

Proposed Improvements to Hopgrove Roundabouts

The proposed scheme, which is shown in outline in **Annex A1**, is a partnership scheme between the Highways Agency (HA) and City of York Council (CYC). It involves improvements to both the A64 / A1237 and A1237 / A1036 Hopgrove roundabouts together with the linking section of the A1237 to cater for projected growths in traffic and proposed developments over the next ten years. Key elements of the scheme are:

- Physical improvements to both roundabouts and the linking section of the A1237.
- Signalising both roundabouts.
- Upgrading the existing street lighting and signing, including three new gantry signs.
- Making provision for future CCTV cameras covering both roundabouts.
- A reduction in the current mandatory speed limits on the immediate approaches to the roundabouts and the link road.

The scheme and its implications are described below.

Scheme Principles

The scheme has been primarily designed to improve the capacity and operation of the A64 / A1237 roundabout. It takes account of the predicted general growth in traffic as well as planned developments in the York area, in particular those at Monks Cross, over the next ten years.

The HA have explored a number of options to increase capacity. For any scheme to progress at the present time it would need to be below the threshold for its Local Network Management Schemes (£5m) and be accommodated within existing highway land boundaries. The option which gives best value for money whilst providing scope for further improvements at an appropriate time in the future is to improve and signalise both the A64 / A1237 and A1237 / A1036 roundabouts and to locally improve the A1237. This option has been developed further into the scheme which is the subject of this report.

A64 Roundabout

- This roundabout will be signalised and the eastern side of the roundabout widened to four lanes to provide two lanes for straight ahead A64 traffic to the A1(M) and two lanes for traffic turning right onto the A1237 and A1036.
- The A64 approach from the south-west (Leeds and A1(M)) direction will be widened to four lanes, of which two would be designated for traffic turning left

onto the A1237 and A1036 and two would be for straight ahead A64 traffic to Scarborough and the coast.

- In view of land constraints, the A64 approach from the north-east (Malton) direction will be locally widened to three lanes, with the nearside and centre lane for straight ahead A64 traffic and the offside lane for traffic turning right onto the A1237 and A1036.
- The A1237 approach will be widened to provide one lane specifically for traffic heading onto the A64 north-eastbound and two lanes for traffic heading onto the A64 south-westbound.
- Maintenance areas will be provided within the area of the roundabout to provide safe access to the drainage attenuation measures, the traffic signal equipment and other equipment located in this area.

A1036 Roundabout

- This roundabout will be signalised and widened locally to provide two lanes for traffic heading westbound on the A1237 and one lane for traffic turning left onto the A1036.
- The A1237 approach from the A64 roundabout will be widened to three lanes.
- The A1237 westbound exit will be widened to two lanes with traffic merging into one lane shortly after. The eastbound approach on the A1237 will be widened to two lanes.
- A maintenance lay-by is proposed on the old Malton Road to service the traffic signal equipment and any future CCTV provisions.

Traffic Signals

- As noted above both roundabouts will be signalised.
- Traffic signals will be required for safety reasons, a number of which will be overhead on the A64 south-westbound approach to the A64 roundabout and on the A1237 westbound approach to the A1036 roundabout to ensure there is a primary set of signals that can be seen by motorists in the middle lane. There will be 6.45m min clearance to these signals to provide clearance for over-sized loads.
- Some of the primary signals will have double heads to improve visibility from a distance.
- The two sets of signals will be interlinked. Loops and other detectors will be installed to monitor vehicle speeds on the approaches and the extent of queuing on the approaches and exits as well as on the roundabouts.

- As both signals need to operate as one entity it is the intention of the HA that they would be responsible for the operation and maintenance of both sets of signals.

CCTV

- Provision will be made for future CCTV cameras covering both roundabouts. The exact locations for the cameras is still under discussion.
- Discussions are also underway between CYC and the HA regarding the operation and maintenance of any cameras.

Signing

- The existing signing will be upgraded as part of the scheme.
- Whilst most of the new signing will be on the verges or islands, similar to the existing arrangements, there are three locations where there will be insufficient space adjacent to the carriageway to provide the required signing and gantry signs will be required. These are:
 - Over the four lanes on the A64 approach south-west of the A64 roundabout.
 - Over the four lanes on the eastern side of the A64 roundabout.
 - Over both carriageways of the dual three lane section of the A1237 between the two roundabouts.There will be 6.45m min clearance to the underside of the gantry signs to provide clearance for over-sized loads.
- Discussions are underway with the HA for their contractor to maintain the gantry signs over the A1237 in addition to the gantries over the HA road, as CYC contractors are not equipped for this specialist work.

Street Lighting

- The existing street lighting will be replaced and extended. The new lighting will have full cut off and be dark sky compliant.
- The lighting on the A1237 will commence approximately 200m west of the A1036 roundabout compared with about 80m at present.
- Approximately 120 m of the A1036 approach will be lit compared with about 80m at present.
- The lighting on the A64 will extend approximately 200m either side of the roundabout.
- The HA will maintain the lighting on the A64 and the A64 roundabout with CYC responsible for the remainder.

Cyclist and Pedestrian Facilities

- In view of the very low cyclist and pedestrian demand on the A64 and A1237, the lack of facilities away from the roundabouts, and no cyclist or pedestrian injury accidents within the scheme boundary for at least five years, no specific provision is currently proposed for cyclists and pedestrians at the A64 roundabout and on the A1237 save for a southbound cyclist bypass on the eastern side of the roundabout. However the design allows for a signalised route for cyclists and pedestrians to be provided in the future, if required.
- A series of cautionary crossings will be provided at the A1036 roundabout to enable pedestrians to get from the caravan site and other buildings on the old Malton Road across to the A1036 and vice-versa.
- Cyclists wishing to cycle between the main parts of York and the cycle route further east along the A64 between the Hazelbush crossroads and Sand Hutton have an alternative safer and quieter route through Stockton on the Forest.

Speed Limits

- The A1036 is subject to a speed limit of 40 mph. The other roads within the scheme are currently subject to the National Speed Limit.
- The Highways Agency propose to introduce a localised 50 mph speed limit on the A64 with a 40 mph restriction on the A64 roundabout.
- It is proposed that a 40 mph speed limit be introduced on the A1237 to commence just west of the A1036 roundabout and continue eastwards to the A64 roundabout.
- It is also proposed that the 40 mph speed limit should extend approximately 70m into the old Malton Road.
- Any changes to speed limits would require a Traffic Regulation Order (TRO) to be advertised.

Clearways

- At present the A64, the A1237, and part of the A1036 Malton Road are subject to clearway restrictions.
- Whilst it is not currently envisaged that these would change as a result of the scheme, any changes would require a Traffic Regulation Order (TRO) to be advertised.

Construction Traffic Management Measures

- There will be implications on traffic movements during the contract with the risk that motorists would divert to other routes to avoid congestion and delays.
- Discussions have commenced between CYC officers, the HA and their contractor, and the Police regarding appropriate restrictions on working and traffic management measures to minimise the disruption during construction. These discussions will not only concentrate on the roads in the immediate vicinity of the works, but will also consider the implications on alternative routes that motorists may use as well as interaction with other proposed roadworks on the eastern side of York.
- Temporary Traffic Regulation Order(s) may be required during the contract to control traffic movements and to discourage motorists from diverting through the local road network.