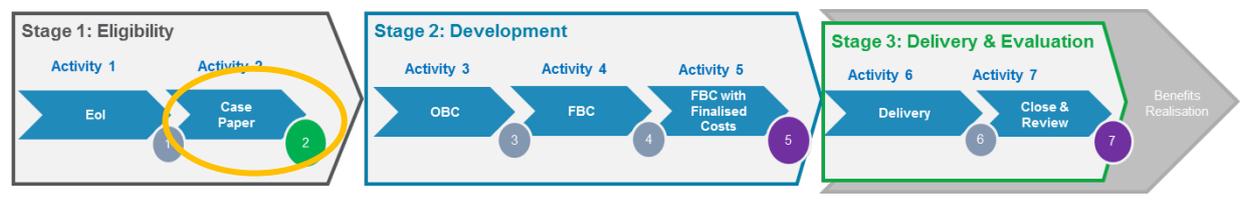


## Scheme Summary

<b>Name of Scheme:</b>	<b>A6120 Leeds Northern Outer Ring Road Improvements (A647 to A65)</b>
<b>PMO Scheme Code:</b>	WYTF-PA4-053
<b>Lead Organisation:</b>	Leeds City Council
<b>Senior Responsible Officer:</b>	Gary Bartlett
<b>Lead Promoter Contact:</b>	Paul Roberts (consultant)
<b>Case Officer:</b>	Heather Briggs
<b>Applicable Funding Stream(s) – Grant or Loan:</b>	West Yorkshire-plus Transport Fund- transformational allocation. Grant funding.
<b>Growth Fund Priority Area (if applicable):</b>	Priority 4
<b>Approvals to Date:</b>	Activity 1 was approved 17/10/2018
<b>Forecasted Full Approval Date (Decision Point 5):</b>	TBC
<b>Forecasted Completion Date (Decision Point 6):</b>	TBC
<b>Total Scheme Cost (£):</b>	£492,500 (pre-feasibility funding only)
<b>Combined Authority Funding (£):</b>	£392,500
<b>Total other public sector investment (£):</b>	£100,000
<b>Total other private sector investment (£):</b>	NA
<b>Is this a standalone Project?</b>	Yes
<b>Is this a Programme?</b>	No
<b>Is this Project part of an agreed Programme?</b>	Yes- Transformational Programme

## Current Assurance Process Activity:



## Scheme Description:

This project forms part of the Transformational Programme. £12.5 million was allocated to the development of transformational project which will be delivered post 2025. This project is Leeds City Councils transformational project submission.

An initial feasibility study will identify what could be delivered from an expansion or upgrade of the Leeds Northern Outer Ring Road A6120 between Dawsons Corner (A647) and Horsforth Roundabout (A65). Considerations will be given to an expansion of the existing carriageway to dual 2/3 standard and could include new/ upgraded bridge crossings of the canal, river and railway.

Improvements would enable a transformation of the highway network by unlocking a major strategic bottleneck caused by limited orbital highway capacity which is also severely constrained by three major bridges. The scheme will also look to enhance the strategic cycle network.

The aim of the scheme will be achieved by delivering the following strategic objectives:

- 1 STO 1 - Provide an adequate level of orbital highway capacity in order to better manage strategic and local traffic movements in west Leeds and along the wider northern outer ring road corridor
- 2 STO 2 - To improve connectivity between key employment centres and strategic routes.
- 3 STO 3 - To help facilitate the managed growth of Leeds especially the delivery of new housing and other development as identified in the Site Allocations Plan of the Core Strategy.
- 4 STO 4 - To mitigate the negative impact of traffic on local communities by providing a high quality alternative route with capacity for sustainable and inclusive growth.
- 5 STO 5 - To improve network resilience in North West Leeds.
- 6 STO 6 - Extending the long term structural integrity of three major bridge crossings.

## Business Case Summary:

### Strategic Case

The project would seek to support high level objectives for a city that is 'Prosperous, Liveable and Healthy'. In particular this would be done by identifying a set of investments to this section of the Outer ring road which would:

- reduce the negative impacts of traffic in west and north west Leeds, by providing more orbital highway capacity and being able to manage strategic traffic movements more effectively, from an economic, social and environmental point of view

	<ul style="list-style-type: none"> <li>• transform transport connectivity and so increase the productivity of existing and new businesses</li> <li>• support a growth in higher levels of employment and making those employment opportunities more inclusive across a wider geography and a more inclusive range of social groups</li> <li>• support the spatial aspirations of Leeds, and Bradford, for a growth in housing by unlocking and accelerating identified sites to the west and north of Leeds, and east and north of Bradford</li> <li>• support spatial priorities being identified by Transport for the North including the identification, delivery and upgrade of their proposed major road network (MRN)</li> <li>• the improvements would also transform road access to the Airport, by addressing a major bottleneck on the route from Bradford, the rest of the LCR (to the west) and the M62 corridor</li> </ul>
<b>Commercial Case</b>	Traffic data shows that the Outer Ring Road is regularly at capacity on the section between Horsforth, Rodley and Dawsons Corner roundabouts. This occurs during all peak hours, and at times during the inter-peak and off-peak time periods.
<b>Economic Case</b>	Preliminary modelling suggests the delay in journey times is affecting route choice and placing greater pressure on adjacent river crossings. This in turn is affecting the local communities and viability of business and bus travel.
<b>Financial Case</b>	The feasibility study funding comes to a total of £492,500 with £392,500 from the Combined Authority and £100,000 from Leeds City Council. Total scheme costs for delivery will be estimated as part of the feasibility study.
<b>Management Case</b>	The scheme will be managed by Leeds City Council.

