

## Delegated Decision Notice (DDN)

This form is the written record of a key, significant operational or administrative decision taken by an officer.

<b>Decision type</b>	<input type="checkbox"/> Key Decision	<input checked="" type="checkbox"/> Significant Operational Decision	<input type="checkbox"/> Administrative Decision
<b>Approximate value</b>	<input type="checkbox"/> Below £500,000 <input type="checkbox"/> £500,000 to £1,000,000 <input type="checkbox"/> over £1,000,000	<input type="checkbox"/> below £25,000 <input type="checkbox"/> £25,000 to £100,000 <input checked="" type="checkbox"/> £100,000 to £500,000 <input type="checkbox"/> Over £500,000	<input type="checkbox"/> below £25,000 <input type="checkbox"/> £25,000 to £100,000
<b>Director<sup>1</sup></b>	Director of City Development		
<b>Contact person:</b>	Tracey Piper (Project Officer– Station Development)	Telephone number: 0113 37 85835	
<b>Subject<sup>2</sup>:</b>	Authorisation to Waive of CPR rule 9.1 and 9.2 and appoint Ove Arup & Partners Ltd to provide highways and transportation expertise to undertake the Highways Study - Sheepscar, Mabgate and Eastside commission, using the Highways and Transportation Services Major Schemes Framework (DN429683)		
<b>Decision details<sup>3</sup>:</b>	<p>What decision has been taken?            (Set out all necessary decisions to be taken by the decision taker including decisions in relation to exempt information, exemption from call-in etc.)</p> <p>The Head of Engineering and Infrastructure has taken the decision to:</p> <ol style="list-style-type: none"> <li>a) Note the scope and programme of the commission as summarised below and detailed in the Exempt Appendices of the report.</li> <li>b) Waiver of CPR rule 9.1 and 9.2 and award a contract using the Leeds City Council Highways and Transportation Services Major Schemes Framework (DN429683) to appoint Ove Arup &amp; Partners for highways and transportation services for the Highways Study for the provision of the outputs specified within the ‘Scope of Services’ for this commission (Exempt Appendix 1).</li> <li>c) To note the contract start date will be the 28th March 2024, and the work will be instructed using an agreed scope of services, details of which are in the Exempt Appendices, with a fixed fee agreed of up to £100,000 from the City Region Sustainable Transport Settlement.</li> </ol>		

<sup>1</sup> Give title of Director with delegated responsibility for function to which decision relates.

<sup>2</sup> If the decision is key and has appeared on the list of forthcoming key decisions, the title of the decision should be the same as that used in the list

<sup>3</sup> Simply refer to supporting report where used as these matters have been set out in detail.

A brief statement of the reasons for the decision

(Include any significant financial, procurement, legal or equalities implications, having consulted with Finance, PACS, Legal, HR and Equality colleagues as appropriate)

1. Leeds City Council (the Council) has an ambitious transport strategy, which aims to make Leeds 'a city where you don't need a car' and 'where everyone has an affordable and accessible zero carbon choice in how they travel'. The City Region Sustainable Transport Settlement (CRSTS) is a funding agreement between the Department for Levelling Up, Housing and Communities (DLUHC) and the West Yorkshire Combined Authority (WYCA), with £8,000,000 allocated for engineering works to achieve these ambitions, improve road safety and reduce casualties on roads within Leeds.
2. Alongside this, the Council in partnership with WYCA, DLUHC and Homes England (the government's national regeneration agency), has established the 'Leeds Transformational Regeneration' (LTR) partnership which will deliver a programme of work to shape a ten-year vision and delivery framework to unlock growth and regeneration in the city. This will focus on six neighbourhood areas, two of which cover the eastern half of the city centre edge from Sheepscar, through Mabgate and on to the 'Eastside' on the banks of the Aire. The partnership is seeking to develop regeneration plans across these neighbourhoods that will accelerate new infrastructure, housing delivery and unlock funding or finance to deliver the ambition to be the best city in the UK; one with a compassionate and strong economy.
3. Sheepscar, Mabgate and Eastside has been identified as an area for study as part of the CRSTS programme and one of the six neighbourhoods as part of the LTR programme.
4. Sheepscar, Mabgate and Eastside together comprise a strategically important area of Leeds forming a key gateway into the city-centre core, spanning approximately 240ha. Comprising of a series of neighbourhoods which are home to a mix of communities – including those in Leeds City Council housing estates, heritage assets, businesses, key educational organisations and some of the city's major cultural organisations and venues including Leeds Playhouse, Northern Ballet, Leeds Conservatoire, BBC Yorkshire alongside an agglomeration of creative organisations in Mabgate. The area has a rich social history and legacy in the built environment.
5. The growth of the city centre in recent years has resulted in an increase in investment and developer interest in this eastern and northeastern edge. There are a range of markets across this area, however some parts remain fragile and unable to secure viable development, particularly where the continued impact of road infrastructure impacts on quality of place and resident/occupier experience. This impact is mirrored for those existing hard-pressed inner-city

neighbourhoods located close by, which have a strong sense of social, economic and spatial disconnection from the city centre.

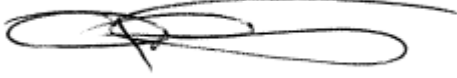
6. As such, the Council is seeking the services of a highways and transportation team to lead the commission that sets a vision for highways and transportation in the area to 2040. This commission will undertake a Highways study of this area to address these challenges and deliver outputs detailed 'Scope of Services' included at Exempt Appendix 1
7. The Council has been allocated £8,000,000 for engineering works to achieve the CRSTS ambitions, improve road safety and reduce casualties on roads within Leeds of which £100,000 has been allocated to Highways commission.
8. To meet the necessary timescales, it is proposed to Waive of CPR rule 9.1 and 9.2 and appoint Arup & Partners Ltd (Arup) from the Leeds City Council Highways and Transportation Major Projects Framework to develop and lead the commission supported by colleagues from the Council's Regeneration, Highways and Transportation and Planning Services.
9. Arup has a proven track record of delivery, with local offices and proven understanding of the highways and transportation demands and opportunities in the city. It has demonstrated through prior commissions, including a highways study examining the majority of the Sheepscar, Mabgate and Eastdie study area, that it is highly capable of producing work to the required quality. Arup is considered to be a class-leader in this area of work and is also able to draw on international expertise from within its own business and through associate relationships with others to ensure the highest quality of new thinking and challenge can be brought to the city. This commission intends to build upon this, and subsequently the Council wishes to obtain these services to ensure quality outputs for the CRSTS and LTR programme to enable a regeneration plan that can secure longer term sustained investment in place.
10. The proposed Highways study has significant interdependencies with the planned LTR commission, and the two pieces of work would have high value, efficiency and effectiveness if they took place concurrently. The LTR commission will rely on input and findings from the highway study, and the LTR commission will also contribute to shaping the highways outcomes, so that the commissions are symbiotic. Ideally the Highway Study consultant team would work very closely with the consultant team undertaking the LTR commission.
11. Waive of CPR rule 9.1 and 9.2 and appoint Arup using Leeds City Council Highways and Transportation Services Major Schemes Framework (DN429683) represents best value for money where rates have been tested through a framework, which frontloads competition and negotiation.
12. Failure to adhere to the funding timescales may result in the funding being lost for the city, and the work not being undertaken to the quality required.
- 13.

	<p>Brief details of any alternative options considered and rejected by the decision maker at the time of making the decision</p> <p>Option 1 – Carry out a new procurement exercise. This option was discounted as it would not be possible under the timescales for delivering outputs required for the LTR programme and would not align with the spend requirements of the project.</p> <p>Option 2 – Internal production of the LTR Sheepscar, Mabgate and Eastside commission. This option was discounted due to insufficient internal capacity, resource and expertise to produce a framework within the timescales required.</p> <p>Option 3 - The ‘do nothing’ option was considered and rejected as this would not meet the Council’s ambitions and the funding would be lost for the city.</p>
<b>Affected wards:</b>	Burmantofts & Richmond Hill, Little London & Woodhouse, Gipton and Harehills, Chapel Allerton and Hunslet & Riverside
<b>Details of consultation undertaken<sup>4</sup>:</b>	<p>Executive Member</p> <p>The Executive member for Sustainable Development and Infrastructure has received regular briefings and updates on the Leeds Transformational Regeneration proposals and is supportive of the approach.</p>
	<p>Ward Councillors</p> <p>Ward members have been briefed on the overall LTR programme and will be engaged in more detail as this work progresses</p>
	<p>Chief Digital and Information Officer<sup>5</sup></p> <p>None</p>
	<p>Chief Asset Management and Regeneration Officer<sup>6</sup></p> <p>Angela Barnicle has been consulted and is supportive of this proposal</p>
	<p>Others</p> <p>The Leader of the Council has received regular briefings and updates on the Leeds Transformational Regeneration proposals and is supportive of the approach.</p>
<b>Implementation</b>	<p>Officer accountable, and proposed timescales for implementation</p> <ul style="list-style-type: none"> <li>• The Head of Regeneration</li> <li>• The contract will commence by 28th March 2024</li> <li>• The initial contract duration is approximately 25 weeks followed by a period of stakeholder engagement undertaken by the Council (length of time to be</li> </ul>

<sup>4</sup> Include details of any interest disclosed by an elected Member on consultation and the date of any relevant dispensation given.

<sup>5</sup> See Officer Delegation Scheme (Executive Functions) CDIO must be consulted in relation to all matters relating to the Council’s use of digital technology

<sup>6</sup> See Officer Delegation Scheme (Executive Functions) CAMRO must be consulted in relation to all matters relating to the Council’s land and buildings.

	determined). Following completion of the engagement, the consultant will be required to make any relevant amendments to the report.	
<b>List of Forthcoming Key Decisions<sup>7</sup></b>	Date Added to List:- N/A	
	<b>If Special Urgency or General Exception</b> a brief statement of the reason why it is impracticable to delay the decision N/A	
	<b>If Special Urgency</b> Relevant Scrutiny Chair(s) approval Signature _____ Date _____	
<b>Publication of report<sup>8</sup></b>	If not published for 5 clear working days prior to decision being taken the reason why not possible: N/A	
	If published late relevant Executive member's approval Signature _____ Date _____	
<b>Call-in</b>	Is the decision available <sup>9</sup> for call-in?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	<b>If exempt from call-in</b> , the reason why call-in would prejudice the interests of the council or the public:  The decisions recommended in this report are classed as an Significant Operational Decisions and are not eligible for call in.	
<b>Approval of Decision</b>	Authorised decision maker <sup>10</sup> Oliver Priestley, Head of Engineering and Infrastructure	
	Signature 	Date 25 <sup>th</sup> March 2024

<sup>7</sup> See Executive and Decision Making Procedure Rule 2.4 - 2.6. Complete this section for key decisions only

<sup>8</sup> See Executive and Decision Making Procedure Rule 3.1. Complete this section for key decisions only

<sup>9</sup> See Executive and Decision Making Procedure Rule 5.1. Significant operational decisions taken by officers are never available for call-in. Key decisions are always available for call-in unless they have been exempted from call-in under rule 5.1.3.

<sup>10</sup> Give the post title and name of the officer with appropriate delegated authority to take the decision.