

## 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 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 <input type="checkbox"/> £500,000 to £1,000,000 <input checked="" 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 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 378 7524	
<b>Subject<sup>2</sup>:</b>	Connecting West Leeds (CWL) Phase 2 Schemes - Design and Construction		
<b>Decision details<sup>3</sup>:</b>	<p><b>Recommendations</b></p> <p>The Chief Officer (Highways and Transportation):</p> <ul style="list-style-type: none"> <li>a) Noted the 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 and Highway Board approval for Phase 2 schemes design and construction in March 2022;</li> <li>b) Noted decision was made by Chief Officer of Land &amp; Property and Highways &amp; Transportation to purchase the land for Section 4 of the scheme.</li> <li>c) Noted third party land is also required for the preferred option (Appendix 5) for Section 8 of the scheme subject to successful land discussions and this will be progressed via negotiations with use of specialist external land agents as consultancy support;</li> <li>d) Noted alternative option (Appendix 5A) will be progressed for Section 8 of the scheme if <b>feasible</b> should the preferred option not go ahead and there are sufficient funding available;</li> <li>e) Noted planning applications are required for both Sections 4 and 8 and pre-app advise has been sought to inform the main applications;</li> <li>f) Noted the results of Phase 2 consultation undertaken during July to September 2022, highlight results presented in Appendix 8;</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.

- g) Approved the designs presented in Appendices 1 to 7 for each section within the Phase 2 delivery; Noting detailed designs for Sections 4, 8 and 10 will be commissioned externally via Contract 3602 - Highways and Transportation Services Professional Services Core Contract and detailed designs for Sections 5, 6 and 7 will be progressed via internal H&T teams;
- h) Authorised the expenditure on Phase 2 schemes, which are subject to change upon receipt of tender costs to be funded from LUF. Noting inflationary pressures on the current LUF CWL budget, and the work underway to mitigate this through, exploring opportunities for additional funding, value engineering, alternative materials and the delivery of early advanced works:
- B6156 Calverley Lane Accessible Bridge – initial cost £4.296m (latest £7.00m)
  - Rodley Roundabout to Dawsons Corner Pedestrian and Cycle Link – initial cost £4.849m
  - Rodley Roundabout Technology Improvements – initial cost £0.633m
  - Calverley Lane (North) No Right Turn and Island Safety Measures – initial cost £0.215m
  - A6120 to Leeds-Liverpool Canal Accessible Ramp – initial cost £0.867m
  - A6120 Horsforth to Pudsey planting and landscaping – initial cost £0.663m
  - A6120 Ring Road - Horsforth r/about to Dawson Corner - Speed reduction enforced by new average speed cameras installations – initial cost £0.35.
  - A6120 (Stanningley Bypass) - Dawson Corner to Bramley Town End - Speed Reduction enforced by new average speed cameras installations - initial cost £0.35m.
  - Programme Management – latest £0.369m
- i) Approved a further £0.30m contribution from CRSTS towards the implementation of new average speed camera on the A647 Bradford Road between Dawson Corner to Thornbury Roundabout.
- j) Noted S106 contribution of £230k received from Horsforth Campus site to CWL capital budget;
- k) Noted construction will be delivered via one of the following frameworks, namely, the Minor, Intermediate or Major Works Contractor Frameworks;
- l) Requested the City Solicitor to advertise a Traffic Regulation Speed Limit Order as required to introduce a 50mph speed limit on the A6120 Ring Road (Horsforth r/about to Dawson Corner) and A6120 (Stanningley By-Pass) from Dawson Corner to Bramley Town End as shown on drawing (1091/LCC/08/XX/DR/TM/01\_02\_SLO) and, subject to no objections being received, make and seal the Orders as advertised;
- m) Noted and approved the use of average speed camera enforcement at the 3 locations detailed above in recommendations I and J. The ability to use this technology follows the launch of the new proactive changes adopted by the West Yorkshire Camera Safety Partnerships on the 20<sup>th</sup> February 2023

which now offers a new proactive and preventative approach to speed camera deployment and casualty reduction. All of the 3 lengths identified in recommendations I and J meet the new criteria for average speed camera deployment.

- n) Noted that the Chief Officer (Highways and Transportation) is responsible for the programme delivery, with a target completion date set by the DfT of March 2024.

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)

The proposed Phase 2 programme will be funded in the main from LUF funding. Monies have also been secured from CRSTS and S106 to partially mitigate overspend due to current inflationary pressures.

The estimated value of the works for the Phase 2 programme currently stands at circa £15m. DfT have made available circa £5m for LCC to progress construction works for Phase 1 schemes and continue to develop designs, undertake surveys and purchase land for the Phase 2 elements.

The detailed design for Phase 2 schemes has been undertaken in-house by LCC Civils and Traffic teams. Consultant support has also been utilised via the Core Services Contract. The highway elements will be delivered via the Minor Works Contract and the Intermediate Contractor frameworks. The landscape design by consultants and delivery by Park and Countryside team through their in-house contractor framework.

Pre-application advice has been sought for the two structures, namely, Calverley Lane bridge and ramp from the A6120 Outer Ring Road to the canal. These both will require full planning application.

Given inflationary pressures faced throughout the industry associated with several factors but primarily with the cost of materials there is expected to be an impact on the overall budget allocated to LCC through the LUF if left unaddressed.

Options, however, are being proactively explored to ensure that the budget on the programme remains balanced. This includes the exploration of value engineering options, a review of alternative construction materials, detailed and regular risk review workshops and a review of procurement options for upcoming projects within the programme.

As a public authority we need to ensure that all our strategies, policies, services and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration (EDCI). As part of the report to the Chief Officer of Highways and Transportation EDCI Screening has been undertaken.

The walking \ cycling links and accessible bridge proposals will not only cater for able body people but will also accommodate Wheeling incorporates many methods for getting around, including using wheelchairs, mobility scooters, walking aids and travelling with a pram or pushchair and designed for visually impaired through use of textile paving.

- 1 For the **accessible bridge** four options have been considered and assessed against following criteria's:
- Attractiveness,
  - Directness
  - Perception of route
  - User safety
  - Inclusivity
  - Openness
  - Visual Legibility
  - Elegance
  - Coherent design
  - Buildability
- Options:
- STRAIGHT RAMPS – unlikely to be used, unsafe, unpleasant for pedestrians, not accessible or inclusive for cyclists and wheelchair users.
  - STACKED SPIRAL RAMPS – does not comply with the desirable minimum headroom and dark and unpleasant user experience.
  - LOOPING OUTWARDS SPIRAL RAMPS – complex to build many aspects can be rationalised to reduce the cost and complexity of design, production, transportation and construction.
  - LOOPING OUTWARDS SPIRAL RAMPS (Value Engineered Option) – **preferred** solution to provide inclusive crossing, taking location and cost constraints into consideration.
- 2 For the **accessible ramp** down to the Leeds-Liverpool canal the following options have been considered:
- Option 1: Earth embankment parallel to A6120
    - ✓ No land acquisition required
    - × Significant temporary works required during construction to protect the existing highway.
    - × Significant disruption to the A6120 during construction due to extensive traffic management requirements including extensive sheet piling works.
    - × Extensive tree removal to facilitate the construction of the ramp and removal of mature oak trees.
    - × Ramp layout will likely feature a steep gradient that is non-compliant to desirable maximum standards in LTN1/20.
    - × Clash with the indicative 11kV buried cable(s), construction method and type to be agreed with statutory undertaker.
  - Option 2: Structural ramp parallel to A6120 adjacent to field boundary - second preference in the absence of preferred option and only if **feasible** to deliver.
    - ✓ Close to indicative LCC land boundary fence, resulting in less tree

	<p>removal for</p> <p>construction when compared to option 1, subject to tree survey findings.</p> <ul style="list-style-type: none"> <li>✓ Ramp layout likely to result in shallow gradient, creating a pleasant user experience</li> </ul> <p>for pedestrians and cyclists, subject to topographical survey.</p> <ul style="list-style-type: none"> <li>× Potential clash of structural supports with the indicative 11kV buried cable(s).</li> <li>× Removal of mature oak trees and extensive tree removal to facilitate construction.</li> <li>× Variation to alignment is possible to prevent oak tree removal but this will lead to land acquisition.</li> </ul> <ul style="list-style-type: none"> <li>▪ <b>Option 3: preferred</b> Structural ramp curved from A6120 to the canal towpath – subject to the successful purchase of third-party land. <ul style="list-style-type: none"> <li>✓ Layout avoids the indicative 11kv buried cable(s).</li> <li>✓ Fewer trees to remove when compared to option 1 and 2, subject to tree survey findings. Avoids the mature oak trees.</li> <li>✓ Structure will minimise the requirement to support the A6120 both temporarily and Permanently</li> <li>✓ Opportunity to introduce biodiversity within the land purchased area and develop into public realm space.</li> <li>× Land acquisition required leading to additional cost and potential programme delays.</li> </ul> </li> </ul> <p><b>3. Reduction of speed limit to either 40 or 50mph:</b></p> <p>This assessment conducted in accordance with the national Department for Transport's 'Setting Local Speed Limits' guidance, concluded that a reduction in the speed limit on the section of the A6120 Ring Road between Horsforth r/about and Rodley r/about to 40mph was not considered appropriate. However, a reduction of the speed limit to 50mph was justified and is what is recommended on the section of the Ring Road. This approach would then provide a consistent 50mph speed limit on the A6120 from Horsforth r/about, along Stanningley Bypass to Bramley Town End.</p>
<b>Affected wards:</b>	Calverley and Farsley, Pudsey, Horsforth, Bramley and Stanningley
<b>Details of consultation undertaken<sup>4</sup>:</b>	Executive Member Cllr Hayden briefed on Phase 2 Consultation results, preferred options for Sections 4 and 8 and general project update which included project expenditure, project progress, stakeholder engagement, risks, milestones and any project changes.

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


	<p>Ward Councillors</p> <p>All impacted ward members have been briefed on the Phase 2 consultation and subsequent consultation findings. Monthly briefings undertaken with Senior Cllr for Calverley &amp; Farsley Ward. More recently formal consultation undertaken for the proposals to reduce the speed limit along the A6120 Outer Ring Road and Stanningley By Pass.</p>
	<p>Chief Digital and Information Officer<sup>5</sup></p> <p>Not applicable.</p>
	<p>Chief Asset Management and Regeneration Officer<sup>6</sup></p> <p>Updates provided to the Head of Regeneration whose been leading on the LUF 1 and 2 bids, initially by means of fortnightly catch ups and more recently through the LUF Programme Board chaired by Director of City Development. Head of Asset Management for DDN for the purchase of permanent land for Accessible Bridge at Calverley Lane.</p>
	<p>Others</p> <p>Member of Parliament for Pudsey, WYCA, Cycle Sub-Group, Bus Infrastructure Sub-Group, Police, other Blue Light emergency services, general public, road users and internal LCC officers. Deputy Head of Land and Property is leading on all the land discussions for CWL schemes and attends Working Group meetings.</p>
<b>Implementation</b>	<p>Officer accountable, and proposed timescales for implementation</p> <p>John White (Civil Engineering Manager)</p> <p>Start: April 2023</p> <p>Completion: March 2024</p>
<b>List of Forthcoming Key Decisions<sup>7</sup></b>	<p>Date Added to List</p> <p>3<sup>rd</sup> February 2023</p>
	<p><b>If Special Urgency or General Exception</b> a brief statement of the reason why it is impracticable to delay the decision</p>
	<p><b>If Special Urgency</b> Relevant Scrutiny Chair(s) approval</p> <p>Signature _____ Date _____</p>
<b>Publication of report<sup>8</sup></b>	<p>If not published for 5 clear working days prior to decision being taken the reason why not possible:</p>
	<p>If published late relevant Executive member's approval</p> <p>Signature _____ Date _____</p>

<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.

<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

<b>Call In</b>	Is the decision available <sup>9</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>10</sup> Gary Bartlett (Chief Officer, Highways & Transportation)		
	Signature 	Date 17 April 2023	

<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.