

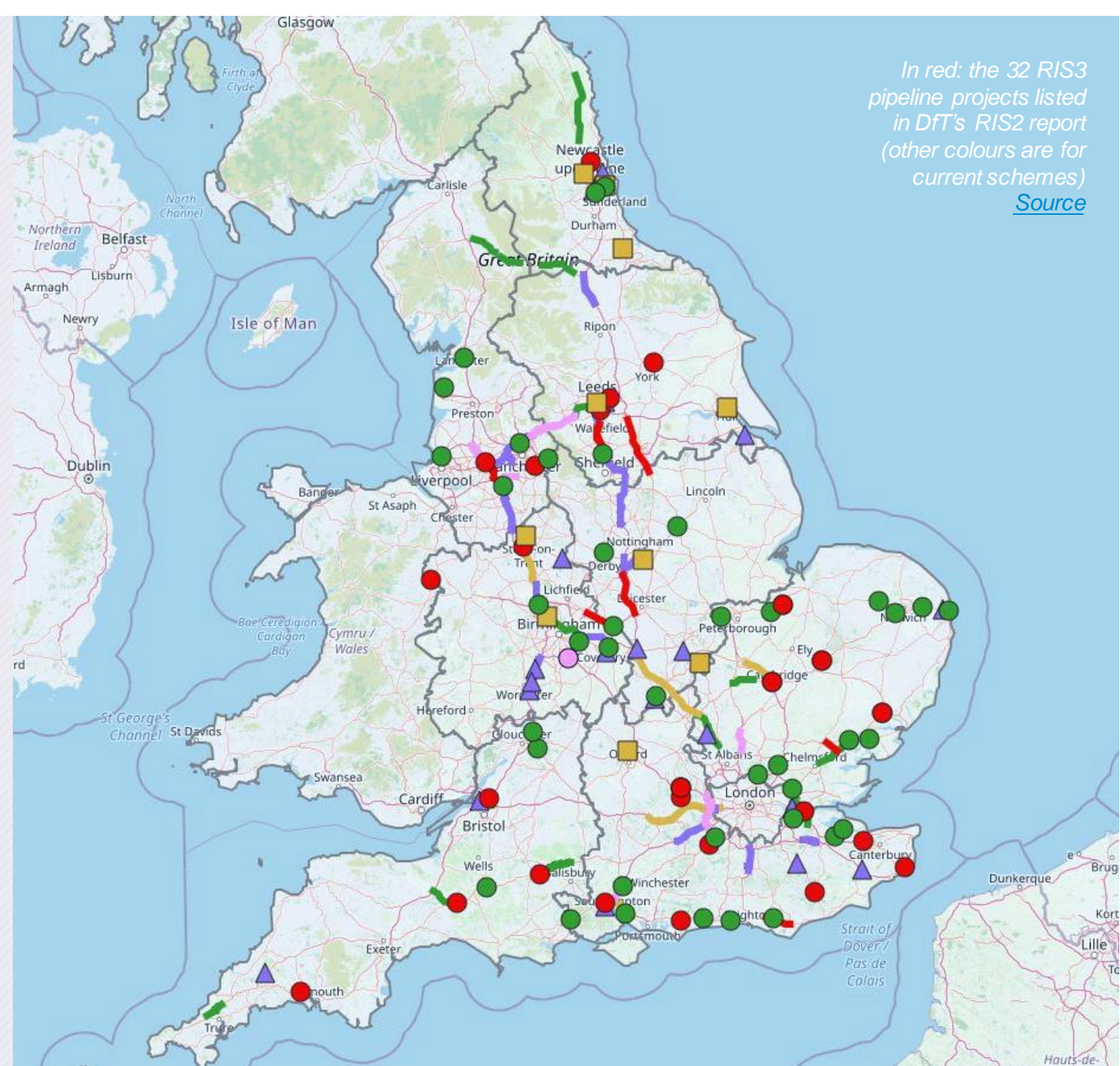
A64 Hopgrove scheme

Ryedale District Council
Update 10 August 2021



RIS3 Pipeline

- **Department for Transport (DfT)'s third Road Investment Strategy (RIS3): 2025-30.**
- £347m invested over Road Period 2 (2020-25) for the **development of future schemes**, including those in the RIS3 pipeline.
- **Highways England's goal:** look to the future to find more ways to deliver safer, smoother and more reliable journeys for our customers.
- **32 potential schemes in the RIS3 pipeline**, named in our Delivery Plan (including A64 Hopgrove scheme), identified with DfT through:
 - strategic studies
 - route strategies
 - specific areas of research
 - stakeholder engagement
- **Pipeline mission:** to provide a range of options for potential future schemes to enable ministerial decision-making, carefully progress their preferred schemes and ensure we are ready for RIS3.
- The pipeline schemes are **NOT** committed for delivery at this stage.



Scheme overview

Background

- A64 York – Scarborough sees congestion at weekends, bank holidays and peak am/pm weekdays particularly where the carriageway merges from dual to single lane
- Options have been developed to upgrade Hopgrove roundabout and dual the study area from Hopgrove to Barton-le-Willows

Work to date

- Stage 1 was carried out 2017 to 2018
- Scheme was paused at end 2018
- Stage 2 resumed in 2021



Objectives

Improve capacity and journey time, meet future demand



Relieve congestion especially weekends and holiday periods



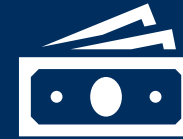
Improve safety on this section of A64



Improve accessibility for non-motorised & vulnerable users



Support regeneration, economic development, regional economy



Minimise environmental impacts



Options currently under consideration for further development

Hopgrove Junction Option

Junction Option 1:

Replacement of the existing Hopgrove and Malton Road roundabouts with a single elongated, signalised roundabout.

It utilises existing north and south legs of the Hopgrove Roundabout and adds an additional northbound through-movement.

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

Hopgrove Dualling Options

Option A:

Online dual carriageway improvement. Utilises the existing alignment of the A64 dualling the existing single carriageway from a point 500m north of Hopgrove Roundabout to the Jinnah Restaurant.

Option C:

Offline dual carriageway improvement to the northwest of the existing alignment, crossing the existing alignment then re-joining the A64 at the Jinnah Restaurant.

Option D:

Offline dual carriageway improvement to the northwest of the existing alignment, joining the A64 briefly close to Scotchmans junction then re-joining the A64 at the Jinnah Restaurant.



Stage 2 Options Development: key outcome



Identifying deliverable and affordable solutions to be recommended to the Department for Transport that provides value for money.



Find out more



highwaysengland.co.uk/ris3pipeline
[Highwaysengland.co.uk/a64hopgrove](https://highwaysengland.co.uk/a64hopgrove)



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[Highways England's Delivery Plan](#)
(pp. 47-48, and 94 for a list of schemes)

