

North Yorkshire County Council

Executive

24 July 2018

A59 Kex Gill realignment – adoption of preferred route

Report of the Corporate Director – Business and Environmental Services

1.0 Purpose of Report

- 1.1 To provide an update on the A59 Kex Gill realignment scheme.
- 1.2 To seek the Executive's approval of the preferred option for realignment of the A59 at Kex Gill.

2.0 Background

- 2.1 The A59 is a key trans-Pennine route between Skipton and Harrogate. There is a long history of land instability and movement of the land above the A59 to the west of Blubberhouses at Kex Gill.
- 2.2 This movement has caused a number of landslips, the most recent of which occurred in May 2018, and prior to that in January 2016. Ongoing monitoring undertaken by Capita on behalf of NYCC has shown that the area underneath the carriageway is currently unstable, whilst the slopes themselves remain in a state of metastability (currently stable, but with potential for movement).
- 2.3 At the time of writing this report, the A59 at Kex Gill is closed due to a landslip underneath the existing carriageway. Remedial works are being undertaken to allow the road to safely reopen as soon as possible.
- 2.4 It is estimated that in the last 10 years the County Council has spent in the region of £1.6 million on remediation and repair works related to landslips at Kex Gill. This does not include any costs associated with the current closure, which is still being tackled.
- 2.5 Whilst short to medium term management measures are being undertaken, the County Council recognises that in the longer term there is a need to develop proposals for a permanent solution to ensure the future resilience of the route. This will require a major realignment of the route. As such, improvements to the A59 at Kex Gill are identified within the County Council's Local Transport Plan (LTP), Strategic Transport Prospectus and also within the York, North Yorkshire and East Riding Local Enterprise Partnership's Strategic Economic Plan.
- 2.6 Due to an increased number and frequency of landslips, in 2016 our framework consultants, WSP, were commissioned to investigate the potential to realign the A59 at Kex Gill, and to develop a suitable business case for submission to the Department for Transport (DfT) for funding.
- 2.7 A report prepared by WSP, summarising the latest report from our geotechnical consultant Capita on the structural integrity of the slope states: *'The overall conclusion of the Capita options report is that the landslip system is of such size and complexity as to render all remedial options as practicable only in the short and medium term, and all long term remedial options are considered non-viable due to the complexity and scale of the engineering solutions required and the resultant inhibitive cost...It is therefore considered that the construction of a diversion*

route to the north of the existing A59 is the only viable option to provide long term resilience to the A59 between Blubberhouses and Kex Gill Farm. The diversion removes the risk of landslips to the southern slope impacting on the A59 and, in comparison to the scale of works and required maintenance / inspections programme that would be required on the southern slope, results in less significant impact on the natural heritage of the site.'

- 2.8 To align with potential funding opportunities, early in 2017 the Department for Transport (DfT) suggested an accelerated delivery programme for development of a scheme to realign the A59 away from the area of instability. As a consequence, the scheme development window has been reduced from around 6 years to 3 years and scheme delivery phases which would normally run consecutively are being run concurrently. This is an exceptionally challenging timescale, but officers continue to actively manage the programme to ensure scheme development meets the required timetable.
- 2.9 Most recently (May 2018), officers submitted an outline business case to DfT analysts for their consideration and, at the time of writing this report, they have advised us that we will receive comments very shortly from them.

3.0 Recent progress-overview

- 3.1 In the autumn of 2017, a public engagement and consultation event was held, and set out a consultation corridor. Over 600 people participated in the consultation, by attending exhibitions and also by completing an online questionnaire. Of those responses, over 90% supported the need for intervention, i.e. 'something' needs to be done.
- 3.2 Following the consultation exercise, extensive environmental and geological assessment work has commenced with ground investigation surveys taking place in winter/spring, and environmental surveys commencing in March 2018. It is anticipated that it will take 24 months to complete all of the environmental surveys required by legislation.
- 3.3 Ground investigation works took place during February and March 2018 and the data collected during that exercise has been used to develop a ground model. The ground model provides a better understanding of the geological and structural integrity of the slopes, and in tandem with the ongoing monitoring undertaken by Capita, has informed the optimum alignment for the realigned highway.
- 3.4 A locally focussed public consultation took place on Saturday 30 June 2018 at Norwood Social Hall in the Washburn Parish. It was staffed by NYCC officers, and consultants from WSP. Over 200 people attended the session. Details of the key themes from the event are set out in section 6.

4.0 Survey findings and impact

4.1 Ground Investigation surveys

As a consequence of the ongoing instability on Kex Gill, a thorough understanding of the condition, and structural integrity of the ground in the vicinity of the existing A59 and across the valley, was required in order to ensure that the optimum solution be found for the realignment of the carriageway.

- 4.1.1 WSP developed a ground model based on desk top analysis and LIDAR modelling, but in order to ensure a thorough understanding of the ground conditions, a specialist contractor was contracted to undertake an extensive, on site assessment. LIDAR (Light Detection and Ranging) is an airborne mapping technique, which uses a laser to measure the distance between the aircraft and the ground. Up to 100,000 measurements per second are made of the ground, allowing highly detailed terrain models to be generated at spatial resolutions of between 25cm and 2 metres.

- 4.1.2 The onsite surveying took place between February and March of 2018 and comprised a series of trial pits and boreholes across the study area.
- 4.1.3 On completion of the surveys, samples were analysed and the information gathered was used to validate the ground model.
- 4.1.4 The ground investigation confirmed the key areas of instability, and also some of the specific features of habitats in the area, such as blanket peat bog and wet and dry heath and grassland areas, which are relevant both in terms of the structural integrity of the land, but also in terms of environmental characteristics of the land in the study area. Throughout the remainder of the report, for simplicity these will be referred to as heathland.
- 4.1.5 In addition to those areas already known or expected to be subject to movement, a further area of instability was discovered, to the eastern end of the northern slope of the gill. This had been raised as an area of concern anecdotally by local residents, and the data collected in the surveys confirmed this.
- 4.1.6 The map attached at Appendix A sets out the findings of the ground investigation, and the geotechnical data which has fed into the selection of the proposed preferred alignment.

4.2 Environmental surveys

The A59 at Kex Gill passes through a rural and open landscape, designated as the Nidderdale Area of Outstanding Natural Beauty (AONB). The surrounding landscape is highly valued for its recreational resource. The area lies within Natural England's National Character Area (NCA) 21: Yorkshire Dales and NCA 22: Pennine Dales Fringe. Additionally a number of Sites of Importance for Nature Conservation (SINC) have been designated by the County Council and large parts of the area are designated as Sites of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Special Area of Conservation (SAC). There are also two ancient woodlands to the east of the study area.

- 4.2.1 Appendix B sets out the environmental designations, and shows the significant extent of coverage of protection across the study area.

4.3 Environmental constraints

The extent of protection of the various habitats across the study area has posed challenges to the design team in securing a route for the realignment of the carriageway which does not have a direct impact on any of the protected landscapes and minimises any indirect impacts.

- 4.3.1 Land around the A59 at Kex Gill supports a number of protected habitats and species and is designated as a nature conservation site at an international, national and local level. A significant amount of land to the south and north of the study area section of the A59 falls within North Pennine Moors Special Area of Conservation (SAC) and Special Protection Area (SPA); both of these are international nature conservation designations.
- 4.3.2 The area making up the SPA and SAC is also designated at a national level as a SSSI – West Nidderdale, Barden and Blubberhouses Moors. A number of Sites of Importance for Nature Conservation (SINCs) have been designated by NYCC to the north and south of the A59. One of these SINCs, West End Marsh, is adjacent to the A59 and occupies land outside the SPA, SAC and SSSI designations. Two ancient woodlands, Blubberhouses Hall Wood and Hewness House Wood, are located at the eastern end of the study area; either side of the village of Blubberhouses. The habitats within the study area may support protected and notable plant and animal

species. Using aerial photographs and following a desk top study, habitats suitable to breeding birds, bats, badgers, reptiles and otters, water voles, fish and invertebrates were identified around the scheme length.

- 4.3.3 As a consequence of this, significant resource and expertise has been commissioned to undertake on-site surveys to ensure compliance with the relevant legislation. Specialist, highly qualified and experienced consultant environmentalists have been selected to undertake the environmental aspects of this study, to ensure a comprehensive, but sensitive approach to the habitats and to ensure that the data collected is fit for purpose.

4.4 **The Habitat Regulations Assessment including the IROPI process**

As a consequence of the desk top study, and aerial and on-site surveys, and early consultation with statutory organisations the scheme design and alignment has been developed to take account of significant areas of land within the vicinity of the A59 at Kex Gill, which have specific legal and environmental designations (see section 4.3). In particular, the area which is covered by the North Pennine Moors SPA and SAC is legally protected by the Habitats and Wild Birds Directive. Under this European legislation, the planning authority must undertake a Habitat Regulations Assessment to determine whether the scheme as proposed will result in 'likely significant effects' upon the features for which the sites are designated. The key features for which the site is designated are habitats including blanket bog, heathland and breeding bird species including Peregrine Falcon, Merlin, Hen Harrier and Golden Plover. The assessment of effects will include direct impacts such as habitat loss and disturbance to breeding birds and also indirect impacts including on-going noise, lights and air emissions. The assessment process must demonstrate that all 'less damaging' options have been investigated and if 'likely significant effects' cannot be avoided (for example by design) or they still remain after implementation of mitigation measures then there would be a need to identify what IROPI (Imperative Reasons of Overriding Public Interest) are relevant to the project. A Habitat Regulations Assessment which concludes the need for IROPI can cause a delay in receiving planning permission as the planning authority in these circumstances must refer the Habitat Regulations Assessment to the Secretary of State and ultimately potentially the European Commission (pre-Brexit).

- 4.4.1 In view of the above, officers and the design team have sought to ensure that the route selected, whilst technically deliverable and feasible in terms of providing a resilient route, does not incur on any of the designated landscapes, in order to reduce the significant risk of an IROPI test being necessary.

5.0 **Scheme design/highway standards**

5.1 **Impact on local environment**

The consultant design team includes a number of environmental specialists, who have guided the development of surveys and assessments, as well as feeding into the scheme design to ensure that the final design selected minimises as far as is possible the impact on the local environment.

- 5.1.1 As part of any planning application for the scheme, there will be a requirement to supply a range of statutory reports and analyses on the impact on the local environment. The data from these analyses will also be fed into the scheme business case, which will be submitted to the DfT and the Department for the Environment, Food and Rural Affairs (Defra).

5.2 **Impact on rights of way (ROW).**

The impact on the rights of way (ROW) network has been considered fully as part of the scheme design process. Provision has been made to ensure that where the proposed highway alignment severs or affects the ROW network, that the route in question is either diverted, or provided elsewhere. Culverts and equestrian

underpasses are also being considered as part of the scheme, and will be developed further, in consultation with the ROW team, and North Yorkshire Local Access Forum, during the detailed design phase of the scheme.

5.3 The scheme design

The proposed preferred alignment for the A59 at Kex Gill is set out in Appendix C. As set out above, this alignment has been developed as a consequence of the need to avoid areas shown through the ground investigation surveys to be unstable, or to have potential for instability, balanced with the requirement to avoid the legally protected landscape areas.

5.3.1 The alignment which would run along the northern slope of the gill, would be 5.4km in length and would comprise sections of 7.3m single carriageway, rural all-purpose road, and sections on 10.3m carriageway incorporating climbing lanes for slow moving vehicles, as dictated by the Design Manual for Roads and Bridges (DMRB) due to the gradient of the carriageway.

5.3.2 At the eastern extent of the scheme, the realigned carriageway ties into the existing A59 close to the existing junction with Hall Lane and Church Hill. This junction is an accident cluster site and currently this section of the A59 has a rate of accidents which is approximately 2.5 times higher than the national average. As a consequence of this, the proposed preferred alignment seeks to improve the junction here, flattening the Church Hill gradient, offering a dedicated access route into the Fewston Reservoir car park (which currently is accessed directly from the A59) and also staggering the junction with Hall Lane, as part of the tie in from the new highway to the existing A59.

5.4 Consequences of omission of Kex Gill Farm Corner from scheme

In order to comply with the requirements of DMRB, newly developed sections of highway must adhere to certain principles in terms of the geometry, gradient, design speed and junction treatments applied. In view of this, particularly in an area of constrained land, such as that in Kex Gill, alignments which may appear to be deliverable may not in all cases be technically feasible. Whilst it had been the County Council's intention as part of this scheme, to deliver a smoothing of the highway geometry in the vicinity of Kex Gill Farm Corner, delivering this within the constraints of the ground investigation survey results, and the extent of the protected landscapes is not possible without triggering the IROPI process (see section 4.4). For this reason, officers recommend that the safety issues at Kex Gill Farm Corner be dealt with as part of a local safety scheme, and that the western limit of the highway realignment scheme is the A59 slightly west of the existing junction with North Moor Road. The local safety scheme, which could be funded through the Highways Capital Programme, would be the subject of a future report.

5.5 Abandonment of the existing route, whilst maintaining access to properties

Following the construction of the realigned highway, it is the recommendation of officers that the existing highway be abandoned (notwithstanding the need to provide access to existing properties and land) and broken up to allow it to be 'regreened'. This is recommended due to both the potential safety risk of use, and the need to reduce the ongoing maintenance liability of the County Council, as highway authority.

5.5.1 As part of the detailed design phase of the scheme, advice will be taken from landowners and environmental advisors to ensure the most appropriate approach is selected, that allows access for landowners but which also puts the land 'back to nature'.

6.0 Local consultation

6.1 On Saturday 30 June 2018, a local consultation event was held at Norwood Social Hall, in the Washburn Parish, with a view to allowing local residents and stakeholders

to view the details of the proposed preferred route, and give opportunity for comment on the details of the alignment. In addition to the public consultation event, materials were available online. Householders, landowners and stakeholders were notified in writing of the event, and were invited to attend, or to submit their views on line.

- 6.2 Initial feedback from the consultation suggests that support for the scheme is still very strong, with some caveats particularly around potential visual and environmental impacts. Officers and the WSP project team are working through some of the more specific comments raised at the event, and will be monitoring responses received during the consultation period. The deadline for consultation responses was 12 July and as such full analysis of responses are not yet available. However, a short summary of the key themes of the responses to the consultation can be found at Appendix D. All consultation responses are available for members of the Executive to inspect on request from Business and Environmental Services.

7.0 Consultation with BES Executive Members and the Corporate Director, BES.

- 7.1 A version of this report was presented to the Corporate Director BES, and the BES Executive Members, at their meeting on 13 July 2018. A paper summarising the key comments from this meeting is attached at Appendix E.

8.0 Liaison with stakeholders and key partners

- 8.1 Due to the constrained timescales for the project, various work streams within the project are being progressed earlier than would be the case in a 'normal' scheme delivery programme. In this respect, liaison with some statutory stakeholders and landowners has begun in advance of the adoption of the preferred route. Whilst this is an unconventional approach, it was necessary in view of the constrained timescales for the project.

8.2 Statutory stakeholders

A variety of statutory stakeholders have interests in this scheme. They include the Nidderdale AONB, Natural England, and some of the statutory utilities companies. In addition to this, the project team have already had extensive discussions with a number of landowners including businesses and government organisations such as the Ministry of Defence. Should the proposed preferred alignment be adopted, then discussion will continue with stakeholders as the scheme progresses and moves into the detailed development phase.

8.3 Landowners

Earlier this year, WSP contacted all landowners in the scheme area to establish their land interests. This information was used to build up a land ownership plan, to assist in scheme design and also to provide the information necessary for securing access to undertake the necessary survey work. Discussions with landowners are ongoing, and should the recommended proposed preferred alignment be adopted, there will be a significant amount of further discussion with landowners and householders as the detailed design of the scheme progresses.

8.4 Objective to reduce the potential for a Public Inquiry (PI)

Given the likelihood of future landslips it is considered essential to try to minimise the duration of the scheme development process where feasible. On submission of a planning application for this scheme, should any key landowners, or statutory stakeholders submit an objection to the application, the scheme could be called in by the Secretary of State for a public inquiry (PI). Similarly, if a compulsory purchase order (CPO) is required for the scheme (if land cannot be acquired through negotiation and a CPO is required) then a PI will be called. This has the potential to add around 12 months delay to the scheme and, for that reason, the design team have already met several times with a number of stakeholders to try to ensure that, as far as possible within the constraints of the prevailing ground condition and

environmental designations, the proposed preferred alignment is as accommodating as possible of local stakeholders' aspirations.

8.5 Links to planning process/ Minerals and Waste Joint Plan MWJP

The North Yorkshire and York Minerals and Waste Joint Plan was examined in public (EIP) in March of this year. At the EIP, consideration was given to the allocation of the currently disused quarry at Blubberhouses for future extraction of silica sand. This was considered by the Inspector in light of the potential development of the A59 Kex Gill realignment. No formal notification of the findings of the Inspector has as yet been made, but it is likely that the Inspector will allocate the Blubberhouses Quarry for future mineral extraction. This will not materially affect the A59 realignment scheme, as it is likely that there is potential for both schemes to be delivered in a complementary manner, but it is a relevant consideration for the detailed design of the scheme.

9.0 Delivery programme

9.1 The scheme is being developed within a reduced timescale, with what would generally take around 6 years to deliver actually taking around 3 years. As a consequence of this, work streams which would in general run consecutively are in some cases running concurrently. There are some risks inherent in this approach, but wherever possible those risks will be mitigated to ensure the delivery of the project is not compromised.

9.2 Broadly the timescales for the delivery of the scheme are as follows:

Adoption of preferred route	Summer 2018
Environmental statement assessment	Autumn 2018
Planning application submission	Autumn 2019
Planning application determination	Winter 2020
Start of construction	Spring 2020
Completion of construction	Summer 2021

10.0 Liaison with government (DfT and Defra).

10.1 Officers have met with DfT officials at various points during the scheme development process. Since the last meeting in November 2017, officers have issued a draft of the outline business case for the scheme to the DfT for their consideration. This is to allow DfT to comment on the approach taken to appraisal, and the technical approaches employed in the development of the business case. At the time of writing, DfT officials have advised that we will receive their comments shortly and that a meeting will follow.

10.2 In addition to this, officers, and consultants from WSP have been attempting through DfT officials to secure a meeting with officials from Defra, in order to ensure that the environmental aspects of the scheme are being adequately and properly dealt with. At the time of writing, this meeting has not been arranged, but the project team continue to work to attempt to secure the meeting.

11.0 Financial implications

11.1 The scheme development work is being funded from existing approved budgets (the major schemes development budget). To date, approximately £1.15m has been spent on scheme development, from this budget. As noted in section 9.0, due to the significantly reduced timescales for this project, some work streams have been brought forward and therefore expenditure has been incurred that may not typically be expected at this stage. In particular, of the £1.15m spent to date, approximately £250k has been incurred in undertaking ground investigation surveys required to ensure technical feasibility.

11.2 A budget of £4.95 million is already included in the Capital Plan and was approved by the Executive on 14 November 2017.

11.3 Based on the proposed preferred scheme, the latest cost estimate, excluding optimism bias, is that the scheme will cost approximately £31 million to deliver. Early indications from the Department for Transport (DfT) that this funding will be available are favourable. An outline business case for the scheme has been sent to the DfT and initial comments are expected shortly.

11.4 **Optimism Bias**

Under Government funding rules, the DfT acknowledged that there is a risk to cost increases in schemes over and above the base cost estimate plus the quantified risk assessments. This additional level of risk to be applied to schemes is based on the stages of progression of the scheme through the design and statutory processes. This additional risk layer is termed 'Optimism Bias'.

11.5 For a roads based scheme the recommended optimism bias uplifts are 44% at programme entry, 15% for conditional approval and 3% for full approval. On this basis the normal optimism bias to be applied to this scheme given its current stage of development would be 44%. However, given the tight timeframes for development of the scheme the actual state of preparation is somewhat more advanced than would normally be the case, including importantly the amount of ground investigation and level of design work undertaken. Whilst the County Council are currently still considering optimism bias at 44% in reality the level of unforeseen risk is likely to be significantly lower. The current cost estimates being used by the County Council are therefore considered to be robust.

12.0 **Equalities implications**

12.1 Consideration has been given to the potential for any adverse equalities impacts arising from the recommendations of this report. It is the view of officers that the recommendations included in this report do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. However, it is worth noting that a full Equalities Impact Assessment will be carried out as part of the scheme development and planning application. See Appendix F.

13.0 **Legal implications**

13.1 The purpose of this report is to seek your approval for the preferred route for the Kex Gill Diversion scheme that is contained in Appendix C. Should the recommendations of the report be agreed and the preferred route be formally approved by the County Council, the existence of an approved route would be declared in any Highways Authority response to any planning applications and in any local authority (Con29) searches.

13.2 Further legal processes such as the submission of a planning application and the making and publishing of Compulsory Purchase Orders (CPO) will require further approvals of the Executive. Unlike the determination of planning applications, CPOs are required to be submitted to the relevant Secretary of State for confirmation before the powers to acquire land can be exercised (with the potential for a Public Inquiry, as mentioned in Paragraph 8.4 above).

13.3 Acquiring authorities should use compulsory purchase powers where it is expedient to do so. However, a CPO should only be made where there is a compelling case in the public interest. The acquiring authority (i.e. the County Council) will also need to be able to show that the scheme is unlikely to be blocked by any physical or legal impediments to implementation, including any need for planning permission or other consent or licence. Where planning permission is required for the scheme, and

permission has yet to be granted, the acquiring authority should demonstrate to the confirming minister that there are no obvious reasons why it might be withheld.

14.0 Recommendation

14.1 It is recommended that Members;

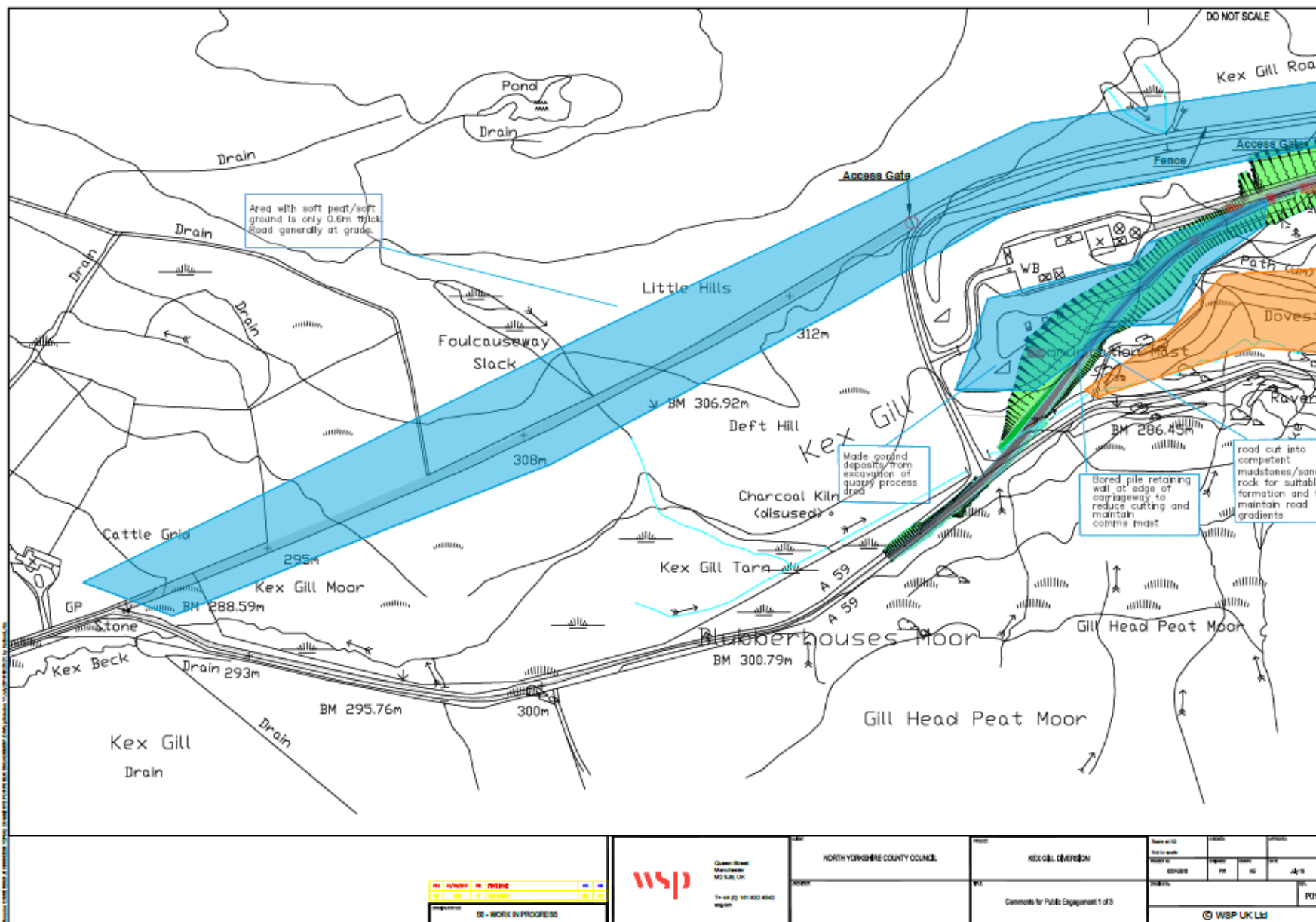
- i) note the progress update on the A59 Kex Gill Realignment scheme contained in this report and;
- ii) consider the comments from the most recent public consultation exercise contained in Appendix D and the notes from the meeting of the Corporate Director, Business and Environmental Services (BES) and the BES Executive Members in Appendix E; and
- iii) adopt the proposed preferred alignment for the A59 at Kex Gill as set out in Appendix C.

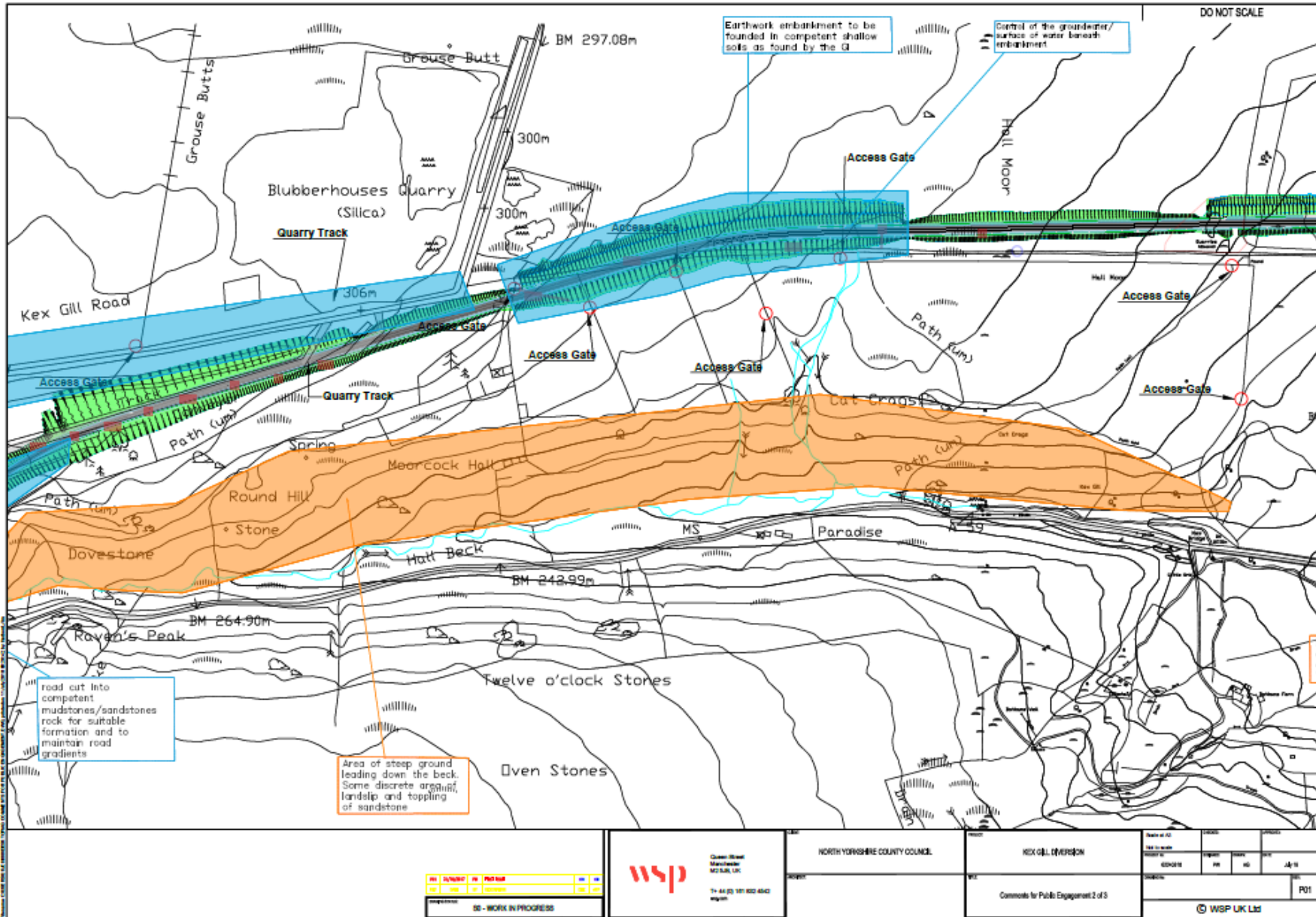
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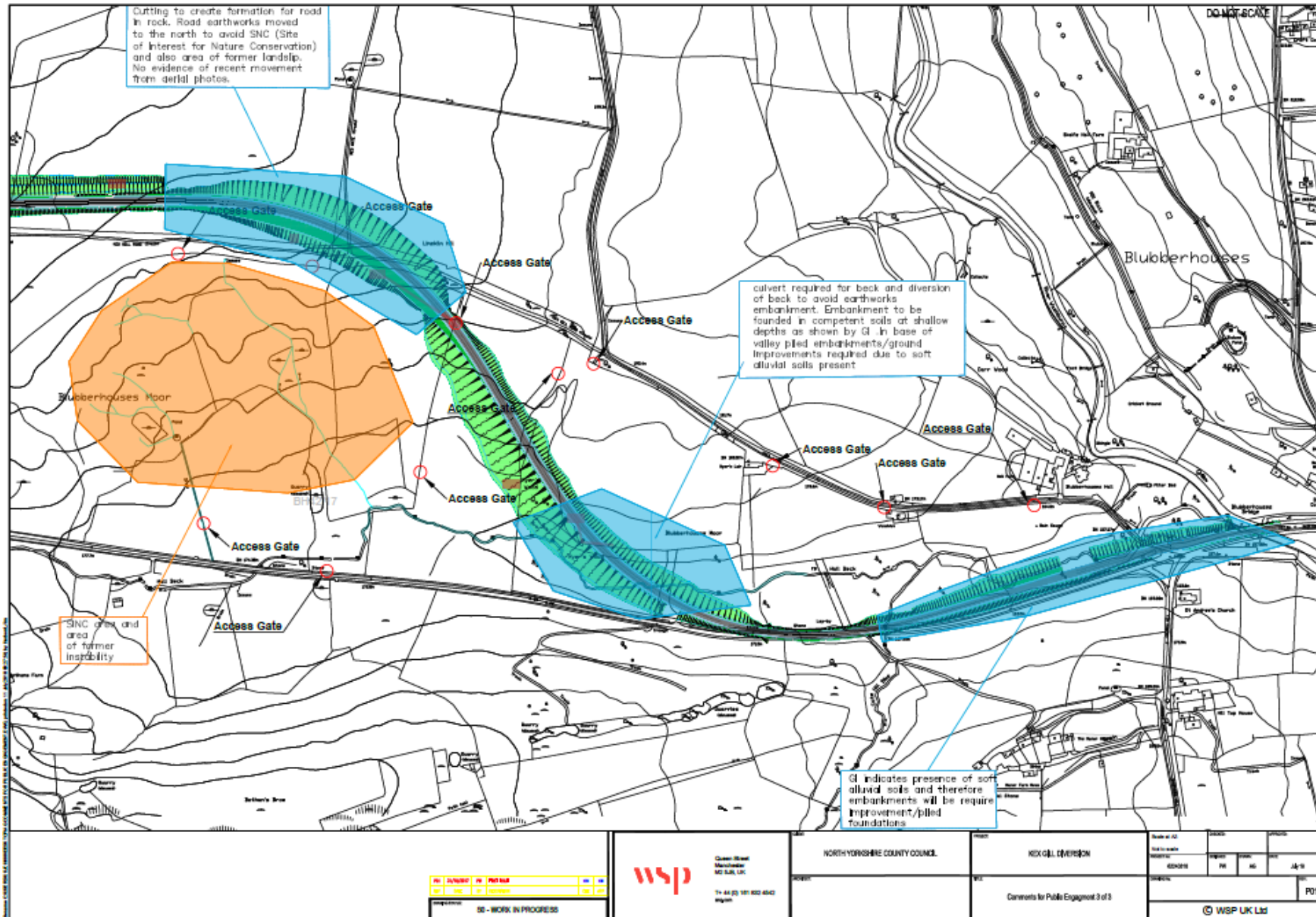
Corporate Director – Business and Environmental Services

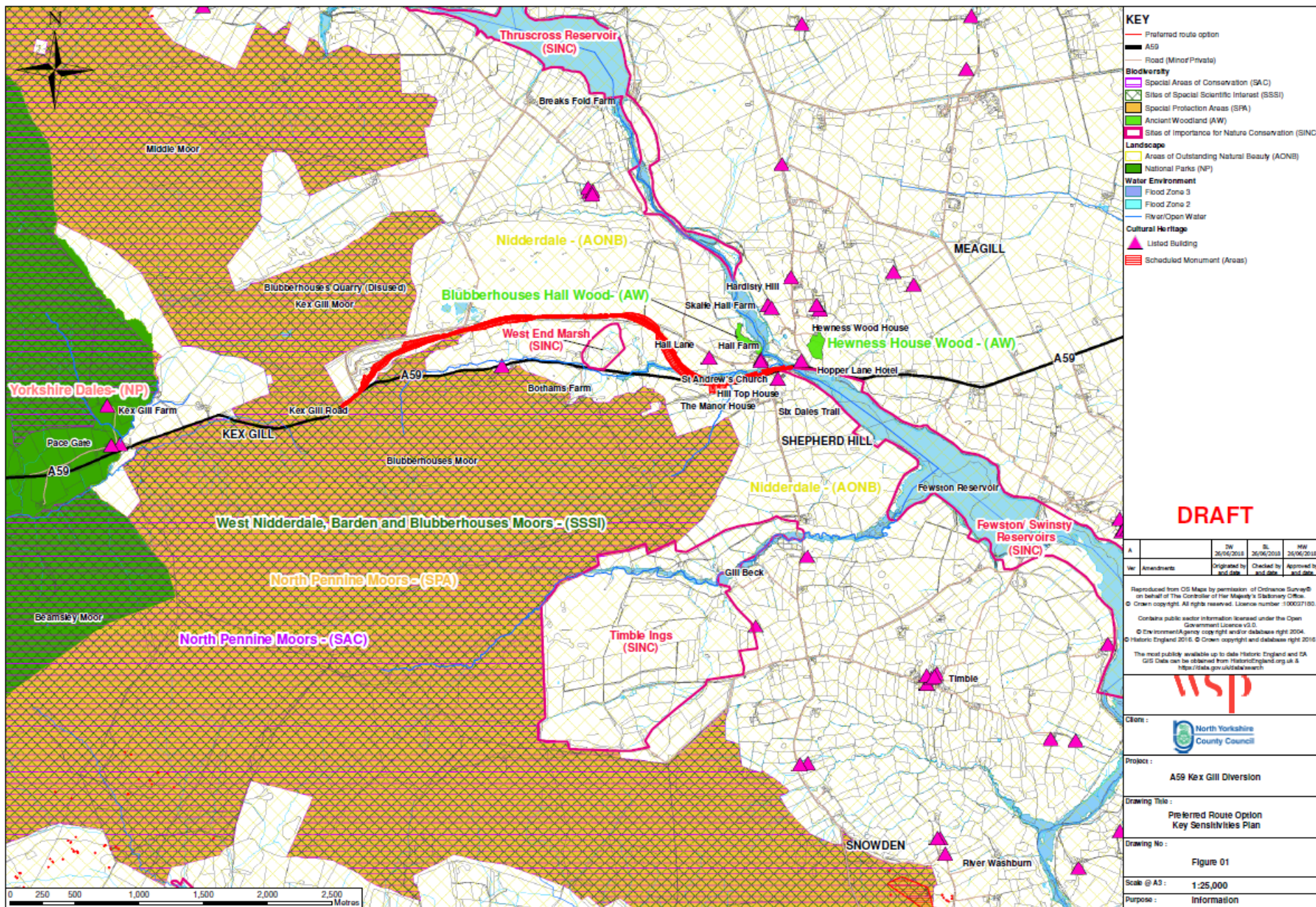
Author of Report: Rebecca Gibson

Background Documents: None

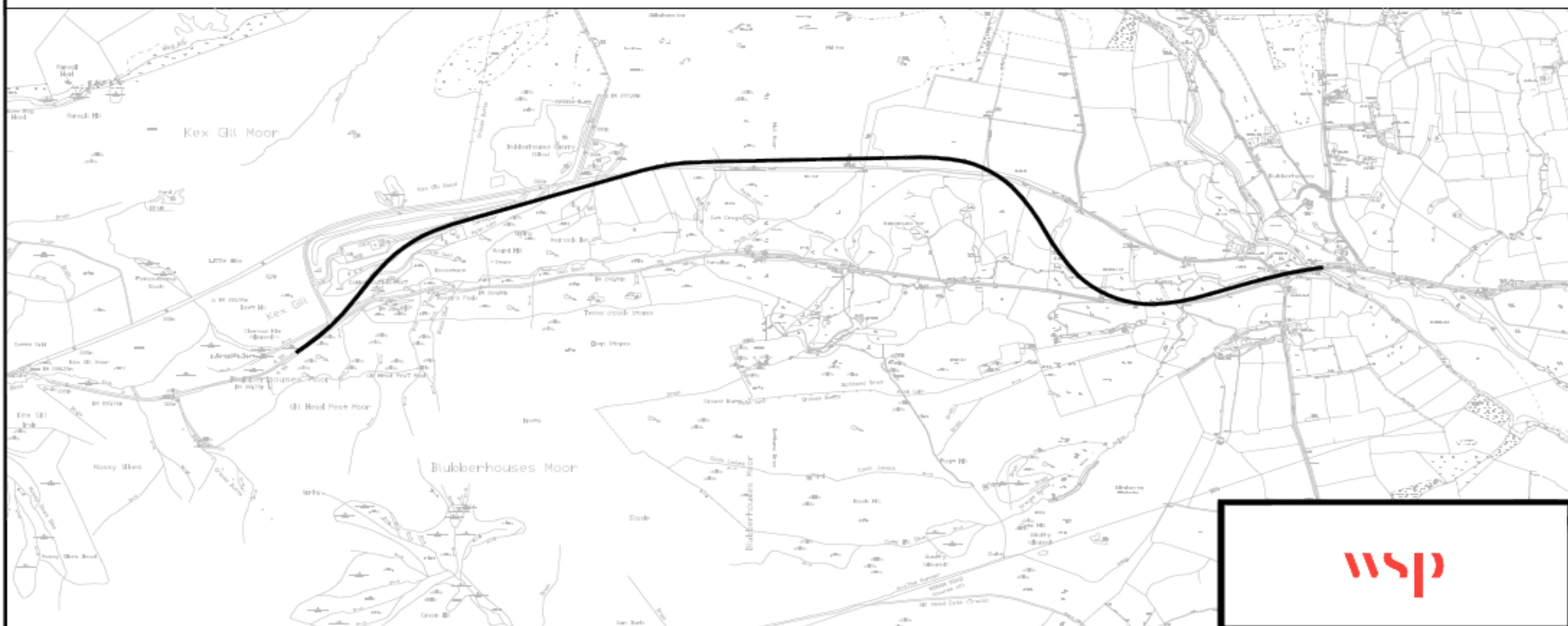








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FIGURE No:
KEXGILL-WSP-HML-FS-DR-CH-0910

Consultation Response Initial Summary

A local public consultation event was held on 30 June 2018 at Norwood Social Hall, in the Washburn parish. This event followed on from the previous larger and more wide-reaching consultation that took place in the autumn of 2017. The deadline for any comments on the proposed preferred route, as set out in the June consultation, was 12 July 2017.

The second more localised consultation gave people the opportunity to view the proposed preferred alignment for the A59 at Kex Gill. This also gave the project team the opportunity to update members of the public on the scheme development work that has been ongoing since the last consultation, and also on how the preferred proposed alignment has been determined.

It is worth noting that when the consultation was held, the current A59 at Kex Gill was closed after movement was detected in the carriageway. A number of people who attended the consultation were seeking updates on the current closure, and expressed their frustrations surrounding the closure, expressing the view this scheme needs to happen as soon as possible.

Over 200 people attended the consultation event, with additional responses received via email since the event on 30 June.

The main themes emerging from the consultation are detailed below. The support for the scheme still remains high; this was only strengthened by the impact of the current closure with several responses suggesting that delivery of the project should be expedited by NYCC and government.

Additional issues which were raised repeatedly include; the environmental importance of the area and the public rights of way and bridleway network. The main areas of concern in this regards are the need to ensure that the new route doesn't create any severance, and that it will not impact on the ROW network to the extent that it would no longer be enjoyable and fit for purpose, for the many users that visit the area for recreational uses. There were also concerned raised about the need to ensure that the realigned highways is sympathetically situated within the landscape.

Hall Lane / A59 / Church Hill junction. Members of the public welcomed the proposals to improve the Hall Lane / A59 / Church Hill junction, recognising the current arrangement was poor.

Comments have also been received regarding the visual and noise impact of the scheme.

All of these comments will be considered and wherever possible incorporate into the scheme, as we progress into the detailed design phase of delivery. The project team are already in discussion with a number of the groups who use the ROW network in the area, to fully understand their needs, and ensure that they are met, and where possible, exceeded.

With regards to the environmental aspects, a comprehensive data collection and scoping exercise is underway, and discussions with environmental groups have been ongoing for some time, to ensure that all relevant information is collected and considered in the detailed design.

Consultation with BES Executive Members and the Corporate Director, BES.

- The BES Executive Members agreed the recommendations of the report namely:
 - note the progress update on the A59 Kex Gill Realignment scheme contained in this report and;
 - provide comments on the proposed preferred alignment attached as Appendix C ahead of the report that is going to the Executive meeting on 24 July 2018 seeking approval for the preferred alignment.

- The BES Executive Members commented as follows:
 - Noted the change from the consultation corridor in the vicinity of Kex Gill Farm Corner which has a history of personal injury accidents and sought a greater understanding of the need to change the route to avoid triggering the IROPI process as set out in 4.4 of this report.
 - Supported the provision of westbound crawler lanes where appropriate on the realignment
 - Considered the impact of the realignment on public rights of way and the measures proposed to be taken to make appropriate provision to mitigate the impact especially on the bridleway between Kex Gill Road and Hall Lane which is severely impacted by the realignment.
 - Sought a reassurance that the proposed preferred route would not prevent the future operation of Blubberhouses Quarry and that Officers were continuing to work with the landowner and the potential quarry operator.
 - Discussed whether there was any possibility of a long term solution that remained within the Gill and the recommendations of the geotechnical report as set out in section 2.7 of this report.

Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Business and Environmental Services		
Service area	Highways and Transportation		
Proposal being screened	A59 Kex Gill realignment		
Officer(s) carrying out screening	Samantha Raine.		
What are you proposing to do?	Recommend a proposed preferred alignment for the realignment of the A59 at Kex Gill.		
Why are you proposing this? What are the desired outcomes?	Proposing the proposed preferred alignment in order to begin more detailed discussions with stakeholders.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics?			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> • To what extent is this service used by particular groups of people with protected characteristics? • Does the proposal relate to functions that previous consultation has identified as important? • Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.			
Protected characteristic	Yes	No	Don't know/No info available
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYCC additional characteristic			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.			

<p>Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.</p>	<p>The report is asking for comments on a proposed preferred alignment for the realignment of the A59 of the Kex Gill.</p> <p>Individual site design work will be undertaken in line with our policies and will consider the needs of people with protected characteristics, in particular those with mobility and access difficulties.</p> <p>Therefore there is no reason to consider that this decision will lead to any negative impact on any groups of people with protected characteristics.</p>		
<p>Decision (Please tick one option)</p>	<p>EIA not relevant or proportionate:</p>	<p><input checked="" type="checkbox"/></p>	<p>Continue to full EIA:</p>
<p>Reason for decision</p>			
<p>Signed (Assistant Director or equivalent)</p>	<p>Barrie Mason</p>		
<p>Date</p>	<p>4 July 2018</p>		