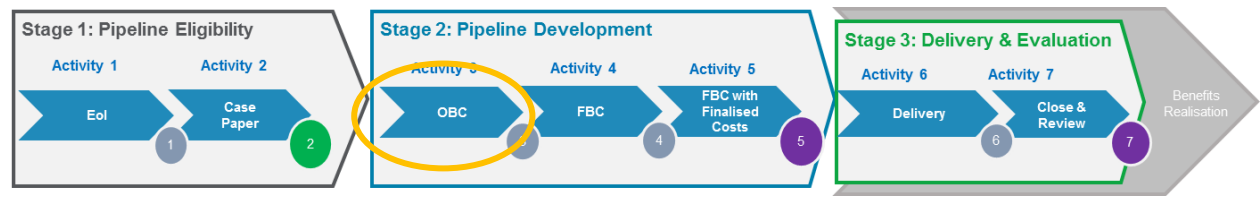


Section A: Scheme Summary

Name of scheme:	Leeds City Centre Package: Armley Gyrotory
PMO scheme code:	WYTF-PA4-030b
Lead organisation:	Leeds City Council
Senior responsible officer:	Gary Bartlett, Leeds City Council
Lead promoter contact:	Mark Philpott
Case officer:	Asif Abed
Applicable funding stream(s) – Grant or Loan:	West Yorkshire plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority area 4 – Infrastructure for Growth
Approvals to date:	<p>Decision Point 2:</p> <p>6 February 2016: Combined Authority approval to increase the LCCP business case development budget from £0.319m to £3.774m. Indicative programme cost of £36.5m.</p> <p>28 June 2018 Combined Authority approval of LCCP Change Request, indicative programme cost of £149.8m, with the WY+TF contribution increased to £66.8m.</p>
Forecasted full approval date (decision point 5):	January 2021
Forecasted completion date (decision point 6):	December 2022
Total scheme cost (£):	£61.5m
Combined Authority funding (£):	£40.5 million
Total other public sector investment (£):	£0
Total other private sector investment (£):	£0
Is this a standalone project?	Yes

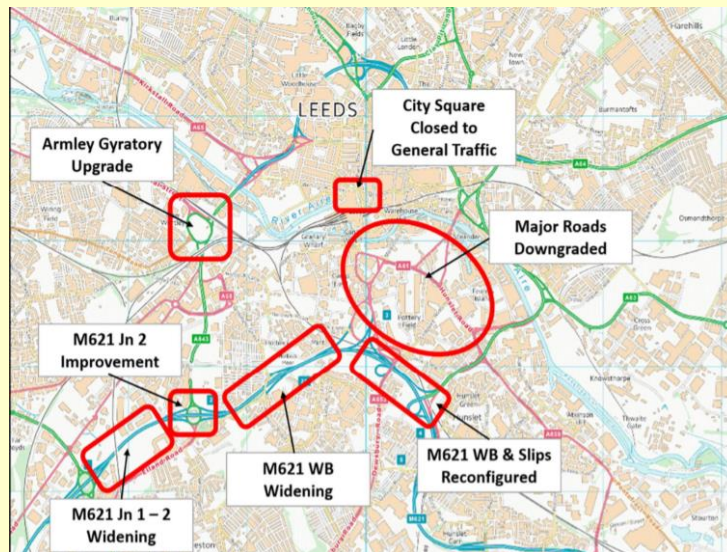
Is this a programme?	No
Is this project part of an agreed programme?	Yes – the WY+TF Leeds City Centre Package

Current Assurance Process Activity:



Scheme Description:

Armley Gyratory is a vital element to enable the successful delivery of the Leeds City Centre Package, namely the closure of City Square and downgrading of roads in the South Bank. The junction is heavily congested at peak periods and therefore, requires a capacity upgrade to accommodate rerouted traffic.



The proposed design of Armley Gyratory acknowledges its strategic role on the road network within Leeds, both now and in the future (through an increase in capacity) and capitalises on the opportunity to address localised issues at this location for active mode users. The proposed scheme follows an extensive sifting exercise:



The scheme includes:

- Realignment of existing highway and new highway to improve traffic flow and capacity through the junction
- New northbound link through centre of gyratory (Inner Ring Road (A643 to A58) movement)
- Revised A58 approach arm to the southern extent of the gyratory creating a new junction with the A643 (exit) arm
- Increased capacity on A643 between the railway bridge and the gyratory (increasing from three lanes to five (one left turn lane (Wellington Road), one left onto gyratory (i.e. circulate for A647 exit) and three ahead (A58) lanes)
- Revised signal arrangements, including the signalisation of Armley Gyratory / Wellington Road approach arm and Geldard Road / A663 Ingram Distributor
- Improved active mode provision around the circumference of the gyratory (except for northern side between A647 and A58 arms)
- New shared space and active mode route (walking and cycling) across the central gyratory linking Wellington Road with the A58, via at grade crossings
- Revised footprint of British Gas parking provision in centre of gyratory allowing new vehicle and active mode links through the centre of the gyratory PMO Doc Ref: T-003 18
- Improved pedestrian and cyclist security through removal of vegetation barriers (bushes, trees), making the footpath more visible to passing road users

Business Case Summary:

Strategic Case

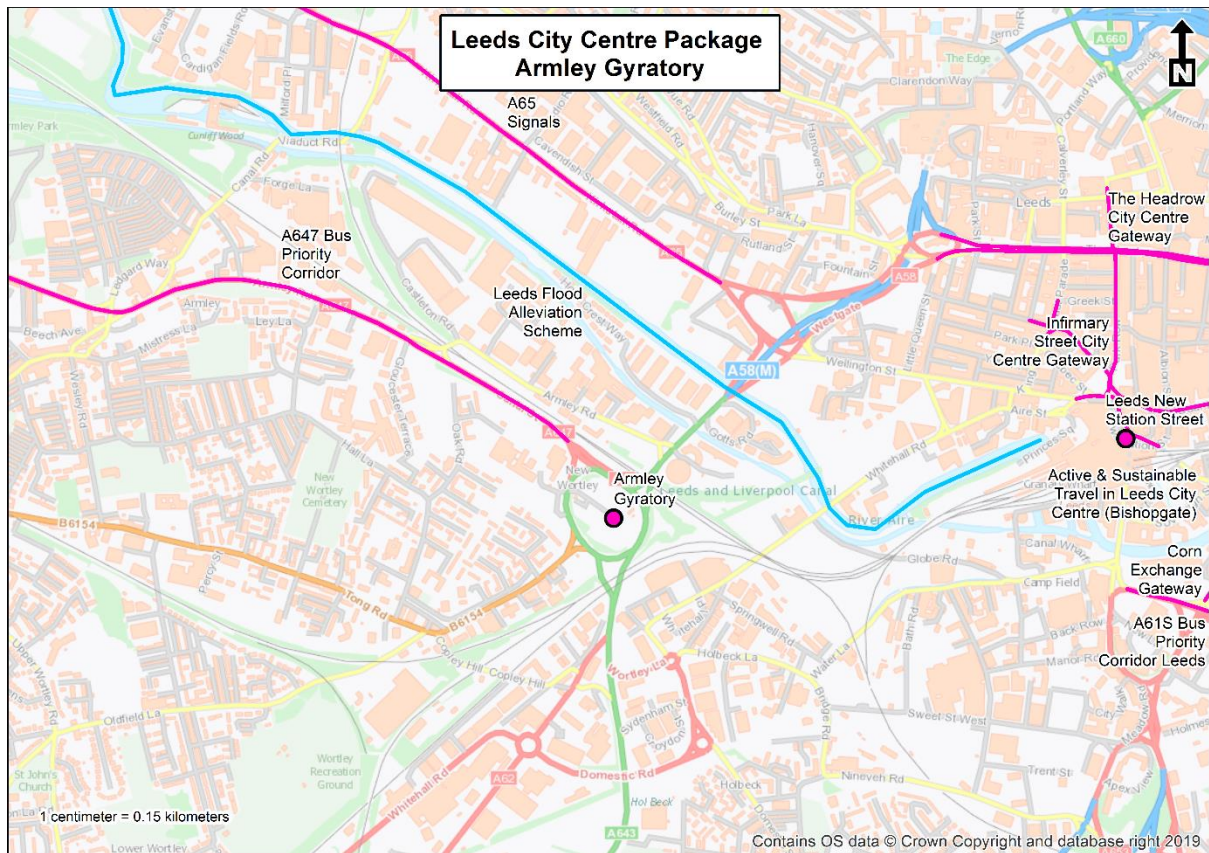
The Leeds City Centre Package (LCCP) provides an opportunity to improve connectivity across Leeds and the Leeds City Region (LCR), and to capitalise on the strategic position of Leeds within the LCR and the North.

	<p>The package of interventions will remove traffic from central Leeds, with journeys re-routed via more suitable routes including the Inner Ring Road. This removal of traffic will provide an excellent opportunity for the city to enable areas of the city centre to transform so they meet the future transport and economic ambitions of the Council.</p> <p>Armley Gyratory is an essential element to the delivery of the CCP and the transformational place and economic benefits the scheme brings. Armley is a key junction on the Inner Ring Road (IRR) and will find itself at the centre of a revised approach to redirect traffic around the IRR, and away from the central area, particularly for through trips. Without increasing capacity at Armley Gyratory, the closure of City Square and subsequent increased economic benefits will be significantly harder to achieve.</p>
Commercial Case	<p>The scheme is to use the SCAPE Framework, with Balfour Beatty identified as the preferred contractor.</p> <p>Delivery and programme risk to be shared and incentivised through a pain/gain mechanism as part of the construction contract.</p> <p>The full planning application was submitted in April 2020 with approval to be secured c. July 2020.</p> <p>Engagement with landowners is underway with the scheme to acquire permanent and temporary parcels of land to support delivery.</p>
Economic Case	<p>The preferred option has been identified following an extensive sifting exercise. This included the evaluation of nine options at the Long List stage, reduced to five at the Short List, and then down to two for further challenge.</p> <p>Option 1B, the preferred option includes a new northbound 'hamburger' link for vehicle traffic, with provision of a new shared space for walking and cycling too.</p> <p>TAG appraisal guidance has been followed to develop the value for money assessment, reflecting a core benefit cost ratio of 2.58:1, judging the scheme as High Value for Money when assessed against the Department for Transport's value for money criteria.</p>
Financial Case	<p>The scheme is being delivered through the Leeds City Centre Package (LCCP) programme, funded by the Combined Authority's West Yorkshire plus Transport Fund (WY+TF).</p> <p>The total cost estimate for the scheme at outline business case (activity 3) is £61.5 million, to be wholly funded from the WY+TF.</p> <p>The cost breakdown includes allowance for risk, contingency, and inflation.</p> <p>Scheme costs will be refined during activity 4 (full business case), where further survey work, design development, and value engineering will be undertaken to explore whether a reduction in cost can be secured.</p> <p>The Armley Gyratory scheme will be delivered through the Leeds City Centre Package (LCCP). The latest baseline indicative approval for LCCP is £66.8 million. Other schemes within LCCP are:</p>

	<ul style="list-style-type: none">o Corn Exchange Gatewayo Infirmary Street Gatewayo City Square Highway Workso LCCP complementary projects & coordination <p>The latest estimated cost for the full LCCP is £95.701 million.</p> <p>A funding strategy is currently being developed to allow the full package to be delivered.</p>
Management Case	<p>The Armley Gyrotory scheme is being delivered by Leeds City Council in collaboration with West Yorkshire Combined Authority, AECOM, and Balfour Beatty.</p> <p>Approval of funding (decision point 5) is anticipated for January 2021, with practical completion to construction works forecast for December 2022.</p> <p>Enabling works to support delivery timescales are however expected to commence in Summer 2020 in conjunction with full business case development (activity 4 of the assurance process).</p> <p>A risk management strategy with a costed risk register informing the Quantified Risk Assessment (QRA) has been provided, and to be continually reviewed as the scheme progresses.</p>

Location map:

The following location map shows the location of the Armley Gyratory Scheme:



Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map/>