

## Delegated Decision Notice

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 type="checkbox"/> £100,000 to £500,000 <input checked="" 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>	Mohammed Mahmood	Telephone number: 0113 3787524	
<b>Subject<sup>2</sup>:</b>	Armley Gytratory Junction Upgrade Scheme – Preliminary Design		
<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.) The Chief Officer (Highways and Transportation):</p> <ul style="list-style-type: none"> <li>a) Noted the Highway Board Approval in May 2020 and Executive Board approval in April 2021 to progress the Armley Gytratory junction improvement scheme to detailed design and construction as part of the wider Leeds City Centre package of works;</li> <li>b) Noted injection of an additional £5.08m (£3.58m for Armley Gytratory and £1.5m for City Square closure and complementary highway schemes) of West Yorkshire Combined Authority (WYCA) grant funding into the Capital Programme to progress scheme development within LCCP;</li> <li>c) Approved procurement of consultant support to progress the detailed design via the LCC Major Schemes Framework;</li> <li>d) Approved Asset Protection Agreement (APA) and Basic Asset Protection Agreement (BAPA) with Network Rail to undertake professional services in relation to the completion of detailed design;</li> <li>e) Approved the design and arrangement of proposed traffic restrictions which will be implemented by way of draft Traffic Regulation Orders (TRO) for the Armley Gytratory junction upgrade scheme;</li> <li>f) Authorised the City Solicitor to advertise a notice under the provision of Section 23 of the Highways Act 1980 associated with the provision of a</li> </ul>		

<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.

	<p>pedestrian crossing and if no valid objections are received, to implement the pedestrian crossing as advertised;</p> <p>g) The required TROs will be secured using the powers contained within the Road Traffic Regulation Act 1984, the Highways Act 1980 and pedestrian and cycle facilities are constructed under the powers contained under the provisions of section 65(1) of the Highways Act 1980 for segregated or shared joint use by pedal cyclists and pedestrians;</p> <p>h) To advertise the draft TROs as shown on the attached drawing number MBARC_A/LCC/XXX/XX/DR/CH/MI_026 shown in Appendix 3, and if no valid objections are received, to make, seal and implement the Orders as advertised.</p> <p>i) Noted that the signal design element of the detailed design will be progressed in-house by UTMC team; and</p> <p>j) Noted that the Chief Officer (Highways and Transportation) is responsible for the programme delivery, with a target completion date of December 2022.</p>
	<p>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)</p> <p>Funding for the LCCP including Armley Gyrotory will be obtained through the allocation of project grant in the West Yorkshire Plus Transport Fund. This funding is confirmed in the Funding Agreement between WYCA and LCC dated 1st May 2019.</p> <p>The estimated value of the works for the current preferred option is £40.5m. Approval has been given by WYCA to continue incurring costs associated with scheme development up to £3.58m.</p> <p>Detailed design and Full Business Case is expected to be undertaken using external consultant procured via LCC Major Schemes Framework. Some elements such as signal design will be progressed internally.</p> <p>Procurement of Balfour Beatty via the Scape Civil Engineering Framework to provide Early Contractor Involvement into the detailed design process.</p> <p>This is a significant operational decision and it sits under and is the direct consequence of a previous key decision undertaken for the Exec. Board report titled 'City Centre Transformation – Enabling Schemes (Highways)' which was presented at 21st April 2021 Exec. Board meeting.</p> <p>A planning application is required and is expected to be submitted in late summer/the autumn and it is anticipated that this could be determined by the Local Planning Authority (by January 2022).</p>
	<p>Brief details of any alternative options considered and rejected by the decision maker at the time of making the decision</p> <p>Nine long list of options were considered within the following four categories; at grade, single structure, double structure and full grade separation. Five of the</p>

	<p>nine options were taken forward from initial feasibility for further investigation. The options ruled out were assessed against deliverability and cost criteria, with all fully grade separated options ruled out due to affordability, timescales and disruption required for their deliverability. Option 1A was also ruled out since it provided insufficient capacity for vehicular movements, and concerns regarding the safety of movements on the east of the junction.</p> <p>Five options were progressed to the shortlist for further assessment within the following three categories; at grade, single structure and double structure. Further three options were rejected on the grounds of insufficient capacity for the reassigned traffic from City Square and high construction costs.</p> <p>The remaining two options made the final shortlist and Option 1B was adopted as the preferred design at Project Board on 14/06/2018. Option 2A was rejected on account of cost, insufficient capacity to accommodate reassigned traffic and banned turns featuring convoluted alternative routing.</p> <p>Option 2D was developed as an alternative design option following provision of a sketch from Leeds City Council UTMC team. Option 2D was rejected on account of cost, buildability within the preferred timescales, and insufficient modelled benefits over Option 1B, in particular to control and resilience.</p> <p>Due to programme pressures on the overall LCCP Option 1B was re-designed, by reducing its effect on third parties and contaminated land, has brought the scheme down in cost by £15m to £20m, to £40.5m, ensuring that both Armley Gyratory and City Square can be fully funded from the LCCP in addition to the Infirmary Street Gateway, Meadow Lane (highways) and a contribution to Regent Street Bridge. This modified preferred option will progressed to detailed design.</p>
<b>Affected wards:</b>	Armley, Beeston & Holbeck, Hunslet & Riverside, Little London and Woodhouse
<b>Details of consultation undertaken<sup>4</sup>:</b>	<p>Executive Member: Councillor Helen Hayden February 2021 and 21/07/21</p> <p>Ward Councillors February 2021</p> <p>Others (key stakeholders, businesses and members of public) March \ April 2021</p>
<b>Implementation</b>	Officer accountable, and proposed timescales for implementation Mark Phillipott December 2022
<b>List of</b>	Date Added to List:- Not Applicable

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

<b>Forthcoming Key Decisions<sup>5</sup></b>	<b>If Special Urgency or General Exception</b> a brief statement of the reason why it is impracticable to delay the decision	
	<b>If Special Urgency</b> Relevant Scrutiny Chair(s) approval Signature _____ Date _____	
<b>Publication of report<sup>6</sup></b>	If not published for 5 clear working days prior to decision being taken the reason why not possible: Not Applicable	
	If published late relevant Executive member's approval Signature _____ Date _____	
<b>Call In</b>	Is the decision available <sup>7</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:	
<b>Approval of Decision</b>	Authorised decision maker <sup>8</sup> Gary Bartlett, Chief Officer (Highways and Transportation)	
	Signature 	Date: 15 <sup>th</sup> June 2021

<sup>5</sup> See Executive and Decision Making Procedure Rule 2.4 - 2.6. Complete this section for key decisions only

<sup>6</sup> See Executive and Decision Making Procedure Rule 3.1. Complete this section for key decisions only

<sup>7</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>8</sup> Give the post title and name of the officer with appropriate delegated authority to take the decision.