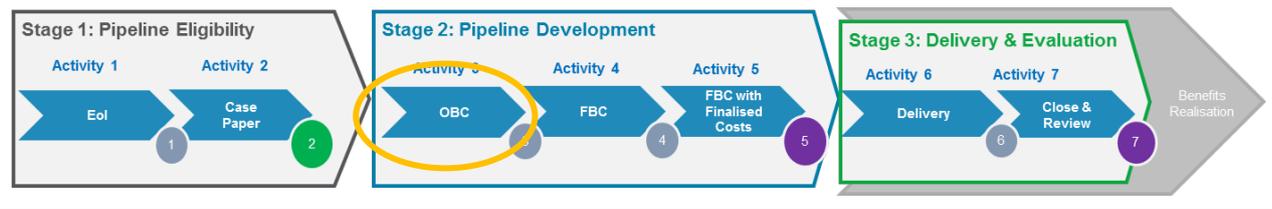


Section A: Scheme Summary

Name of Scheme:	Corridor Improvement Programme: A647 / A6120 Dawsons Corner Junction Improvement
PMO Scheme Code:	WYTF-PA4-038a-3
Lead Organisation:	Leeds Council
Senior Responsible Officer:	Gary Bartlett
Lead Promoter Contact:	Mark Philpott
Case Officer:	Nick Fairchild
Applicable Funding Stream(s) – Grant or Loan:	Grant
Growth Fund Priority Area (if applicable):	Priority 4b – West Yorkshire plus Transport Fund
Approvals to Date:	Programme level at decision point 2 – June 2017
Forecasted Full Approval Date (Decision Point 5):	December 2019
Forecasted Completion Date (Decision Point 6):	June 2021
Total Scheme Cost (£):	20.159 million
Combined Authority Funding (£):	15 million CIP Phase 1 + 4 million Leeds Public Transport Investment Programme A647 Corridor
Total other public sector investment (£):	n/a
Total other private sector investment (£):	1.050 million Section 106 (5%) – not yet confirmed
Is this a standalone Project?	No
Is this a Programme?	No
Is this Project part of an agreed Programme?	Yes – Corridor Improvement Programme (CIP) – Phase1

Current Assurance Process Activity:



Scheme Description:

The Dawsons Corner project is part of Phase 1 of the CIP. The Dawsons Corner (A6120 Outer Ring Road \ B6157 Bradford Road \ A647 Stanningley Bypass \ A647 Bradford Road) junction is located in Pudsey and is 5km east of Bradford city centre and 10km west of Leeds city centre.

It is the junction of the Outer Ring Road with the A647/B6157 Bradford Road. It is currently a four-arm signal-controlled roundabout with a dedicated slip lane from south to west, from the A647 Stanningley Bypass to the A647 Bradford Road. It is a key junction not only for those using the Ring Road, but also for vehicle trips between Leeds and Bradford (including public transport trips).

The proposals are to provide a fully remodelled and enlarged signalised junction of Dawsons Corner, utilising third party land to the southwest of the existing junction, which provides:

- More capacity on each approach arm to accommodate future traffic growth at this key junction
- Pedestrian crossing facilities and footways to provide better connections with New Pudsey station
- Enhanced at-grade cycle facilities for the Leeds-Bradford Cycle Superhighway
- Bus priority facilities at a key Leeds Public Transport Investment Programme (LPTIP) intersection
- Landscaping and other “green streets” features.

The scheme requires consideration of the Cycle Superhighway which runs between Bradford and Leeds on the east/west axis of the junction. In addition, New Pudsey railway station lies to the south of the junction. The station is currently subject to a separate project to consider increased parking provision and alternative access arrangements.

The Dawsons Corner junction is a key intersection on the Leeds Public Transport Improvement Programme (LPTIP) A647 corridor. Although the junction improvement scheme is being mostly funded under CIP and not LPTIP, there are direct interactions and interfaces (resulting in a funding contribution) at the boundary of the junction improvement scheme. This junction alongside Armley Gyratory forms one of the flagship interventions on the LPTIP A647 corridor.

Business Case Summary:	
Strategic Case	<ul style="list-style-type: none"> • There are existing transport challenges which negatively impact on current businesses and on future growth, including car dominated commuting, congestion with extended and highly variable journey times, bus delays, difficulty accessing key employment sites and poor air quality. • Contributes to Leeds City Region Strategic Economic Plan (SEP) with particular emphasis on Priority 4 - where the SEP sets out its requirements for an integrated, accessible transport system, including investment in transport infrastructure and services, to support the growth and regeneration of prioritised areas within the city region. There are also consequent benefits on Priorities 1-3 in terms of facilitating business growth, improving access to jobs and improving air quality. • Contributes to Transport Strategy 2040 which aims to deliver a modern, high class, integrated transport system that supports the SEP for sustained, healthy and inclusive economic growth. • Dawson's Corner scheme improves capacity at a key strategic junction on the Outer Ring Road (ORR) and is part of the West Yorkshire Key Route Network (WYKRN). Reducing journey times will support the delivery of the Clean Air Zone (CAZ). • A comprehensive engagement exercise was undertaken for an eight week period between February and April 2018. This was under the Connecting Leeds brand and Dawsons Corner was consulted as part of the A647 Corridor.
Commercial Case	<ul style="list-style-type: none"> • Existing levels of congestion would act to constrain local growth and development unless they could be addressed. The scheme provides additional highway capacity at the Dawsons Corner junction, improving accessibility to these key growth points, unlocking and enabling their development potential. This in turn will boost business growth, productivity, exports and business. • Between 2017 and 2036, traffic demand through the junction is predicted to increase by approx. 18% which will place additional demand on the junction, exacerbating existing congestion issues, difficulties for pedestrians/cyclists and unreliability for public transport services. It is likely that the congestion will act to constrain local development. • Intended procurement approach - YORcivils framework for a preferred design & build contract partner for the three Leeds CIP schemes as a combined package - Fink Hill, Dawsons Corner and Dyneley Arms.
Economic Case	<ul style="list-style-type: none"> • Potential improvement schemes for the junction have been under consideration for a number of years and more recently carried out to expression of interest (EoI) stage. • Analysis concluded that doing nothing would result in very significant delays. The only options which deliver the appropriate junction capacity are the signal gyratory options with/without flyover. Adding a flyover would not provide a step change in capacity or performance and given the costs of grade separation is unlikely to offer value for money without a stronger case that

	<p>orbital flow increases of greater than 75% (compared to 2015) are likely to materialise.</p> <ul style="list-style-type: none"> • Junction modelling for each of the long list options concluded that option C (at-grade improvement with or without widening of the existing railway bridge) would have capacity to accommodate the 2028 flows and it is a design based on that option that has been taken forward to this current round of work (outline business case stage). • Five options (including the 'do minimum') have been examined using stand-alone models, and also through microsimulation modelling for 2021 opening year and 2036 design year. • Scheme reduces journey times and increases reliability on the A6120 Ring Road. This has been evaluated to £206.852 million (discounted to 2010 base year) in time savings over the life of the scheme. • The best performing option in terms of overall benefit cost ratio is option 4 (11.5) however option 3 has been selected as the preferred option to take forwards to full business case stage. The benefit cost ratio represents very high value for money and although this has the lowest benefit cost ratio (11.0) of the three options, it is the most straightforward and marginally lowest cost to deliver, and most likely to operate reliably. It meets the scheme objectives - providing the best overall balance for traffic operation and for pedestrian and cyclist infrastructure, with limited environmental impact.
<p>Financial Case</p>	<ul style="list-style-type: none"> • The scheme cost estimate, £20.159 million, has been derived from take-off quantities from the proposed scheme drawings. In order to derive the full likely delivery costs of the scheme, a number of additional allowances have been made: <ul style="list-style-type: none"> ○ Contingencies (typically applied) – 10% ○ Preliminary works – 30% ○ Additional cost uplift for utilities – 25% ○ Inflation • A quantified risk assessment has been used. The total risk allowance for inclusion in the financial case is £1.107 million. • The scale of the scheme will result in increased operational and maintenance costs for Leeds Council (LC). • West Yorkshire Plus Transport Fund's Corridor Improvement Programme CIP Phase 1 to fund just under 75% of the scheme; including design, construction and land acquisition. • £4 million (20% of scheme) has been identified as a contribution from LPTIP. • £1.05 million (5% of scheme) has been identified as Section 106 developer contributions to the scheme intended for costs post 2020/2021 (after CIP and LPTIP funding ends). • Top 5 financial risks have been identified and mitigated against. <p>As the project moves into activity 4 (full business case) a project board will be established to oversee the management of the design and delivery of the three Leeds City Council (LCC) CIP schemes. The project board will set cost tolerances for the project manager for each scheme which fit within the grant funding available through the CIP programme. The project manager will escalate to the LCC project board if those tolerances are going to be exceeded. Should the costs exceed those approved for</p>

	<p>the scheme then the project board will escalate the matter to the Combined Authority programme board.</p> <ul style="list-style-type: none">•
Management Case	<ul style="list-style-type: none">• CIP is programme managed by the Combined Authority. There is an established programme management board chaired by the Senior Responsible Owner (SRO) and supported by a Programme Manager. Both these roles along with programme support are fulfilled by the Combined Authority.• Partner council Leeds Council (LC) is promoting the scheme and will manage delivery, budgets and outcomes at an individual project level.• LC has appointed WSP as technical consultants and senior suppliers. Other framework partners will be appointed to assist with delivery of detailed scheme design, developing the full business case and scheme construction.• The scheme development commenced in 2015 and it is anticipated that the scheme will be completed on site in June 2021.

