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Dr. Stephen Ladyman MP
Minister of State
Department of Transport
Great Minster House
76 Marsham Street
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Dear Stephen

You will I know recall our meeting in your office in November 2005 when we discussed the future of the A64 with representatives of Ryedale District Council.

In particular we discussed the future of the A64 junctions at Malton and Norton. You kindly sent me the enclosed letter on 8th February confirming that a scheme was being pursued at Musley Bank to the south of Malton, though this would require a substantial financial contribution from local authorities or developers if it was to be progressed in the relatively near future.

In order for Ryedale District Council to progress this the Council needs an indication of cost. In attempting to progress this matter the district Council has been given a very negative message from the Highways Agency in Leeds and informal contact between the Council and Highways Agency officials in the regional office indicate that a decision may already have been taken to reject the proposal due to a poor "value for money" score and competing pressures from schemes elsewhere in the region.

I am enclosing the letter I have received from Julian Rudd, Head of Forward Planning & Economic Development at Ryedale District Council, who formed part of the November 2005 delegation, setting out where things currently stand. As you will see, the junction improvements are vital to the implementation of both the Regional Spatial Strategy and the Local Development Framework proposals for Ryedale.



Safety is also a major issue which was acknowledged by your officials during our meeting. Indeed if I recall correctly this was a key reason why the Highways Agency had already begun work on a junction improvement scheme for Musley Bank. The junction is extremely dangerous, particularly for southbound traffic, as it coincides with the ending of the dual carriageway. Improving the junction would also facilitate re-alignment of the adjacent junction at Low Hutton, where there have been a spate of accidents in recent years involving several fatalities.

You will also see from Julian Rudd's letter that we took the opportunity of a recent event at the House of Commons staged by the Yorkshire and Humber Assembly and the Regional Transport Board to discuss the region's transport infrastructure programme. I am very concerned that the region appears unable to help us because the project cost is likely to be below the £5m minimum cost required for regional support.

Everyone is therefore hugely frustrated that despite the favourable indication which we achieved as a result of our meeting with you nothing is being progressed. The Musley Bank improvement in particular is vital on both safety and economic grounds and I would be very grateful if you could look into this matter again with a view to providing a more positive outcome than appears likely at present.

Your ever

John

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