



**North Yorkshire County Council  
Skipton and Ripon Area Constituency Committee - 31 August 2018  
A59 Kex Gill realignment**

<b>1.0 Purpose of the Report</b>
----------------------------------

- |   |
|---|
| 1.1 To update the committee on progress with the Kex Gill realignment scheme. |
|---|

**2.0 Update**

- 2.1 Work on the Kex Gill realignment scheme is continuing and progressing in line with the programme.
- 2.2 The Executive approved the proposed preferred alignment for the scheme at its meeting on 24 July 2018, meaning that the route is now a formally adopted route of the County Council, and is declarable on legal land charge searches.
- 2.3 A local public consultation event was held at the end of June, in advance of the report to Executive being drafted. The event, which was held at Norwood Social Hall in the Washburn Parish and which also provided materials and the opportunity to comment online, was well attended and effective. Over 200 people attended the event, and a further 37 supplied written comments, either by letter or email.
- 2.4 The scheme proposals received a high level of support, with the need for intervention (i.e., realigning the A59 and reducing the frequency of road closures) being a strong theme.
- 2.5 In general, the proposed preferred option for realignment was well supported and understood, although there was some level of disappointment at the omission of Kex Gill Farm corner from the scheme. However, there was similarly a level of understanding that to improve the geometry of the road at that point, and therefore to impact on the legally protected landscape in that area would be a high risk to the overall deliverability of the project.
- 2.6 Comments received through the consultation could be grouped generally into the following themes:
- The environmental importance of the area and the need to preserve environmental assets
  - The importance of the rights of way (ROW) network and the requirement to ensure connectivity and coherence of that network
  - The need to ensure that the landscape, visual and noise impacts of the scheme are adequately managed and mitigated

- Support for the proposed new arrangement of the junction at Hall Lane / A59 / Church Hill, in recognition of the current poor arrangement and accident record.
- 2.7 As the preferred route for the scheme has now been adopted by the county council, work can commence on the detailed design of the scheme. This will allow further refinement of costs and risk.
- 2.8 It will also allow detailed negotiation with landowners and stakeholders to commence, with a view to acquiring land through negotiation and avoiding the need for compulsory purchase order (CPO) and the consequent risk of a public inquiry.
- 2.9 Should a public inquiry be called (as a consequence of a statutory objection to a planning application, or an objection to any CPO) this could add around 12 months to the delivery programme for the scheme. Therefore officers are keen to manage this risk as proactively as possible.
- 2.10 Officers continue to seek a meeting with Department for Transport officials, at which the outline business case prepared for the scheme can be discussed in detail with DfT analysts.

### **3.0 Recommendation**

- 3.1 That regular updates are brought to the committee.

Author:  
Rebecca Gibson  
Transport Planning  
Business and Environmental Services  
North Yorkshire County Council  
21 August 2018