

Subject: Connecting West Leeds (CWL) Phase 1 Schemes - Design and Construction

Date: 09 March 2022

Report of: CWL Programme Manager

Report to: Chief Officer of Highways & Transportation

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

What is this report about?

Including how it contributes to the city's and council's ambitions

- This report sets out consultation undertaken with the key stakeholders as well as the members of the public and seeks approvals to finalise the designs, funding proposals, advanced enabling works and the preferred construction route for the three phase 1 Levelling Up Fund (LUF) Connecting West Leeds (CWL) schemes: namely (1) Fink Hill \ A6120 Outer Ring Road (ORR) junction improvement, (2) Horsforth Merge widening at ORR just south of Horsforth Roundabout from one to two lanes and (3) Horsforth to Rodley footway and cycle link.
- A separate report will be brought to the board later in the year for the phase 2 schemes, namely, (4) Calverley Lane foot and cycle bridge, (5) Rodley to Dawsons Corner footway and cycleway link, (6) Rodley Roundabout technology improvements, (7) Calverley Lane North and Calverley Bridge road safety measures, (8) Canal footway and cycleway connection, (9) Landscape mitigation and (10) Average speed camera enforcement.
- The aim of the CWL programme is to improve connectivity and travel choices for local communities in West Leeds for all road users, with the following scheme objectives:
 - Increased walking and cycling levels within West Leeds especially for short journeys;
 - Improved safety for pedestrians, cyclists, and other road users;
 - Improved access to jobs, education, healthcare, and leisure opportunities;
 - Reduced emissions from transport;
 - Reduced journey times for all vehicles, including buses, using and crossing the ORR; and
 - Improved access to greenspace.
- The provision of more appealing and accessible routes for both pedestrians and cyclists by delivering new dedicated pedestrian and cycle facilities, signal-controlled crossing and improved pedestrian and cycle routes will ensure safety for those wishing to cycle and walk across this very busy orbital route as well as addressing some of the congestion issues at Horsforth roundabout.
- The proposed corridor wide schemes fit within the Best Council Plan strategic aims to improve the city's transport infrastructure and tackle climate change issues. This is achieved through improved safety for all road users, providing new crossing facilities for pedestrians and cyclists to improve accessibility, and reducing traffic congestion which will lead to better environment in terms of improved air quality

- Connecting Leeds Transport Strategy is LCC's ambition to improve travel in Leeds for people who live, work and visit the city. This focuses on all road user safety, improvement to pedestrian and cycle facilities, public transport and reducing congestion. The proposed scheme contributes towards these aims and objectives.

Recommendations

The Chief Officer (Highways and Transportation) is requested to:

- Note the Highway Board approval in June 2020 of the preliminary design for Fink Hill \ ORR junction and Executive Board approval in June 2021 to support the Round 1 LUF bid for CWL which received approval from The Department of Transport (DfT) in November 2021;
- Approve the designs (Appendices 1 and 2) and authorise the expenditure on phase 1 schemes, Fink Hill \ ORR £7.097m, Horsforth Merge £1.98m and Horsforth to Rodley footway and cycle links £2.168m, funded from Levelling up funding £7.988m and WY+TF £3.257m;
- Note the balance of funding £12.012m on the LUF CWL for phase 2 which will be brought forward to Highways Board in spring of 2023 once schemes have been agreed and designs are finalised;
- Note that the early enabling works will be facilitated by Parks and Countryside services utilising their framework;
- Approve delivery of early enabling works, namely, utility works £1.288m and tree clearance circa £70k;
- Authorise the City Solicitor to advertise a notice under the provision of Section 23 of the Highways Act 1980 associated with the provision of a pedestrian crossing and if no valid objections are received, to implement the pedestrian crossing as advertised;
- Authorise the City Solicitor to make and advertise a draft Traffic Regulation Order to implement waiting restrictions as shown on the attached drawing number 732827-LCC-HWT-FH-DR-CH-TRO_01 shown in Appendix 5, and if no valid objections are received, to make, seal and implement the Traffic Regulation Order as advertised.
- Authorise the City Solicitor to make and advertise a draft Traffic Regulation Order to implement a clearway restriction on the Ring Road from Fink Hill to Dawsons Corner and if no valid objections are received, to make, seal and implement the Traffic Regulation Order as advertised.
- Authorise the City Solicitor to make and advertise a draft Traffic Regulation Order to implement a No parking, loading or unloading on footway or cycle track order where applicable along the route and if no valid objections are received, to make, seal and implement the Traffic Regulation Order as advertised
- Authorise the City Solicitor to make and advertise a draft Speed Limit Order to implement a consistent 50mph speed limit from on the Leeds Outer Ring Road and Stanningley By Pass from Horsforth Roundabout to Henconner Lane flyover and if no valid objections are received, to make, seal and implement the Speed Limit Order as advertised.
- Authorise the City Solicitor to make and advertise an Experimental Traffic Regulation Order introducing a section of one way on Manor Road (Eastbound between A65 New Road Side and Manor Gate to address potential rat running to avoid the works. The impact of the one way on other routes and in the vicinity will to be assess periodically during the works. A provision shall be included to enable the Chief Highways Officer to modify or suspend the Order during the period of the experiment.

- l) At the end of the 18-month experimental period to give appropriate consideration to making the Order permanent incorporating any modifications considered appropriate following the monitoring of the measures.
- m) Approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of footway shown on attached drawings (TM-00-471-MISC-01/02) as proposed cycle tracks are removed and that following the removal of the footways, cycle tracks 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.
- n) Note that the Chief Officer (Highways and Transportation) is responsible for the programme delivery, with a target completion date of March 2024.

Why is the proposal being put forward?

- 1 The ORR cuts across local communities, affecting accessibility to the transport network, jobs, education, and leisure amenities within West Leeds and beyond. The traffic levels and speeds on the ORR mean that the route is unattractive to or unusable for active travel modes and creates severance between communities including Farsley, Calverley, Horsforth, Pudsey, and Stanningley. There is little choice but to make many short distance trips by car because traffic conditions make it unsafe or unattractive to walk and cycle. Alternatively, trips are not being undertaken at all.
- 2 CWL is an integrated transport corridor improvement project that will deliver multi-modal enhancements to capacity, efficiency, safety and accessibility for all users of the ORR. There are in total ten sections \ elements of the project proposals, this report details the first three as part of the phase 1 delivery.
- 3 Fink Hill \ ORR scheme is primarily to improve crossing facilities for pedestrians, provide cycle links and to reduce queueing and delay as part of a wider objective to improve the operation of the ORR and enable future developments.
- 4 There are no pedestrian or cycle facilities except an on-demand crossing on the eastern arm of the junction. The junction currently experiences congestion, delaying traffic movements on the ORR, a key strategic route for the city.
- 5 Horsforth Roundabout is situated west of the Fink Hill junction along the ORR at the junction of A65. The existing Horsforth roundabout junction experiences significant delays, on all approach arms. There is a particular issue with queueing and delays on the A65 eastbound where significant queues form and A65 westbound where queueing is observed to occur in both peak periods.
- 6 The Horsforth Merge proposal is to increase the extent of the current merge to improve capacity on the southbound exit towards Rodley by adding two lanes from the roundabout exit for 235 metres and then a further merge length of 100 metres before a return back to a single traffic lane.
- 7 The merge extension forms part of the long-term solution to improve Horsforth Roundabout with the strategic objective to improve journey reliability along the A6120 orbital route network. The proposal will also benefit buses travelling along the A65 corridor approaching the roundabout.
- 8 The ORR between the River Aire Bridge and the Horsforth Roundabout is a busy route providing a crucial link for the West Leeds area. It also provides one of the few crossings over the River Aire. Currently, the route lacks suitable cycling and walking facilities. It is particularly dangerous for cyclists given the steep hill as cyclists are more at risk when travelling in an uphill direction.
- 9 Currently speed and volume of traffic deters pedestrians and cyclists. Our traffic data for 2019 shows negligible numbers of pedestrians and cyclists along the route. There is limited segregation in some sections between vehicles and pedestrians/cyclists and the environment is unattractive

increasing fears of safety. There is a shared footway/cycleway rather than segregated facilities which are preferred by pedestrians and cyclists. The vegetation and self-seeded grass verges encroach onto the existing path in parts reducing accessibility.

- 10 A bi-directional cycle route is proposed between the safe crossing facilities at Horsforth and Rodley. Cyclists will not need to cross the A6120 to change direction. Where possible there will be fully segregated cycle and pedestrian routes rather than shared space. The fully segregated sections will coincide with the steepest sections of the hill and where the route is shared there will be enough room for pedestrians and cyclists to pass safely. Cycle buffer margins will be installed where needed to provide protection from motorists. Where possible, footpaths along the route will be made wider than they are now except on the bridges and at the bus stop.

What impact will this proposal have?

- 11 The Fink Hill / ORR junction improvement scheme will enhance pedestrian and cycle facilities at the junction and along the ORR. The proposed scheme will improve the junction by:
- Improving pedestrian and cycle safety;
 - Improving pedestrian and cycle connectivity north and south of the ORR;
 - Improving safety and efficiency on the approach to Horsforth Roundabout, while reducing traffic queueing;
 - Improving journey time reliability in the locality;
 - Reducing congestion and allow smoother flow of traffic, which will lead to improved air quality;
 - Improved landscaping on the eastern part of the scheme.
- 12 The Horsforth Merge proposals will make the junction operate more efficiently, supporting and promoting economic growth across the north of Leeds and beyond. Improving journey times and reliability for all road users, as well as reducing congestion, will allow smoother flow of traffic and lead to improved air quality for the local community. More specifically it will:
- Reduce the congestion caused by merging vehicles leaving the roundabout towards Rodley;
 - Improve the westbound flow on the A6120 between Fink Hill and Horsforth roundabout;
 - Improve the A65 outbound approach towards Horsforth roundabout;
 - Improve circulation around Horsforth roundabout;
 - Benefit bus journey times on the A65.
- 13 The Horsforth to Rodley footway and cycle link will provide:
- Improved cycle and pedestrian facilities fully segregated where possible;
 - Wider footways will be provided for pedestrians to improve accessibility;
 - Health and well-being benefits through promotion of sustainable travel option;
 - Cycle buffer margins will provide cyclists with additional protection from motor vehicles;
 - Reduced speed limit will result in improved safety for all road users and will also contribute to reduced carbon emissions;
 - Improved safety for motorists;
 - No tree loss is proposed as part of this scheme.

What consultation and engagement has taken place?

- 14 For the Fink Hill / ORR scheme the public consultation was undertaken on 27 January 2020 for a period of four weeks and closed on 24 February 2020, to allow the public to express their views as pedestrians, cyclists, bus users, motorists, business owners or local residents.
- 15 Results showed 57% of respondents felt positive or slightly positive about the proposals, 24% of the respondents felt negative or slightly negative and 19% of the respondents felt neutral about the scheme proposals.
- 16 In general, there was an understanding from the public that improvements at the junction and, the proposed new pedestrian facilities are required. There were large number of respondents who felt that the proposed right turn restriction on Park Side would prolong their journey times and potentially worsen the queuing at Horsforth Roundabout. As a result of this, further transport modelling work has been undertaken to assess if the right turn can be retained. Following this work, it has been deemed that there are suitable options to retain the Park Side right turn. The local ward members are supportive of retaining this key route choice.
- 17 More recently, CWL Phase 1 consultation was launched on 16th November 2021 and ran until 12th December 2021. Engagement was online via the Connecting Leeds Commonplace www.connectingwestleeds.commonplace with a public drop-in event which was held on 24th November 2021 at St Margaret's Parish Centre, Horsforth. Also, the following key stakeholders were engaged.
- Executive Board Member for Infrastructure and Climate;
 - Member of Parliament for Pudsey, Horsforth and Aireborough;
 - Leader of the Conservative Group;
 - Local Ward Members;
 - Internal LCC Officers;
 - Members of Public (online and drop in event);
 - Bus Infrastructure Sub- Group; and
 - Cycle Sub-Group.
- 18 The proposals have been well supported by both the Exec. Board Member and local ward councillors with the need to emphasise that these proposals bring benefits to all users and not just specific groups.
- 19 It was noted that there was a wide gap between male (71%) and Females (27%) participation, 2% preferred not to disclose their gender. For future consultations please we will include any local groups where women would be involved i.e. Women's Action Groups, Mums and Tots groups etc, also Safer Streets groups, as a lot of our schemes are pedestrian improvements it should generate positive feedback.
- 20 The key headlines received for the CWL Phase 1 consultation feedback has been summarised in Appendix 3.
- 21 There was a challenge from the chair of Leeds Cycling Campaign for the proposals at the Fink Hill \ A6120 ORR scheme. The project team reviewed the design with the colleagues from the Cycle Sub-Group and the design was amended to everyone's satisfaction.
- 22 The proposals for Horsforth Merge were deemed as not enough to relieve congestion at Horsforth roundabout. The extended merge length is the maximum that could be permitted as not to cause congestion at the next major junction at Rodley Roundabout.

What are the resource implications?

- 23 The proposed phase 1 programme will be matched funded by the West Yorkshire Combined Authority through the West Yorkshire Plus Transport Fund (WY+TF) £3.257m and funded in the main from the recently successful bid by LCC for the LUF bid as part of the wider CWL corridor works.

- 24 The estimated value of the works for the Phase 1 programme is estimated at £11.245m. Approval (£0.919m) has been given by WYCA via grant funding agreement to continue progressing the business case, detailed design and the procurement of preferred contractor and at this stage we are bringing forward the approvals to LCC for all of the Phase 1 programme. We expect the Fink Hill scheme to be given FBC+ approval by WYCA in April/May 2022 with a start on site June/July 2022. Development of the phase 2 programme of CTW is circa £12m and a report will be brought back to Highways Board once the designs are finalised.
- 25 The detailed design for phase 1 has been undertaken in-house by LCC Civil Engineering team and the preferred contractor will be procured via the bespoke LCC Contractor framework.
- 26 Capital Funding and Cashflow:

Previous injection to cap prog and spend up to 31st March 2021	TOTAL £000's	TO MARCH 2021 £000's	FORECAST				
			2021/22 £000's	2022/23 £000's	2023/24 £000's	2024/25 £000's	2025 on £000's
CONSTRUCTION (3)	19768.5			6737.5	13031.0		
DESIGN FEES (6)	3488.5	634.2	1335.7	1518.6			
TOTALS	23257.0	634.2	1335.7	8256.1	13031.0	0.0	0.0
Authority to Spend required for this Approval							
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2021 £000's	FORECAST				
			2021/22 £000's	2022/23 £000's	2023/24 £000's	2024/25 £000's	2025 on £000's
CONSTRUCTION (3)	8252.5		350.7	6386.8	1515.0		
DESIGN FEES (6)	2992.5	634.2	985.0	1373.3			
TOTALS	11245.0	634.2	1335.7	7760.1	1515.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)							
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2021 £000's	FORECAST				
			2021/22 £000's	2022/23 £000's	2023/24 £000's	2024/25 £000's	2025 on £000's
LCC Supported Borrowing	0.0						
Government Grant	20000.0		1335.7	7148.3	11516.0		
WY+TF Fink Hill	3257.0	634.2		1107.8	1515.0		
Total Funding	23257.0	634.2	1335.7	8256.1	13031.0	0.0	0.0
Balance / Shortfall =	12012.0	0.0	0.0	496.0	11516.0	0.0	0.0

- 27 Any revenue implications or maintenance issues identified will be met from existing highways maintenance revenue budgets.

What are the legal implications?

- 28 The Screening Opinion was issued in August 2020, which concluded that the Fink Hill scheme was not an EIA development. This is because the "area of the works" which is defined as including 'any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps or other facilities or stores required for construction or installation' is less than 1hectare. Therefore, the scheme does not constitute Schedule 2 development under the EIA Regulations and so can be developed and built through Permitted Development rights and planning permission is not required.
- 29 The scheme requires the temporary acquisition of third-party land to accommodate the site compound, located directly northwest of the ORR. Discussions are on-going with the landowner to temporarily procure this land for site compound and negotiations are progressing well.
- 30 The required TROs will be secured using the powers contained within the Road Traffic Regulation Act 1984, the Highways Act 1980 and the Local Government Miscellaneous Provisions Act 1976. Further, the procedural steps undertaken will fully comply with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996/2489. 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 pedestrians and pedal cyclists.

- 31 Will authorise the City Solicitor to advertise a notice under the provision of Section 23 of the Highways Act 1980 associated with the provision of a pedestrian crossing and if no valid objections are received, to implement the pedestrian crossing as advertised;
- 32 If any objections are received to the draft TROs once advertised by the City Solicitor, these will be the subject of further consideration by the Chief Officer (Highways and Transportation) and detailed within a supplementary report to Highways Board.

What are the key risks and how are they being managed?

- 33 Key risks are as follows:
- Major stats diversion delays - ongoing consultation with statutory undertakers, final stats costs received and works to commence before the main works;
 - Traffic disruption during construction – liaise with LCC network management and Planning for Growth Group to formulate a robust Traffic Management plan;
 - Tree loss and future maintenance– working with Parks & Countryside, and local Ward Members to identify suitable off-site planting. Initial maintenance will be via landscape contract and anything beyond this from LCC revenue budget. Robust communications strategy will be required to manage issues around tree felling;
 - Cycling and walking provisions are not LTN 1\20 compliance – these are to DMRB standards, and due to the site constraints, budget and constrained programme full segregation cannot be delivered cannot be delivered in some parts;
 - Part 1 noise claims – early discussions with LCC Environment Advisory team, obtain estimate through the Valuation Office Agency (VOA);
- 34 The council has appointed the multi-disciplinary consultant WSP, which is providing resource and expertise to lead on the design and business case. WSP has facilitated a number of risk workshops to date to identify project risks
- 35 Council officers work closely with WYCA officers on scheme assessment and appraisal to increase assurance and therefore reduce risk.
- 36 Construction procurement discussions include a particular focus on risk transfer.

Does this proposal support the council's 3 Key Pillars?

Inclusive Growth

Health and Wellbeing

Climate Emergency

- 37 The scheme is part of the CIP. This is a WYCA funded West Yorkshire wide programme of highway interventions on strategic highway corridors which aims to improve connectivity and accessibility to support economic growth.
- 38 One of the key points of feedback received from the public consultation was how the residents living either side of the busy ORR show it as a barrier and with respondents wanting the new scheme to address poor pedestrian crossing provision. The proposed improvements help to connect communities south and north of the ring road and therefore improving access to jobs, education, culture and shopping for this neighbourhood and at same encouraging people to undertake short distance trips by active modes, which helps people's health and the environment.
- 39 The Council declared a Climate Emergency in March 2019. The modelling required for the Business Case will assess the scheme's impact on the environment including noise, air quality and carbon dioxide emissions. If general traffic can be encouraged to use the orbital route, then it means less traffic going through our local neighbourhoods therefore creating a more liveable, walkable environment supporting sustainable living and moving around on foot, by bike or public transport. This scheme aims to provide improved journey time experience to facilitate improvements for all road users.

Options, timescales and measuring success

a) What other options were considered?

40 For the Fink Hill CWL Section 1, a short-list of five options were evaluated using the following Critical Success Factors (CSF);

- Improved pedestrian and cycling provision;
- Higher vehicle capacity;
- Maintained or reduced journey times;
- Improved journey time reliability;
- Additional capacity to enable future development;
- Improved network resilience.

41 Summary of the options considered are as follows:

- i. Option 1: The proposed Fink Hill junction improvements (including signal-controlled pedestrian crossings on Fink Hill and A6120 (E)) and retaining the existing Park Side signal-controlled junction and no widening between Park Side and Horsforth Roundabout.
- ii. Option 2: The proposed Fink Hill and Park Side junction improvements but with no widening between Park Side and Horsforth Roundabout.
- iii. Option 3: The proposed scheme with Fink Hill and Park Side junction improvements and widening of the Ring Road between Park Side and Horsforth Roundabout to provide continuous two running lanes in each direction with:
 - Provision of improved pedestrian facilities at Fink Hill, including signal-controlled pedestrian crossings in all the approaches;
 - Additional lane in both directions of the A6120 at the Fink Hill junction to provide two ahead lanes and a turning lane into Fink Hill;
 - Simplified movements at the A6120/Park Side junction which becomes left in/left out; and
 - Simplified movements in the access to the retail area between Fink Hill and Horsforth Roundabout which becomes a left in/left out.
- iv. Option 4: As per option 3, but with no formal pedestrian crossing of Fink Hill.
- v. **Option 5 (preferred):** As per option 3, including amendments because of the January 2020 consultation:
 - Re-introduction of right turn from Park Side;
 - Provision of improved pedestrian facilities at Fink Hill, including signal-controlled pedestrian crossings in all the approaches; and
 - Additional lane in both directions of the A6120 at the Fink Hill junction to provide two ahead lanes and a turning lane into Fink Hill.

42 To relieve southbound blocking back at Horsforth Roundabout the Horsforth Merge CWL Section 2 was identified as the preferred option which could be delivered within the LUF programme and budget. The proposal extends the current merge zone providing additional capacity for southbound vehicles to merge and exit the roundabout. The proposal will reduce delay at the junction where significant queues form at peak times.

43 The following other options were also considered:

- i. Highway Do Max. - short new two-way bypass of Horsforth Roundabout (2 general traffic lanes), to the south-west of the junction.
- ii. Public Transport Do Max. - short new two-way bypass of Horsforth Roundabout (2 general traffic lanes), to the south-west of the junction.

- iii. Blended Do Something - junction Capacity enhancement, including additional highway capacity which could include elements of bus priority on approaches. Likely to require some third-party land.
- 44 The Horsforth to Rodley cycle and footway CWL Section 3 aims to mitigate currently limited facilities for pedestrians and cyclists along this busy section of the ORR. The proposals will help connect the communities of Horsforth and Rodley east and west of the Ring Road with improved and safer segregated and shared cycle and pedestrian facilities.
 - 45 The scheme requires little additional land take and complements wider LCC programme of cycle improvements and satisfies requirements for cycling and accessibility improvements aligned to the LUF scope.
 - 46 Other options considered were:
 - i. Deliver the scheme north of the ORR off highway – discounted as it did not align with Horsforth merge proposals;
 - ii. Deliver the scheme north of the ORR on the existing highway – discounted due to impact on existing highway capacity;
 - iii. Deliver the scheme south of the ORR on the existing highway – discounted due to impact on existing highway capacity;
 - iv. Deliver the scheme south of the ORR off highway – preferred option

b) How will success be measured?

- 47 For CWL, the monitoring and evaluation arrangements will include significant reporting against the project's business plan and financial performance, as well as the required construction monitoring and evaluation. The design of the monitoring and evaluation approach will be proportionate to the size of the investment, the risks, and the novelty of each project.
- 48 Several data sources will feed into monitoring and evaluation activity are currently readily available and additional data will be collected to fill gaps. Existing data collected for the A6120 ORR transformational scheme will be used as a baseline and scope for additional surveys has been prepared with data collection due in March 2022.
- 49 Following project **output indicators** will be measured:
 - Total length of new cycle ways;
 - Total length of new pedestrian paths;
 - Number of new trees planted;
 - Total length of resurfaced/improved road;
 - Speed limit reduction / safety improvement.
- 50 Data on the following **outcome indicators** will be collected:
 - Change in cycle flow;
 - Change in pedestrian flow;
 - Change in vehicle flow;
 - Change in vehicle journey time;
 - Passenger experience \ satisfaction;
 - Change in air quality;
 - Health of residents;
 - Improved safety for pedestrians, cyclists and other road users.
- 51 A Baseline Report will be produced before construction begins to identify a baseline for the project against which the impacts of the intervention can be measured. A biannual monitoring report will subsequently be published throughout the lifetime of the scheme's development and for two years after its completion. This monitoring report will analyse the implementation, outputs, and outcomes

identified within this M&E plan, in addition to providing an accompanying qualitative assessment of the project

- 52 An Evaluation Report will be published in 2028 as agreed with the funder following the project's completion and first few years of operation. This will evaluate the project with respect to its impacts on the local area, and will report the results, findings, interpretations, conclusions, and recommendations of the evaluation.

c) What is the timetable for implementation?

- 53 The key scheme milestones are as follows:

Section 1 Fink Hill \ ORR:

- Detailed design completion – Dec 2021;
- Contractor prequalification evaluation – Jan 2022;
- Early enabling works – Feb \ Mar 2022;
- Issue tenders – Feb 2022;
- Tenders return \ standstill period – Jan to Mar 2022;
- FBC+ submission – Mar / Apr 2022;
- FBC+ approval by WYCA – Apr / May 2022;
- Appoint preferred contractor – May / Jun 2022;
- Start on-site – Jun / Jul 2022;
- Completion – Jul 2023.

Section 2 Horsforth Merge:

- Preliminary design – Nov 2021;
- Detailed design completion – Apr 2022;
- Start on-site – Aug 2023 (after completion of Fink Hill as not to impact TM);
- Completion – Aug 2023.

Section 3 Horsforth to Rodley Cycle and Footway Link:

- Preliminary design – Nov 2021;
- Detailed design completion – Apr 2022;
- Start on-site – May / Jun 2022;
- Completion – Sep 2022.

Appendices

- 54 Appendix 1, A, B, C, D. Fink Hill \ A6120 General Arrangement Drawing
- 55 Appendix 2 A, B, C, D, E. Horsforth to Rodley Footway and Cycle Link and Horsforth Merge General Arrangement Drawing
- 56 Appendix 3. CWL Phase 1 Consultation – Highlights Presentation
- 57 Appendix 4. Equality, Diversity, Cohesion and Integration (EDCI)
- 58 Appendix 5. Fink Hill \ A6120 ORR Proposed TRO's

Background papers

- 59 None.