

**North Yorkshire County Council  
Harrogate and Knaresborough ACC – 18 March 2021  
Significant Investment Schemes by NYCC**

**1.0 Purpose of the report**

- 1.1 To provide an update on the Harrogate York railway project, A59 Kex Gill and Junction 47 major schemes.

**2.0 Update**

Harrogate York Railway Project

- 2.1 The Harrogate Rail Line scheme provides extra capacity and train frequency on the line between Harrogate and York through infrastructure upgrades. These infrastructure upgrades were completed in December 2020.
- 2.2 The project is an investment of £9.8million and has been funded by North Yorkshire County Council and the York and North Yorkshire Local Enterprise Partnership, with Network Rail carrying out the work.
- 2.3 Work on the line included upgrading the signalling system. The line used token signalling, a system where a train driver must physically pass an object, known as a token, to a signaller before the train can move forward. This project has modernised the signalling system and removed this process.
- 2.4 Changes were also made to the track layout at Cattal railway station meaning trains can travel through the area at 40mph, up from the current speed of 20mph, enabling two trains to arrive in the station at the same time. A reduction to the speed limit on the highway, on the approach to the level crossing, is required from 60mph to 40mph to maintain safety once more trains begin running on the route and because of the manual operation of the gates at Cattal. North Yorkshire County Council is pursuing this Traffic Regulation Order and is delivering improved signage in the area. Work to install new safety measures at other level crossings on the route will also take place.
- 2.5 Finally, in order to deliver the additional train services Northern Rail needs to obtain access rights from the Office for Road and Rail (ORR). London North Eastern Railway (LNER) lodged an objection to the application in April 2020, the objection stated LNER were concerned with timetable capacity for their planned additional services, commencing in December 2021. Additionally they wanted to understand the impact of the additional services on the Harrogate Line might have on their overall performance. After a period of negotiation, in November 2020, LNER removed their objection and Northern were able to resubmit their application for the uplift in services to commence in December 2021.

### A59 Kex Gill

- 2.6 The Planning and Regulatory Functions Committee held on 12 and 13 January 2021. **Resolved** – That the application for the A59 Kex Gill scheme be approved subject to the following:-
- (i) The Secretary of State determining whether to call-in the application for consideration;
  - (ii) The successful completion of a legal agreement under Section 111 Local Government Act 1972, as detailed in the report; and
  - (iii) Compliance with the conditions as detailed in the report.
- 2.7 In a letter dated 27 January 2021 the Secretary of State confirmed to not call-in the planning application for his determination.
- 2.8 In a letter dated 1 February 2021, the Department for Transport (DfT) confirmed an offer of funding up to £56.1m towards the estimated total scheme cost of £61.6m and programme entry for the scheme within the Large Local Majors programme, with the remainder of the funding coming from the County Council in the form of a local contribution. This represents a significant step forward for this important infrastructure project and allows the County Council to complete the negotiation of all the remaining legal and procurement processes (but not enter into final contractual or other legal commitments) following which a request for Full Approval from the DfT will be made.
- 2.9 A legal agreement has been produced for the Section 111 agreement relating to off-site landscape works connected to the construction of A59 Kex Gill scheme and following the recent letter from DfT work now continues at pace to progress on the Statutory Orders and the procurement for the A59 Kex Gill scheme.
- 2.11 The aim remains to progress the A59 Kex Gill scheme without the requirement of a Public Inquiry (PI). The outline programme without a PI indicates that construction could start by autumn 2021 and if a PI is required, this will delay the start of construction by approximately 15 months to winter 2022/23.

### Junction 47

- 2.12 The £7.7m project is financed by contributions from York and North Yorkshire Local Enterprise Partnership, the County Council, Highways England and developer Forward Investment LLP.
- 2.13 Improvement works at J47 include carriageway widening to increase capacity, re-surfacing and the installation of traffic signals on the roundabout and on the A59/A168 junction. This will improve the flow of traffic, addressing the issue of vehicles queuing down the slip road onto the A1. Other works include drainage, utility diversions, minor structural upgrades, street furniture installation and soft landscaping.
- 2.14 The A59/A168 link road closed to traffic on the 17th February 2021. The closure could be in place for up to 16 weeks, but every effort will be made to minimise the duration of the work. Other construction works continue on the A59 and on the roundabout including the A1(M) slip roads.
- 2.15 The contractor continues to carrying out the works in full compliance with the Covid-19 social distancing requirements on site. Although the recent weather has caused disruption to the works, it is on programme to be complete in autumn 2021.

**3.0 Recommendations**

3.1 It is recommended that the contents of the report are noted.

Keisha Moore/Mark Hugill  
Highways and Transportation  
Business and Environmental Services  
North Yorkshire County Council  
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