



HOUSE OF COMMONS

LONDON SW1A 0AA

Sandie Forte-Gill
Regional Delivery Director
Highways England
8 City Walk
Leeds LS11 9AT

17th June 2019

Dear Sandie,

Thank you for meeting last week to discuss the A64 Hopgrove to Scarborough scheme and your email of 7th June.

As discussed at our meeting, we have grave concerns about the current Highways England approach to these vital improvements and your current assessment of the need for the improvements and value for money.

The two documents we shared with you, the Highways England Strategic Outline Business Cases from 2014, determine the following:

Doc	Study	Cost	Benefit Cost Ratio- BCR	Value for money
1	A64 Hopgrove to Scarborough SOBC 2 A64	£120m-£250m	1.5-2	Medium
2	A64 around York	£135m	2-4	High

It makes no logical sense that your initial business case concluded that further improvements to the Hopgrove roundabout resulted in better value for money than the dualling of the A64 carriageway between Hopgrove and Barton Hill.

You say in the A64 Hopgrove Feasibility Study Summary V3 that *"the root cause of the issues at the location is not related to the performance of the Hopgrove junction."* In fact, the same document describes the current capacity at Hopgrove Roundabout as *"sufficient for the current observed flows at the junction. The delays that are observed on the approaches to the junction can be attributed to the blocking back from the merge from dual to single carriageway on the A64 approximately 500m north east of the Hopgrove junction."* This confirms what everyone knows to be true; long lines of traffic along this stretch of the A64 are created by the bottleneck due to two lanes merging into one. However, this feasibility study was only carried out at our insistence, your prior position being to improve the Hopgrove roundabout, rather than to dual the carriageway. This raises serious concerns about your customary assessment criteria. Nor are these business cases consistent with your statement at our meeting that the issues on the A64 are mainly attributable to *"tourism"*. As it states in Document 1, the route carries **on average** *"double the volume of traffic a single two-lane carriageway is designed to cater for."*

These traffic problems, already twice as bad as you initially assumed, are due to get worse. This, as appears in your report, would *"lead to an increased likelihood of delay"*. The A64 Hopgrove Feasibility Study estimates that traffic will grow by up to 28 per cent by 2035. It is unthinkable that this situation would gradually worsen over a period of eleven years until we saw any improvement.

The scheme described in the document A64 Hopgrove to Scarborough SOBC 2 A64 details dualling and junction upgrades was previously categorized as 'Medium' value for money:

Q1. Please would you explain how the value for money for dualling the A64 has gone from medium to low?

I understand that a dualling of A1237 York Northern Ring Road will soon be approved under the Major Road Network programme, which will clearly increase the volume of traffic feeding onto the A64 and that this has not been taken into account in your appraisal. Additionally, over the next few years we will see many thousands of new jobs created, including by Sirius Minerals and GCHQ and thousands of homes built in areas that rely on the A64 route. Increasingly, patients at Scarborough Hospital are being asked to travel to York Hospital for treatment as they are part of the same trust.

Q2. Please can you confirm that you will review the strategic case for the dualling the A64 to take these developments into account.

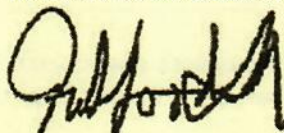
This improvement has local support and that of many stakeholders including all those copied into to this letter who wholeheartedly support the dualling of the A64. On behalf of our constituents, businesses and hundreds of thousands of tourists who suffer unacceptable delays on this route we call on you to revisit your business case and recommend that this improvement is deliver in RIS2, 2020 to 2025. We look forward to your response.

Yours sincerely,

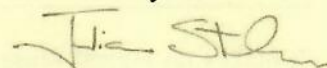
Kevin Hollinrake MP



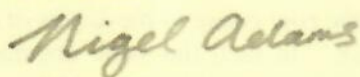
Rt Hon Robert Goodwill MP



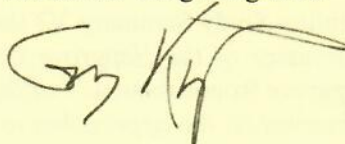
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Cc

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