

Delegated Decision Notice

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

Decision type	<input checked="" type="checkbox"/> Key Decision	<input type="checkbox"/> Significant Operational Decision	<input type="checkbox"/> Administrative Decision
Approximate value	<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
Director¹	Director of City Development		
Contact person:	Paul Russell \ Mohammed Mahmood	Telephone numbers: 37 87259 \ 37 87524	
Subject²:	Dawsons Corner / Stanningley Bypass		
Decision details³:	<p>The Chief Officer Highways and Transportation has:</p> <ul style="list-style-type: none"> a) Noted the current position with MRN Programme Entry approval. b) Gave approval to enter into funding agreements with both DfT and WYCA. c) Noted that the split of funding from the DfT MRN programme could rise to 100% of total costs from the 85% (minimum) agreed at Programme Entry. At the time of writing, DfT guidance is awaited on the anticipated funding uplift. d) Approved the attached design (Appendix B) and note that further minor amendments may be incorporated during the Stage 1 Early Contractor Involvement (ECI) phase. e) Subject to approval of the FBC, give approval to award the Stage 2 construction contract and give approval to spend up to £51.926m to construct the scheme and undertake all related activities. f) Upon award of the DfT funding following FBC approval, inject DfT Major Roads Network (MRN) funding up to a maximum of £51.926m into the Capital Programme. In addition to the WYCA local contribution injected to date, inject any remaining WYCA contribution up to a total value of £8.48m, with a maximum combined DfT/WYCA figure of £51.926m.. g) Approved expenditure of up to £8.48m, which will enable LCC to develop and complete the FBC, Stage 1 ECI contract, purchase the Workhouse Charity Land together with completion of any Safety Critical Emergency works on Stanningley Bypass undertaken before award of the Phase 2 		

¹ Give title of Director with delegated responsibility for function to which decision relates.

² 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

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

contract.

- h) 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.

**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)**

A major junction improvement scheme has been developed working initially with West Yorkshire Combined Authority (WYCA) through the Corridor Improvement Programme (CIP) and more recently with the Department for Transport (DfT) through the Major Roads Network/Large Local Majors programme, when the junction proposals were expanded to also include essential safety critical joint repair works on Stanningley Bypass.

In February 2023, DfT confirmed programme entry following submission of the Outline Business Case with a maximum capped funding contribution of £43.446m towards an estimated total scheme cost of £51.926m, with the addition of a WYCA contribution. additional local contribution of £8.480m from WYCA.

In early October 2023 the DfT announced (*Network North - GOV.UK (www.gov.uk)*) that as part of Network North, they were increasing funding for most existing Major Road Network and Large Local Major road schemes. These schemes, subject to successful business case approval, will benefit from an uplift in government contribution from 85% to 100% of their costs at the Outline Business Case (OBC) stage.

Detailed design has been undertaken our Highways & Transportation's Core Services provider WSP and is now in a position to seek tenders for the construction works via our newly established Major Works Contractor Framework and also to progress the Full Business Cases and to complete any outstanding statutory processes to enable construction to commence in summer 2024.

Full planning permission subject to discharge of conditions was granted in October 2022 for Dawsons Corner and Stanningley Bypass works would be implemented under permitted development.

Executive Board Report dated June 2021 for the acquisition of Workhouse Charity land to the southwest of the existing junction was approved and circa £1.4m has been made available by WYCA via it's WY+TF to enable LCC to purchase this land.

As a public authority we need to ensure that all our strategies, policies, service 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 and cycling links will not only cater for able body people but will also accommodate Wheeling which 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.

	<p>A long list of ten multimodal scheme options was appraised against the scheme objectives and wider policy context, which resulted in the decision to take four options through to the short list. A review of the four shortlisted options was then undertaken using an adapted version of the DfT's Early Assessment and Sifting Tool (EAST), which was tailored to the local context and issues and opportunities identified.</p> <p>This second stage sift led to the identification of the Stanningley Bypass carriageway repair and Dawsons Corner junction improvement scheme as the preferred option, which was subsequently taken forward for economic assessment. Further information on the options development and sifting process is provided in the Outline Business Case (Options Appraisal Report).</p>
<p>Affected wards:</p>	<p>Armley, Calverley & Farsley and Pudsey</p>
<p>Details of consultation undertaken⁴:</p>	<p>Public and Key Stakeholders</p> <p>As part of the LPTIP, an initial round of public consultation on the identified issues and potential opportunities was undertaken between February and March 2018, to allow the public to express their views as bus users, cyclists, motorists, pedestrians, business owners or local residents. Over 3,700 contributions to the public consultation were received.</p> <p>A second programme of public and stakeholder engagement was undertaken in November and December 2018 to obtain feedback on more detailed plans and ideas on specific sections of the A647 corridor, which included A647 / A6120 Dawsons Corner.</p> <p>A further targeted scheme update was undertaken with local residents, businesses and the British Horse Society in July 2021.</p> <p>Further site walkover was arranged with the British Horse Society in March 2024.</p> <p>Executive Member</p> <p>Cllr Hayden scheme updates provided via Connecting Leeds Fortnightly Briefings</p> <p>Ward Councillors</p> <p>Scheme Update in September - 2021 Stanningley Bypass Speed Limit Proposals - May 2023 Members of Parliament & Ward Members Update - February 2024</p> <p>Chief Digital and Information Officer⁵</p> <p>Not applicable.</p> <p>Chief Asset Management and Regeneration Officer⁶</p> <p>Consulted on the Workhouse Charity land which was initially earmarked for 50 units as part of Site Allocation Plan.</p>

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


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

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

	<p>Others</p> <p>Member of Parliament for Leeds West, WYCA, City Connect Advisory Group, Cycle Sub-Group, Bus Infrastructure Sub-Group, Police, other Blue Light emergency services, general public, road users and internal LCC officers.</p> <p>All statutory consultees were engaged as part of the Planning Application process.</p> <p>Charities Commission consent for the disposal of the Workhouse Charity land to Leeds City Council.</p> <p>Deputy Head of Land and Property for the disposal of Workhouse Charity land.</p>
Implementation	<p>Officer accountable, and proposed timescales for implementation</p> <p>Mohammed Mahmood (Team Leader, Major Projects) –</p> <p>Full Business Case and Funding Approval</p> <p>Start: March 2023</p> <p>Submission: March 2024</p> <p>Approval June 2024</p> <p>Paul Russell Civil Engineering Manager (Major Schemes and Procurement) –</p> <p>Early Contractor Involvement</p> <p>Start: April 2024</p> <p>Completion: August 2024</p> <p>Scheme Construction</p> <p>Start: August 2024</p> <p>Completion: April 2026</p>
List of Forthcoming Key Decisions⁷	Date Added to List
	2 February 2024
	If Special Urgency or General Exception a brief statement of the reason why it is impracticable to delay the decision
	If Special Urgency Relevant Scrutiny Chair(s) approval
	Signature _____ Date _____
Publication of report⁸	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
	Signature _____ Date _____

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

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

Call In	Is the decision available ⁹ for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
	If exempt from call-in, the reason why call-in would prejudice the interests of the council or the public:		
Approval of Decision	Authorised decision maker ¹⁰ Gary Bartlett (Chief Officer, Highways & Transportation)		
	Signature 	Date 5 March 2024	

⁹ 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.

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