national highways

A64

Hopgrove to Barton-le-Willows

Public consultation

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.

In this brochure we explain our proposed options for improving the A64 from Hopgrove 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, 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.

The main problem area is situated approximately 600 metres north of the A64 Hopgrove 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 Hopgrove 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 Hopgrove 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 commute, 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 anonymised 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 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, 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.

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 dualling 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 dualling options we are considering for the scheme and give details of how you can share your views with us.

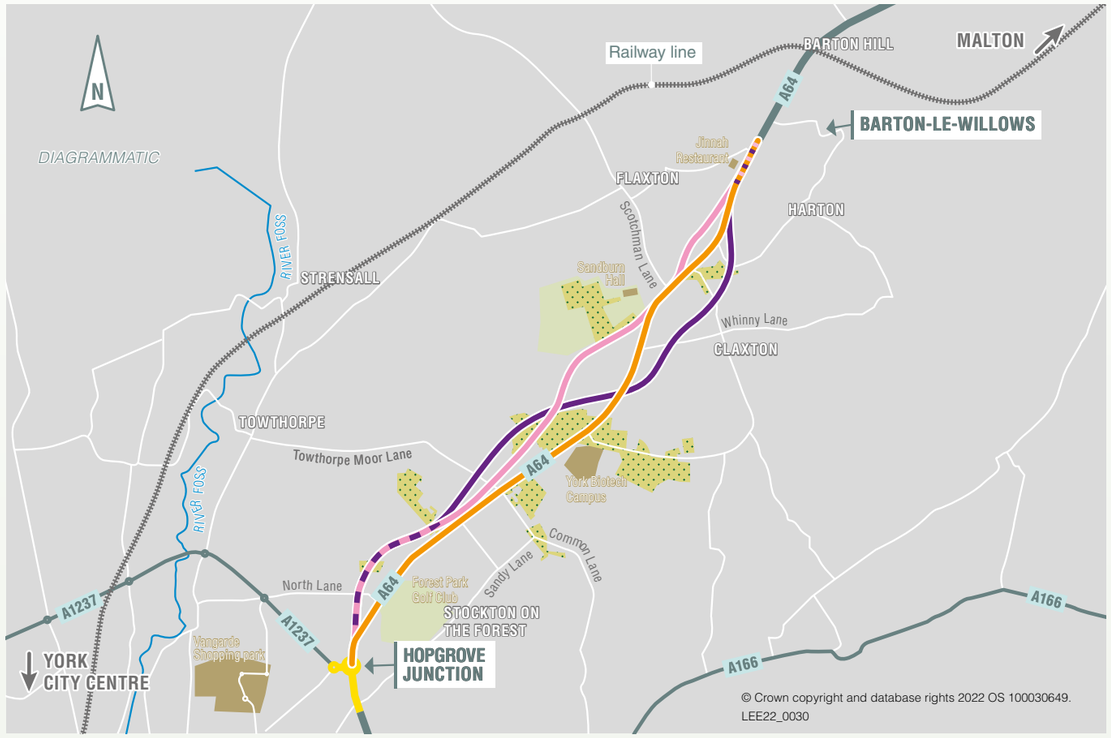
Our public consultation will close on 5 September 2022.

Responses received after this date may not be considered.

The options

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

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



Key

Option **A** | Option **C** | Option **D** | Hopgrove Junction | Woodland

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 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 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.

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

Hopgrove junction

Key

New roundabout layout

Existing road to be removed if Options C or D taken forward

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.

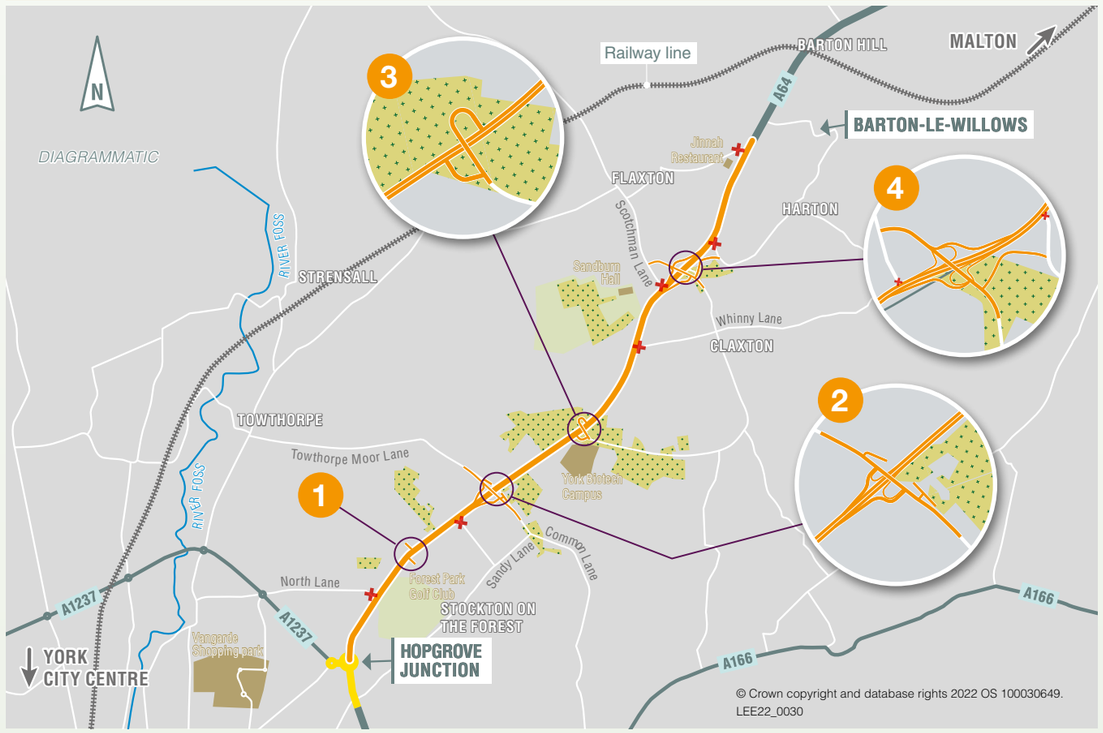
Access to the dual carriageway would be through a limited number of junctions. Junctions are proposed at the following locations (south to north):

1. Highwayman Cafe 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.

Option A



Key

Option **A**

Closed junction

Woodland

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.

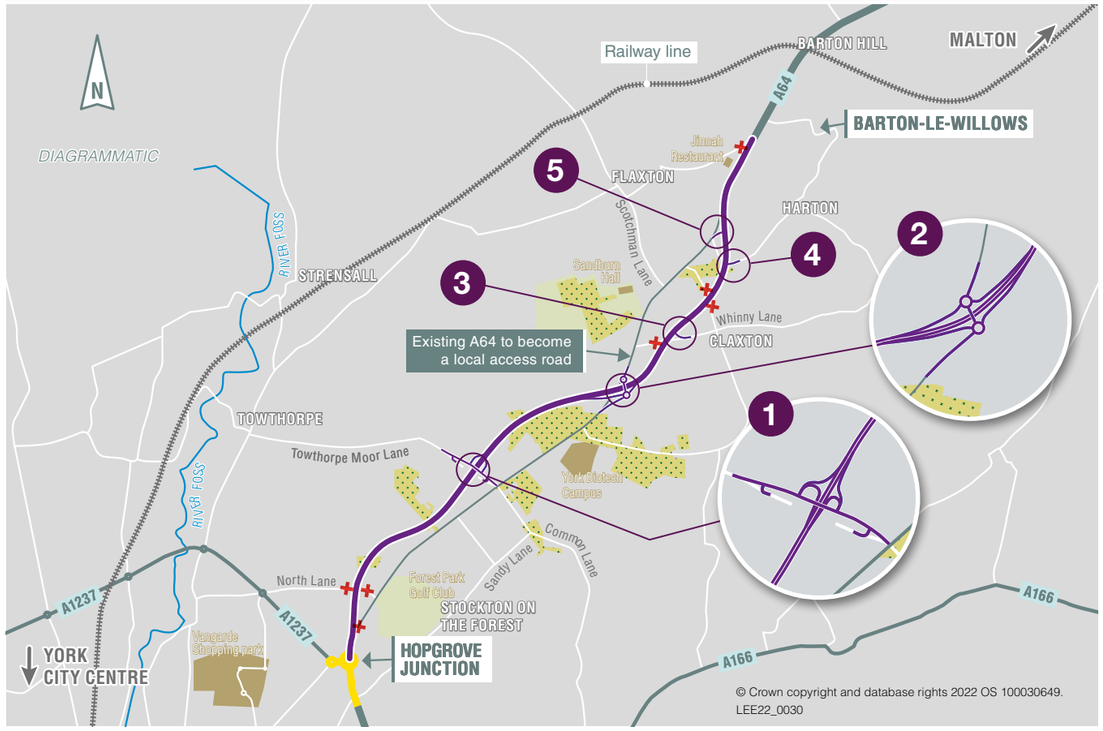
As such, right turns, which would require a gap in the central reservation and enable dangerous right-turns across oncoming traffic, are not possible at these junctions. These junctions would be situated at the following locations:

3. Whinny Lane
4. 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 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**

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):

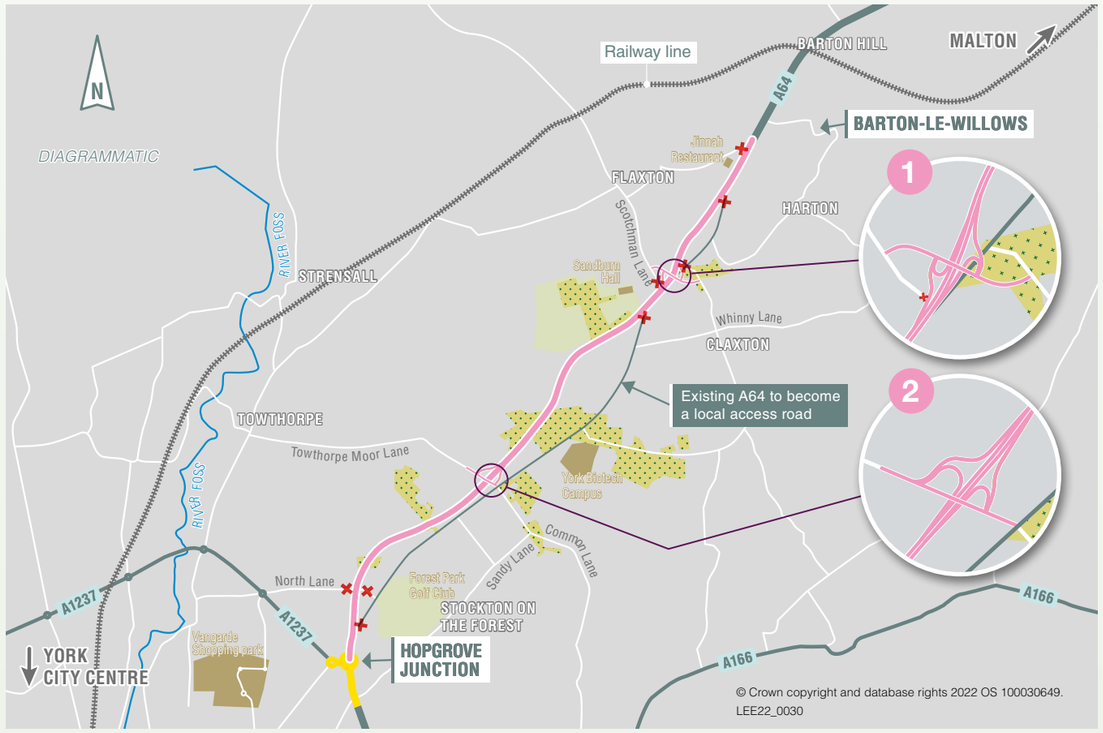
1. Towthorpe Moor Lane, providing access to the existing A64 and Sandy Lane
2. Existing A64, giving access to Scotchman Lane and Claxton

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.

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 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.

Option D



Key

Option **D** | ✕ Closed junction | Woodland | Existing **A64**

Benefits and impacts of the proposed options

To assess the benefits and impacts of the proposed options, we compared the three dualling 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 dualling 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.

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	x x x	x x	x x
Cost	£ £ £	£ £	£ £
Benefit/cost ratio	1.04	1.25	1.33
Land take	x x	x x x	x x x
Environment			
Air quality (overall emissions)	o	o	o
Greenhouse gas (% increase from current levels of greenhouse gas)	3.35%	3.31%	3.27%
Noise	x x	x x	x x
Cultural heritage	x x	x x x	x x x
Landscape	x	x x	x x
Biodiversity	x	x x	x x
Road drainage and the water environment	x	x x	x x

Key

✶✶✶	Significant positive impact	x x x	Significant negative impact
✶✶	Positive impact	x x	Moderate negative impact
✶	Slight positive impact	x	Slight negative impact
o	Neutral impact		

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 dualling 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.

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. 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.

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 (tCO2e) for the period up to 2090. 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.

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 dualling options.

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:

highwaysengland.co.uk/netzerohighways

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 3 August, 6pm

Thursday 1 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

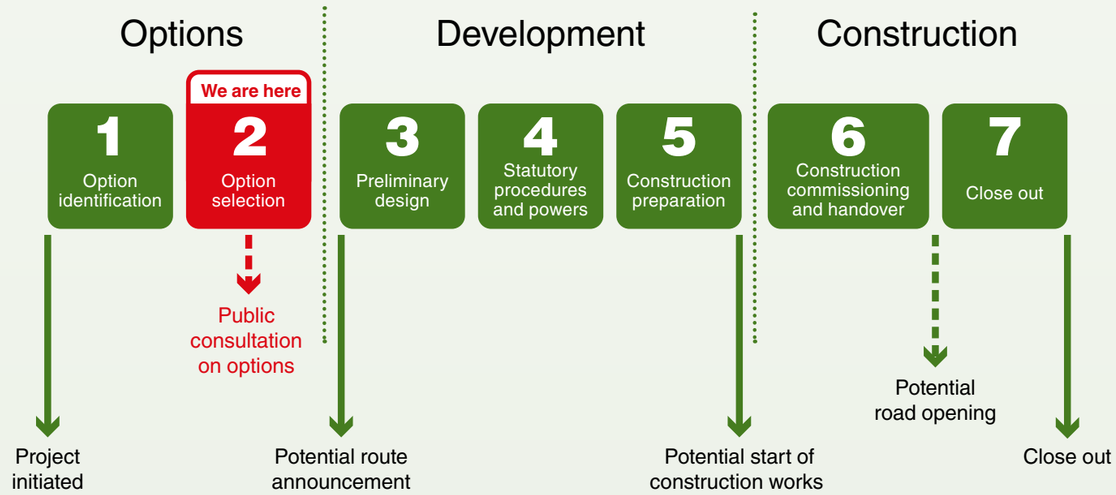
Once the consultation has closed on **5 September 2022** we will:

- 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



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This document is also available on our website at **www.nationalhighways.co.uk**

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