

## Delegated Decision Notice

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

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|--------------------------------------|--|---|--|
| <b>Decision type</b>                 | <input checked="" type="checkbox"/> Key Decision   | <input type="checkbox"/> Significant Operational Decision   | <input type="checkbox"/> Administrative Decision                                       |
| <b>Approximate value</b>             | <input type="checkbox"/> Below £500,000<br><input type="checkbox"/> £500,000 to £1,000,000<br><input checked="" type="checkbox"/> over £1,000,000  | <input type="checkbox"/> below £25,000<br><input type="checkbox"/> £25,000 to £100,000<br><input type="checkbox"/> £100,000 to £500,000<br><input type="checkbox"/> Over £500,000 | <input type="checkbox"/> below £25,000<br><input type="checkbox"/> £25,000 to £100,000 |
| <b>Director<sup>1</sup></b>          | Director of City Development   |   |  |
| <b>Contact person:</b>               | Ian Waite  |   | Telephone number:<br>0113 37 87398   |
| <b>Subject<sup>2</sup>:</b>          | City Centre Transformation – Armley Gyratory Highways  |   |  |
| <b>Decision details<sup>3</sup>:</b> | <p>What decision has been taken?<br/>(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 Chief Officer Highways &amp; Transportation;</p> <p>a) Noted the previously approved injection and authority to spend of £3.58m in May 2020 for the development of Armley Gyratory Highways Phase</p> <p>b) Injected the remaining funding of £27.93m and authorise the expenditure £27.93m for the delivery of Highways phase and development of the Structures design ahead of a second approval to proceed process in January 2023.</p> <p>c) Injected the phase 2, £10.46m, funded from WY+TF (West Yorkshire + Transport Fund) and seek authority to spend subject to approval of the FBC which will be submitted in October 2022</p> <p>d) Approved the award of Armley Gyratory Highway Phase Scheme to Balfour Beatty Group Ltd T/A Balfour Beatty Civil Engineering, through the SCAPE2 Civil Engineering Framework, with a contract value of £19,400,000. This also includes £542k to develop the design of the Armley Gyratory Phase 2 Structures.</p> |   |  |
|                                      | <p>A brief statement of the reasons for the decision<br/>(Include any significant financial, procurement, legal or equalities implications, having consulted with Finance, PACS, Legal, HR and Equality colleagues as appropriate)</p> <ul style="list-style-type: none"> <li>• Although Armley Gyratory is a key enabler for the closure of City Square, and is beneficial for delivering new housing and other</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.

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|  | <p>local developments, there are direct benefits for the local community including reducing severance and improving walking/cycling connections between New Wortley and the city centre, Whitehall Road and Kirkstall Road. This is through delivery of new or wider bridges with more accessible ramps, wider/ resurfaced footways/ cycleways, and improved landscaping to help personal security. The scheme also addresses existing road safety and delay problems.</p> <p>Approval is now required for the formal award and signing of the contract with Balfour Beatty Group Ltd T/A Balfour Beatty Civil Engineering Ltd</p>  |
|  | <p>Brief details of any alternative options considered and rejected by the decision maker at the time of making the decision</p> <ol style="list-style-type: none"> <li>1 The original scheme (The cut through link) scheme was originally put out for extensive consultation in 2018 and 2019. The scheme received overall positive support in its aspiration to address the existing issues with the existing junction and the need to transfer traffic from the City centre onto the Strategic road network.</li> <li>2 Unfortunately due to funding constraints and the high level of risk associated with developing the new cut through design across a heavily contaminated previous gas storage facility, WYCA requested the scheme design be reviewed to accommodate a reduced capital scheme cost.</li> <li>3 The current scheme for which we are requesting approval to award, met the requirements of the additional capacity on the network without the risk of the new link through the centre of the gyratory. In Autumn 2021 the scheme was again published as part of a updated public consultation.</li> <li>4 Prior to the cut through scheme being assessed as the initial preferred option, LCC developed a number of options including tunnels, bridge options over the various rail lines and structures. These were dismissed on the basis of high cost, risk profile and programme.</li> </ol> |
| <b>Affected wards:</b>                                 | Armley, Beeston and Holbeck, Hunslet and Riverside, Little London and Woodhouse   |
| <b>Details of consultation undertaken<sup>4</sup>:</b> | <p>Executive Member</p> <p>Exec member previously briefed</p> <hr/> <p>Ward Councillors</p> <p>Previous consultation Feb18, July19, Sep19 and April 21</p>  |

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

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|  | Others   |   |
| <b>Implementation</b>                                | Officer accountable, and proposed timescales for implementation<br>Highways construction July 22 to March 23. Structures work to follow. |   |
| <b>List of Forthcoming Key Decisions<sup>5</sup></b> | Date Added to List:- 20/05/22, decision not before 18/06/22  |   |
|  | <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<br>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:                                     |   |
|  | If published late relevant Executive member's approval<br>Signature _____ Date _____   |   |
| <b>Call In</b>                                       | Is the decision available <sup>7</sup> for call-in?  | <input checked="" type="checkbox"/> Yes <input 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><br>Oliver Priestley, Head of Engineering and Infrastructure                                       |   |
|  | Signature<br>   | Date<br>03.08.2022  |

<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.