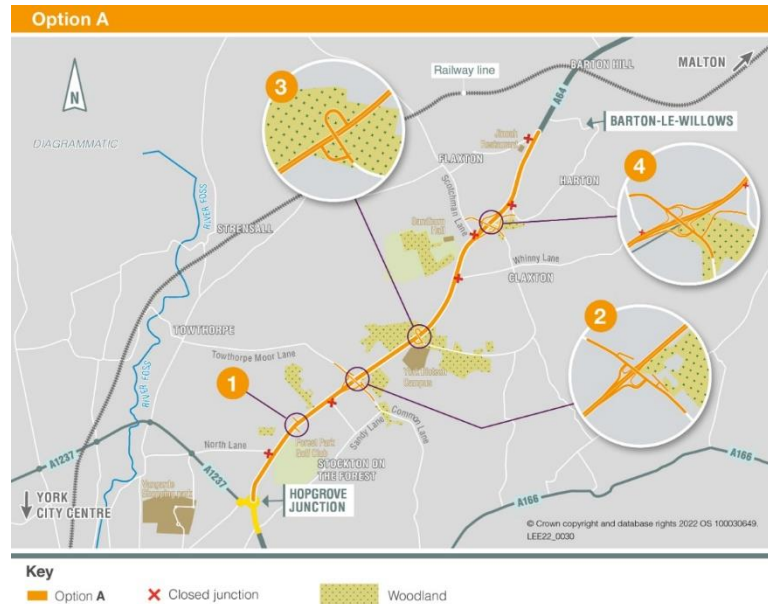
National Highways has developed a scheme to upgrade the Hopgrove junction and three options, A, C and D, to dual the A64 from that junction to Barton-le-Willows. All three dualling options incorporate the Hopgrove junction improvement.

Hopgrove Junction improvement



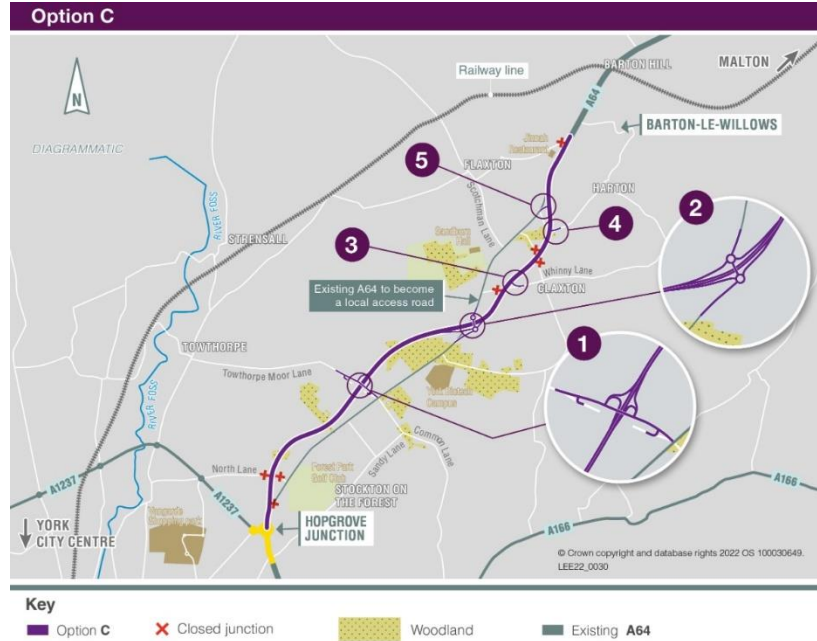
The upgrade being developed for the Hopgrove junction would replace the existing Hopgrove and Malton Road roundabouts with a single extended and signalised roundabout. The new roundabout would widen the existing north and south legs of the A64 Hopgrove Roundabout. A new through road would be added to allow vehicles travelling north to travel straight across the roundabout rather than having to go around it. This would improve connectivity to the A1237 (York Outer Ring Road) as traffic travelling north would no longer need to use the westbound roundabout. A new left-turn slip lane from Hopgrove Roundabout towards Malton Road is also included, heading north. For Options C and D traffic would no longer be able to access the existing A64 from Hopgrove junction as the existing A64 would be capped at the southern end. Traffic looking to join the existing A64 would do so via a new junction at Towthorpe Moor Lane. New traffic light-controlled crossings would deliver safer and more convenient crossing places for walkers, cyclists and other non-motorised users. These facilities would connect with existing routes to the south of the junction.

Option A



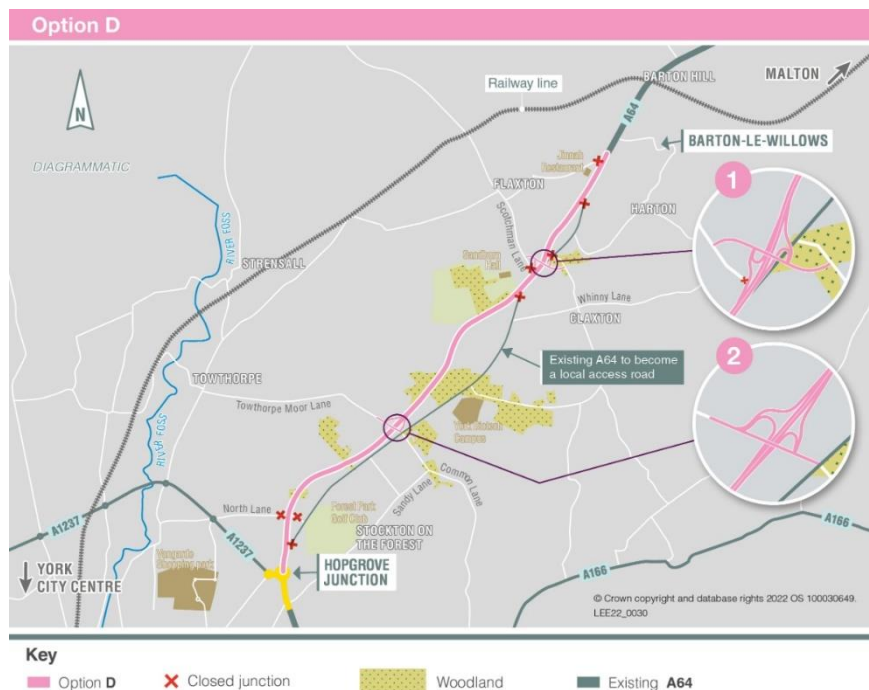
The existing single carriageway would be dualled from a point 500m north of Hopgrove junction up to the existing dual carriageway at Barton-le-Willows, avoiding properties wherever possible. All existing right turns on this section of the road would be removed, and traffic would be able to exit left only. The three major junctions would provide road bridges to allow vehicles to cross the carriageway. Access to the dual carriageway would be through a limited number of junctions at the Highwayman Café, Towthorpe Moor Lane, York Biotech Campus, and Claxton and Scotchman Lane. Three of these would be accessed via a left turn only and provide a bridge over the carriageway. These are called grade-separated junctions. The fourth would be a left in/left out junction.

Option C



A new dual carriageway would be constructed from a point 500m north of Hopgrove Junction to a point adjacent to Merricote Farm. This part of the new carriageway would run parallel to the A64. This option would then cross to the east of the existing A64, close to the village of Claxton, before re-joining the existing dual carriageway near Barton-le-Willows. Access to the new road would be through a limited number of junctions. Left-turn junctions with bridges over the carriageway (grade-separated junctions) are proposed at the Towthorpe Moor Lane, providing access to existing A64 and Sandy Lane, the existing A64 giving access to Sand Hutton. This option includes three left in, left out T-junctions. These junctions would allow traffic coming from the minor road to turn left only onto the dual carriageway. As such, right turns, which would require a gap in the central reservation and enable dangerous right-turns across oncoming traffic, are not possible at these junctions. These junctions would be situated at Whinny Lane, Huckleberrys American Diner, giving access to Harton, and the existing A64, giving access to Flaxton via Scotchman Lane. Access to properties located on either side of the new road would be maintained via new connections to the local road network. Because a new dual carriageway will be built, this will allow the current A64 to be used as a local access road. Traffic originating from the existing A64 would access Hopgrove Junction via the new dual carriageway.

Option D



Option D begins the same as Option C but continues to run northwest in parallel with the current A64. It re-joins the existing A64 briefly around the Scotchmans Lane Junction then separates from the current A64 for a short stretch, before re-joining it approximately 1km south of the A64/Steelmores Lane Junction. Access to the new road would be through a limited number of junctions at Towthorpe Moor Lane, providing access to existing A64 and Sandy Lane, the existing A64, giving access to Scotchman Lane, and Claxton. These junctions would be accessed via a left turn only and provide a bridge over the carriageway.

Access to properties that are located on either side of the new road would be maintained via new connections to the local road network. Because a new dual carriageway would be built, this would allow the current A64 to be used as a local access road. Traffic would no longer be able to access Hopgrove junction from the existing A64 because the existing A64 would be capped at the southern end. It would also be capped further north where it would intersect with the new dual carriageway, close to Sandburn Hall. Traffic originating from the existing A64 would therefore need to use the local road network and the new junctions to access both Hopgrove junction (if traveling south) and the northbound carriageway to travel north.

Ends

NOTES TO EDITORS

National Highways is the wholly government-owned company responsible for modernising, maintaining and operating England's motorways and major A roads.

Real-time traffic information for England's motorways and major A roads is available via its website (<https://trafficengland.com>), local and national radio travel bulletins, electronic road signs and mobile apps. Local Twitter services are also available at <https://nationalhighways.co.uk/about-us/social-media-use/>.

For further information please contact National Highways' press office (24hrs) on 0844 693 1448 and select the most appropriate option below:

- Option 1: **National enquiries** (9am to 5.30pm) & **out of hours for urgent enquiries**
- Option 2: **North West** (between 9am & 5.30pm)
- Option 3: **Yorkshire, Humber and North East** (between 9am & 5.30pm)
- Option 4: **West Midlands** (between 9am & 5.30pm)
- Option 5: **East Midlands** (between 9am & 5.30pm)
- Option 6: **East** (between 9am & 5.30pm)
- Option 7: **South East** (between 9am & 5.30pm)
- Option 8: **South West** (between 9am & 5.30pm)

Still chance to get involved with A64 Hopgrove public consultation

As the A64 Hopgrove public consultation passes the halfway mark, local road users and residents are being reminded there's still time to have their say.

Several options to improve the Hopgrove junction near York to Barton-le-Willows, all of which will bring significant benefits to the area, have been put forward for public consultation by National Highways.

The next face to face opportunity for people to get involved is an exhibition at The Milton Rooms, Market Place, Malton, YO17 7LX, on Tuesday, 23 August, from 2pm to 8pm, when members of the project team will be on hand to explain the options and answer any questions.

There's also an online webinar on Thursday, 1 September, from 6pm to 7.30pm. Attendees will receive a presentation about the route options from the project team and be given opportunities to ask questions using a chat function. To register visit <https://highwaysengland.citizenspace.com/he/a64-hopgrove/>

Since the consultation launched on 25 July, almost 550 people have responded to the options.

National Highways Project Manager John Killeen said:

"We've been very pleased with the level of public engagement on the Hopgrove consultation so far but there's still time for more people to get involved.

"Perhaps people have been away on holiday and have been meaning to take a look at the options and give us their feedback but not got round to it. With the consultation closing on 5 September, now is the time to tell us what they think.

"Feedback from the public will help us understand how the proposed options impact road users and the local community. People will be helping to shape the scheme and maximise the benefits as we progress the design."

Cllr Keane Duncan, executive member for highways and transport at North Yorkshire County Council, said:

"It's important that as many people as possible respond to National Highways' consultation so that they can understand the views of residents as they develop a preferred option from the three shortlisted.

“While there is not yet a financial commitment from the government to dual the key stretch between Hopgrove and Barton-le-Willows, getting to the point where we have a firmed-up plan for dualling will put us in the strongest position to move forward to construction after 2025.

“The A64 is competing with more than 30 other schemes across the country, so it’s vital we are able to demonstrate the strong case for investment in our area.

“We know that dualling this stretch is needed in order to beat congestion and unlock economic growth. Perhaps most importantly, it is also needed to improve safety.

“Please have your say before it’s too late.”

Anyone unable to visit the exhibition in Malton or the online event can visit a virtual exhibition at <https://highwaysengland.citizenspace.com/he/a64-hopgrove/>

It includes all the materials that would be available at a public exhibition such as maps and environmental information and there will be instructions so people can navigate through the room

A consultation brochure is available online at <https://highwaysengland.citizenspace.com/he/a64-hopgrove/> or the following locations until 5 September:

- York Explore Library - Library Square, Museum Street, York, YO1 7DS
- Huntington Library - Garth Road, Huntington, York, YO32 9QJ
- Malton Library - St Michael Street, Malton, YO17 7LJ
- Scarborough Library - Vernon Road, Scarborough, YO11 2NN

People can also email the project team at a64hopgrove@nationalhighways.co.uk or speak to them on **0300 470 2164** from **9am to 5pm, Monday to Friday**

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- Option 8: **South West** (between 9am & 5.30pm)

7. Appendix C

Questions from webinars – 3 August

Question
It looks like two of the proposed routes will be coming through my property or very close. My questions are: 1, why wasn't I consulted? 2, Is there a more detailed map of the proposed routes?
How will we access the west bound A64 when leaving Thompsons Fish & Chip restaurant
Why is there no plans to consider dualling the stretch between Welburn lane end and Malton bypass? This is the stretch past our Parish. Not dualling this section will just push the congestion from Hopgrove to the last remaining single lane section.
Has any work been done on the possible -knock-on effects of any of these schemes? Is it possible/likely that the current Hopgrove congestion will simply be moved along to the next single-carriageway section (Welburn-Malton)?
Why is there no plans to consider dualling the stretch between Welburn lane end and Malton bypass? This is the stretch past our Parish. Not dualling this section will just push the congestion from Hopgrove to the last remaining single lane section.
You must have done some preliminary costings for each option. Which is likely to be the cheapest?
A restricted, left turn only junction was created at the western end of the Malton bypass when that was dualled. It has resulted in dangerous manoeuvres into Huttons Ambo Low Lane end and illegal right turns. This is not acceptable again. It is a cheap fix. What are the proposals to prevent dangerous manoeuvres that left-turn only routes will encourage amongst frustrated road users?
We live on North Lane, Exactly where will routes C & D impact North Lane. As the plan is not detailed enough?
If this scheme is approved, when is the work expected to be undertaken? Daytime only? Nights only or a mix? The night work closures on the A64 have a significant impact currently for residents.
How wide an area is considered for the environmental impact of these schemes? Does it extend further up the A64? [See previous question!]
To make an assessment of the impact of the three options I would need to see an OS map with the options plotted on rather than a schematic plan
I am surprised you are not considering amenity and leisure as two of your routes would impact on these for local and holiday visitors (C and D)
Much of the manned consultation is in Scarborough and Malton, very little in York. Why have you not planned more manned events in York?
What considerations/plans have been made to either rehouse or compensate existing stakeholders and businesses who will be detrimentally affected by the Options C&D?
I notice there is no 'lessons learned' stage post-construction. Not good! How will this scheme be reviewed?
In order to be able to comment meaningfully, we need to know the details of road junctions, properties affected and proposed land take. When will that detailed information be available in map form
Existing "improvements" on the scotchman lane junction has been expensive and made safety much worse what confidence can we have that this scheme will deliver the benefits promised?
With 31 other schemes nationally at this level, realistically how likely is it that we will get the funding for these improvements? is it a question of how fast we move with the decisions on the three routes?
How many people are attending this teams event? It would be nice to know.
Would it be beneficial to trial the blocking of right turn routes on minor junctions. To see if the flow of traffic improved on the A64.
Are existing junctions on the existing dualled section of the A64 to remain unchanged - ie will left and right plus right turn facilities continue to be usable although you intend closing them on the new section

the poor folk of Huttons Ambo have real problems and they will need help in another scheme
im disappointed having taken the trouble to attend you have not addressed any of the questions
raised by people attending tonight

Questions from webinars – 1 September

Given on page 2 of the consultation documents roads (notably North Lane) are proposed to be closed why is this not trialled to measure the impact on congestion?
The document state "congestion starts 600m north of Hopgrove at the 2:1". What is the evidence base for this? My experience of using this is that congestion begins at North Lane and a feedback loop is created whereby traffic bypasses on this route and slows down the traffic further.
How does the accident rate of the dualled sections compare to the non-dualled?
The BCR is estimated to be 1.33, Rating at as LOW according to DfT Value for Money assessment. How can this scheme be justified at this BCR during a climate crisis?
Do you realise there is a typo on p9 of your consultation doc where your labelling of Towthorpe moor lane and scotchman lane doesn't match with your numbers on the map.
What would be the BCR of the scheme "A", with grade separated junctions and overheads and road closures but NOT dualled?
Given that a reported £7million has already been spent on the Hopgrove roundabout to reduce congestion (which has had no discernable impact) how can we be confident that these new proposals will work?
Queues also form as the A64 dual carriageway merges into a single track at the Jinnah and is just as big a congestion issue as at the Hopgrove roundabout travelling East
When will we know the castings of each of the three schemes
Queues also form as the A64 dual carriageway merges into a single track at the Jinnah and is just as big a congestion issue as at the Hopgrove roundabout travelling East
Will the proposal not just move the tailbacks to the Welburn turn off, where there are no proposals on this occasion to dual the road... surely a proposal that solves the bottlenecks needs to dual the road through to Malton at least?
How can option C even be contemplated - putting the new dual carriageway so close to a village (Claxton), when the alternative (option D) would have significantly less impact re numbers of households (adjoining a golf course)...
Option C will go straight through an established horse livery yard outside Claxton - with local bridlepaths - does your horse-riding calculation take this into account?
have you assessed the great crested newt colonies in the area of Claxton?
Given climate change impacts why not use this opportunity to improve biodiversity, not simply conserve it?
Acknowledging the fact you know far more about this subject than I do but I will just aks and add that 1. traffic backs up at present from the A19 turn off south of York on regular occassions queuing for the coast. might this project offer only minimal help to the conjection and merely push it on to higher up the road - creating new similar issues higher up the A64? 2. would a caravan only lane be a good idea for several miles to alleviate the slow moving traffic? Ultimately there are too many cars, too many people and insufficient public transport in the UK that hampers any and all national highways improvements! How about a tram to the coast and a large car park abit like park and ride? this could work for day trippers if the trams began early and finished late. The volume of traffic is a nightmare and any solutions are expensive and will never 'solve' the issues totally if at all. Good Luck.
... improve the railway service between York and Scarborough by opening a station near Stockton on Forest or Claxton where day trippers could park and pick up the trains
On this note, surely the Welburn to Malton section not duallable so an expensive scheme for hopgrove to B-le-W can never achieve a high BCR
Option C clearly has the most detrimental impact on any of the villages, and should have been discounted at the early feasibility stages due to the proximity of the proposed dual section to

Claxton. How is this still a justifiable option, given the significantly lower impact of options A and D on existing settlements, even accounting for the short-term disruptions during construction?
So if North Lane was just closed off what would be the impact?!? Two concrete blocks could have a huge positive impact!
have you considered how the traffic flows from Stamford Bridge through Claxton (including lorries), will reroute under Option C through Sand Hutton to FERA junction, past a small village primary school and over a small bridge (Stank Bridge, built 1870)?
I sit in that traffic from Hopgrove regularly for over an hour before getting anywhere near North Lane we must have the road dual for local residents access and allow through traffic to carry on. Will the new road if option C or D be called A64 and the current road Malton Road?
Why does it take multiple people to answer simple questions - and questions that have already been answered?!
Given climate change impacts why not use this opportunity to improve biodiversity, not simply conserve it?
how is the proposed crematorium by FERA being taken into account in the different options?