



PART B:	RECOMMENDATIONS TO COUNCIL
REPORT TO:	POLICY AND RESOURCES COMMITTEE
DATE:	13 FEBRUARY 2014
REPORT OF THE:	HEAD OF ECONOMY AND INFRASTRUCTURE JULIAN RUDD
TITLE OF REPORT:	A64 IMPROVEMENT STRATEGY – MEMORANDUM OF UNDERSTANDING
WARDS AFFECTED:	ALL

EXECUTIVE SUMMARY

1.0 PURPOSE OF REPORT

- 1.1 To agree Ryedale District Council commitment to and participation in the Memorandum of Understanding (MoU) for the A64 trunk road improvement strategy (attached at Annex A).

2.0 RECOMMENDATION

- 2.1 That Council is recommended to approve the Ryedale District Council commitment to and participation in the Memorandum of Understanding on the A64 trunk road improvement strategy.

3.0 REASON FOR RECOMMENDATION

- 3.1 Support for the Memorandum will establish a framework for effective co-operation to enable the development and implementation of a long term programme of improvements for the A64 trunk road between York and Scarborough. The improvements will support growth focussed on York, Malton and Scarborough, whilst addressing safety concerns and taking account of sustainability and environmental issues.
- 3.2 Improvement of the A64 between York, Malton and Scarborough to address safety, congestion, accessibility and journey-time issues has been a long standing ambition of this Council.
- 3.3 The Memorandum will combine the efforts of, and ensure coordination between, Ryedale District Council, Scarborough Borough Council, City of York Council, North Yorkshire County Council, the York, North Yorkshire and East Riding Local Enterprise Partnership and the North Yorkshire Local Transport Body. Importantly, the MoU also includes the Highways Agency and will assist in close working with the

Agency to achieve upgrading of the trunk road.

4.0 SIGNIFICANT RISKS

- 4.1 Upgrading and improvement schemes on trunk roads, such as the A64, involve significant costs (multi-million plus). However, the MoU in itself does not commit the Council to such expenditure. Conversely, the Memorandum will enhance joint working with other authorities and organisations to optimise efforts and opportunities to upgrade the A64 trunk road, including making best use of potential funding for improvement schemes (such as the Local Growth Fund).

5.0 POLICY CONTEXT AND CONSULTATION

- 5.1 Improvement of the A64 trunk road through Ryedale has been a priority for this Council for decades and is consistent with the Council adopted planning and economic policies.

REPORT

6.0 REPORT DETAILS

- 6.1 Members will be aware there have been a number of studies into the A64 trunk road, the most recent being the A64 Corridor Connectivity Study in 2011. Since that Study was produced there has been no significant improvement work or scheme design work carried out, other than the improvement of the A64 Brambling Fields junction at Norton. This is mainly due to a lack of funding being available either for construction or design work.
- 6.2 The York, North Yorkshire and East Riding Local Enterprise Partnership recently submitted its Strategic Economic Plan (SEP) to Government for consideration. Within the SEP it identifies one of the key strategic priorities is a well-connected economy, with an objective that there are fast reliable journeys between key settlements. There is particular priority given to improved east-west connections, including the A64 between York and Scarborough.
- 6.3 Opportunities for funding may arise through the Growth Fund, Department of Transport Pinch Point Funding and the Highways Agency Route Based Strategies. A co-ordinated joint approach across authorities and agencies provides the best opportunity to secure funding for improvements to the A64 trunk road and making progress to deliver schemes. The signing of the Memorandum by all parties shows a long-term commitment to the upgrading of the A64 trunk road.

7.0 IMPLICATIONS

- 7.1 The following implications have been identified:
- a) Financial
This Memorandum does not and is not intended to create any legal relationship between the Partners. All matters described in the Memorandum are subject to appropriate corporate and regulatory authorisation and, where appropriate, formal agreement. Nothing in this Memorandum shall affect the statutory or regulatory duties or responsibilities of any Party and its existence does not preclude the taking of independent actions by the respective local authorities or the HA where any party considers it is appropriate to do so.
 - b) Legal
Although the Partners agree in good faith to deliver against the agreed work

areas subject to their other duties and the corporate framework within which they operate (including exploring opportunities for joint funding and other resources), this Memorandum does not commit any Party to the allocation of funds or other resources.

- c) Other (Equalities, Staffing, Planning, Health & Safety, Environmental, Crime & Disorder)

Any road schemes brought forward will have to have full regard to national and local planning and transport policy, including protecting the environment and sustainability.

8.0 NEXT STEPS

- 8.1 Following the approval of the MoU by all the partners the officers will continue to work with the LEP on the submitted bid for support via the Local Growth Fund. In addition, options studies to identify specific schemes to implement on the A64 will be required in the near future to meet the timescale of the Local Growth Fund. A separate report will consider funding issues regarding such studies.

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Background Papers:
None.