

Leeds Station Sustainable Travel Gateway – Project Update

Date: 26th June 2023

Report of: Head of Station Development

Report to: Scrutiny Board (Infrastructure, investment and inclusive growth)

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

The Leeds Station Sustainable Travel Gateway (LSSTG) project represents the first phase of the Leeds Integrated Station Masterplan (LISM) which aims to redevelop Leeds Station, improve connectivity to the surrounding area and integrate a new HS2 station (note LISM was approved in 2017). This complex project has multiple interfaces with different organisations and the project specifically aims to improve safety, security, access and integrate active travel modes at Leeds Station through the pedestrianisation of New Station Street and the development of a new cycle hub. In 2021 the project scope was extended to include Network Rail's requirement to replace the Mill Goit deck structure. This is a Network Rail asset that sits underneath New Station Street and will be converted into the new cycle hub. Network Rail are fully funding the Mill Goit works (including any impact that the Mill Goit has on the LSSTG project) and are responsible for all design approvals. For continuity it was agreed the works would be delivered within the LSSTG construction programme.

All approvals are in place in which to deliver the LSSTG project, this includes planning approval, Executive Board approval, highways board approval, Network Rail approvals, Transport Regulation Order and stopping up of the new Bishopgate steps.

The project is funded by the Department of Transport's Transforming Cities Fund (TCF), of which the West Yorkshire Combined Authority was successful in securing £317M to deliver a number of schemes across the region. Funding to deliver this scheme has been achieved through WYCA's approval of the Strategic Outline Case, Outline Business Case and Final Business Case, the latter being obtained in December 2022.

The main works commenced on site in February 2023 and are being delivered by Balfour Beatty. Some enabling works mostly highways and kerb realignment on Bishopgate, utility diversions and environmental works in Dark Neville Street commenced in May 2022. Works on the main scheme completed to date include highways works on Swinegate / Mill Hill junction, removal of the existing artwork on Neville Street and the internal clearance of the former Shabab restaurant. The main demolition works have been postponed due to the recent TRU blockades,

Recommendations

- a) Scrutiny Board members are asked to note the contents of this report.

What is this report about?

- 1 The LSSTG project is being delivered as part of WYCA's TCF programme and is also the first phase in delivering LISM which is designed to meet the capacity constraints for pedestrians at the station taking into account the station is the second busiest outside London has bounced back quicker from COVID than the national average and seeks to meet future forecast growth.
- 2 The TCF programme is a Department for Transport (DfT) funding programme only available to Combined Authority's and Local Authority's. The aim of TCF is to improve access to good jobs and encourage an increase in journeys made by low carbon and sustainable modes of transport. The LSSTG project meets the aim of TCF through improving the onward journeys for passengers on foot, by bus and cycling. It does this through the pedestrianisation of New Station Street in order to accommodate predicted passenger growth at the station, a new circa 500 space cycle hub and segregated cycle infrastructure on Neville Street, Dark Neville Street and Bishopgate Street.
- 3 The project is a joint undertaking with WYCA and Network Rail and will be predominately delivered on Network Rail property, with LCC as the contracting entity due to Network Rail not being eligible to bid for TCF funding. Network Rail will manage and maintain the assets once the project is complete. The works to the station entrance will also include the Mill Goit deck replacement, which is a structure that sits underneath New Station Street and will incorporate the cycle hub. Network Rail will fund all works associated with the structural works which includes any costs incurred as a result of programme delays caused by the Mill Goit design and construction works and any third party or disturbance costs. Network Rail will be responsible for all design and technical approvals for the Mill Goit works.
- 4 TCF funding will deliver the remaining elements of the project including the works on New Station Street, Bishopgate Street, Dark Neville Street and Neville Street. Where works are undertaken on Network Rail property, Network Rail will be responsible for approving the designs and technical information and owning and maintaining the assets on completion.
- 5 The construction works are being delivered by a Principal Contractor, Balfour Beatty procured via the Scape Framework. In November 2019 Balfour Beatty was procured on a Professional Services Contract to complete the concept and detailed design of the scheme and obtain planning permission and Network Rail approval.
- 6 To deliver the works LCC has entered into a number of contracts, agreements and licences. This includes the NEC Engineering and Construction Option C target cost contract with the Principal Contractor, the Basic Asset Protection Agreement (BAPA) with Network Rail, a BAPA variation to deliver the Mill Goit works, a Funding Agreement with WYCA (to draw down TCF funding), a Funding Agreement with Network Rail (for the Mill Goit works) and a number of licence agreements with Network Rail to allow for the management and maintenance of their assets on adopted highway.
- 7 Construction works on the main LSSTG project commenced in February 2023 upon the signing of the NEC Engineering and Construction contract, although some enabling works were undertaken from May 2022 in relation to kerb and highways realignment on Bishopgate Street, utility diversions and environmental works to Dark Neville Street.
- 8 The project is scheduled to complete in late 2025.
- 9 The LSSTG project contributes to key LCC ambitions of;
 - a. Health and Wellbeing - The creation of the cycle hub helps meet forecasted growth in cycle usage which supports and promotes healthy and physically active lifestyles.

- b. Sustainable Infrastructure - Installation of segregated cycle lanes on Bishopgate, Neville Street and Dark Neville Street as well as within the wider City will help support the modal shift towards sustainable forms of transport. Making New Station Street itself more appealing to cyclists and pedestrians by the removal of buses and taxis. This will improve air quality in these areas by reducing harmful nitrogen dioxide (NO₂) levels.
- c. Inclusive Growth - The proposed works for a multi-modal transport hub will facilitate modal shift, circulation and capacity and improve connectivity to key and strategic areas of the city, in particular the South Bank.

10 The purpose of this report is to provide Scrutiny Board members with an update on the progress of the LSSTG project

What impact will this proposal have?

- 11 In 2022 the Office of Road and Rail ranked Leeds as the second busiest station in the UK outside London including interchanges. In 2023 passenger numbers had increased to on average 82% of pre-covid levels clearly demonstrating the high level of demand coming through Leeds Station despite services reductions, days lost to industrial action and operator issues. Forecast numbers for Leeds Station, taken from the Leeds Existing Station Programme, Outline Business Case Pedestrian Assessment Report, which in turn is based on Network Rail and DfT forecasts for the station, indicates that, if no action is taken in the near future, then it is expected that during this decade the station's gate line and boarding procedures will reach capacity and management adaptations will need to be put in place. This will result in significant numbers of people, particularly at peak times, spilling into New Station Street increasing the risk of pedestrian / vehicle conflict. This will have further implications for the security cordon for the station which must expand to accommodate the additional pedestrians on New Station Street.
- 13 New Station Street does not have enough footpath width to accommodate the necessary space required for pedestrians, cyclists, and a vehicle route. Pedestrian pinch points already exist by the Queens Portico, the Platform Building and the element of New Station Street that leads to Boar Lane. Analysis undertaken using the Transport for London Pedestrian Comfort Model recommended by the Connecting Leeds Expert Panel clearly shows the footpaths failing as pedestrian numbers start to increase. Feedback from consultation indicates that at certain times of the day these footways are at capacity now.
- 14 British Transport Police and Counter Terrorism Police as well as Network Rail have advised that additional security measures are required to meet the increasing volume of passengers on New Station Street. This will include the installation of bollards at the New Station Street and Boar Lane junction and the introduction of a time-limited and managed servicing provision outside peak pedestrian times, operating in a similar way to the existing city centre pedestrian core.
- 15 In order to meet the long-term needs of Leeds Station it is proposed to create a pedestrian priority area on New Station Street (which is a Network Rail owned structure) and relocate the taxis and buses. Note the buses relocated to Boar Lane in July 2022 and the taxi rank has temporarily relocated to Princes Square at the rear of the station, to undertake the Mill Goit works a large void will be created in New Station Street severing vehicle movements. Due to the other highways works taking place on New Station Street it is not possible to accommodate a taxi rank. The taxi rank will relocate to Bishopgate Street at the end of the scheme in late 2025.
- 16 To improve connectivity between New Station Street, Bishopgate, the South Bank and the City Centre two x 21 person passenger lifts and a series of wide shallow steps will be built. The lifts whilst providing step free access to Bishopgate (and the taxi rank) will be of sufficient size to accommodate people using wheelchairs, mobility scooters and people with luggage and pushchairs.

- 17 The new taxi rank on Bishopgate will be double in size providing space for 6 vehicles. The feeder ranks on Swinegate and Sovereign Street will provide kerbside space equivalent to the current New Station Street feeder rank. The new taxi shelter is substantially larger than the existing shelter and is directly visible from the station's entrance on New Station Street. It is also highly visible for those approaching from Park Row, City Square, Swinegate and Neville Street. Clear signage and wayfinding will be displayed within the station building on the platforms and overbridges, on New Station Street, Bishopgate Street and on the new rank shelter to assist passengers in locating the rank.
- 18 The layout of the new taxi rank will address many of the problems of the former rank on New Station Street by providing kerb side boarding to allow wheelchair users and blind users with guide dogs to board into the correct side of the taxi directly from within the shelter. The new rank will allow the front two vehicles to depart simultaneously, therefore speeding up departures.
- 19 A taxi marshal will be relocated to an archway at the top of Swinegate that provides direct line of sight of the taxi rank and the head of the feeder rank. CCTV will be installed to the underside of the bridge on Swinegate and linked to the marshal's box to provide visibility to the rear of the feeder rank. The taxi marshal will continue to be able to call taxis from other city centre ranks to feed the rank on Swinegate. The arch is owned by Arch Co and they will lease the space directly to the Joint Trade Council (JTC).
- 20 The new taxi rank and shelter on Bishopgate Street will be located on the adopted highway. The shelter will be licenced to Network Rail who will own, manage, and maintain the structure. Network Rail will enter into discussions with the JTC regarding the future usage of the taxi shelter.
- 21 To improve passenger safety at the station and as part of the Network Rail security requirements a new line of hostile vehicle mitigation bollards will be installed at either end of New Station Street with a direct line of communication to the Network Rail Reception within the station. Access to New Station Street will be controlled by Network Rail operatives. Additional CCTV cameras will be installed on New Station Street and within the Cycle Hub and controlled and managed by Network Rail. A CCTV camera will also be installed within the taxi shelter (as per existing arrangements) with a direct feed to the British Transport Police offices on New Station Street. Leeds Watch CCTV cameras are currently located at the Bishopgate / City Square junction and will have clear visibility of the taxi rank on Bishopgate Street.
- 22 A new circa 500 space multi layered cycle hub will be built as part of the scheme. The main entrance to the cycle hub will be located on Bishopgate Street directly accessible from the new two-way segregated cycle lane that will be installed as part of the works to Neville Street and Bishopgate Street. The majority of the cycle storage space will be located in the former Mill Goit which sits directly underneath New Station Street. Within the cycle hub there will be a members and non-member area, welfare and changing facilities and space for accessible cycles and electric bikes. The cycle hub will be owned by Network Rail who in turn will appoint an operator to manage the cycle hub on their behalf.
- 23 Environmental improvement works will take place on Neville Street and Dark Neville Street. This includes improved lighting, a two-way segregated cycle lane and in respect of Neville Street only the removal of a lane of traffic northbound which will in turn complement the proposals to introduce bus gate south of Neville Street to restrict traffic further and improve the air quality. The existing cladding on Neville Street will be replaced and the arches in Dark Neville Street infilled. The western side of Neville Street and Dark Neville Street will adopt the designs produced by Freestate whereas the eastern side of Neville Street will become a new public art space.
- 24 During the design development stage for Dark Neville Street and Neville Street, Network Rail commissioned a company called Freestate who specialised in customer experience master branding to look at how to improve the customer experience at Leeds Station and particularly

how to ensure people continue to use the station during the implementation of the works. Freestate recommended that the station needed a recognisable branding not just as the railway station but also as a destination in its own right, particularly given the ambition to connect the existing main concourse of the station with a vertical connection into the Dark Arches. As a result, Freestate developed an image for the station which will be used on the western side of Neville Street and within the Dark Arches.

- 25 On the eastern side of Neville Street, new cladding will be installed to display a public art piece that has been designed by local artists in the city in conjunction with local community groups and will be unveiled in Autumn during the 2023 Year of Culture.
- 26 In the future Network Rail will manage this space to enable the artwork to be replaced and change to evolve with the city. Ownership of the cladding on Neville Street will transfer to Network Rail on completion of the project.
- 27 As part of the decommissioning process of the existing art installation on Neville Street it has been agreed with the original curator to include a narrative on the western side that describes how the existing art installation was originally created and the impact it has had on the city since its installation in 2009.
- 28 In terms of key project milestones achieved to date, the project commenced in November 2019 with the development of the outline design and submission of the planning application in March 2020. The planning application was approved in October 2020 which coincided with the commencement of the detailed design phase of the project. The detailed design development phase of the project achieved approvals in respect of Network Rail's F001 (outline design), F002 (design methodology), F003 (detailed design) and Station Change. Internally Highways Board authority was gained in September 2021 for the highway's elements of the scheme and Executive Board approval was achieved in July 2022.
- 29 In late 2021, Network Rail advised that they needed to replace the deck structure of the Mill Goit, a former water channel that sits underneath New Station Street and the location of the new cycle hub. There are known structural issues associated with the roof of the Mill Goit which following a structural report commissioned by Network Rail in 2018 imposed a weight restriction over the Mill Goit and has been actively managed since. It was agreed with Network Rail at the outset that the LSSTG project would address the water ingress issues but the repairs to the structural beams would remain Network Rail's responsibility knowing that they would have to resolve them at a later date.
- 30 Following further survey works in 2021 Network Rail advised of their decision to completely replace the concrete deck prior to the LSSTG works commencing on site. Network Rail took the decision in order to mitigate the need to undertake future works therefore minimising disruption to passengers and the cycle hub. It had also become apparent that to complete the proposed works to the existing station under the Leeds Existing Station Programme (LESP), access would be required on New Station Street and that the construction vehicles would exceed the weight restrictions currently in place.
- 31 To ensure continuity, Network Rail requested that the design and construction works for the Mill Goit be subsumed into the LSSTG project and delivered by the Principal Contractor Balfour Beatty. Network Rail will fully fund all design and construction works associated with the Mill Goit including any programme delays to the LSSTG project as a result of incorporating it into the project and any third-party or disturbance compensation claims.
- 32 Leeds City Council and WYCA support the requirement to undertake the structural works to the Mill Goit as part of the LSSTG Project. Completing the structural works at this point minimises future disruption to station passengers and cyclists and prevents the need to undertake further

construction works following the financial investment of the TCF programme. More importantly, however, from a health and safety perspective the project would not be able to convert the Mill Goit into a public cycle hub knowing there were structural integrity concerns.

- 33 Detailed design works for the Mill Goit commenced in February 2022 and are due to complete in early July 2023. The construction works required to replace the beams and deck structure are due to commence in August 2023 and complete in late 2024.
- 34 To deliver Network Rail's Mill Goit works, a large section of New Station Street, directly outside the main entrance will need to be removed in order to replace the deck structure. During this period Network Rail will be unable to accommodate the hackney taxi rank on New Station Street, through vehicle movements (vehicles enter New Station Street via Boar Lane and leave by City Square) and pedestrian movements from the station entrance towards City Square. Network Rail have made alternative arrangements to minimise disruption to passengers. The taxi rank has relocated to short stay car park in Princes Square at the rear of the station with the short stay car park moving into the multi storey car park. Vehicles are now required to enter and exit New Station Street via Boar Lane and turn around by the British Transport Police building. The relocation of the taxi rank to Princes Square has limited the number of vehicles on New Station Street to refuse, service deliveries for the local businesses and British Transport Police. Pedestrians through wayfinding and signage will be advised to exit the station via the northern concourse or exit the main entrance and turn right towards Boar Lane.
- 35 The relocation of the taxi rank and the closure of New Station Street to through vehicles occurred on the 19th May 2023. To support the relocation of the taxi rank and to assist passengers and members of the public of the new arrangements Network Rail have employed a number of marshals who between them work seven days a week between 06.30-00.00 and have installed wayfinding and signage throughout the station building. A joint Network Rail and LCC communications strategy was implemented prior to the relocation of the taxi rank to raise awareness of the move.
- 36 To minimise vehicle congestion at the rear of the station support measures were implemented by the City Square team in respect of opening the section of Aire Street between the Station and Wellington Street in order to help hackney taxis exit the station quickly.
- 37 There are ongoing issues regarding the layout of Princes Square and the visibility of the taxi rank. Network Rail have held meetings with the JTC in order to resolve the problems and although this is not adopted highway and is owned by Network Rail they have engaged with LCC Highways colleagues to look at ways in which to improve the layout of Princes Square so that it benefits all users.

How does this proposal impact the three pillars of the Best City Ambition?

Health and Wellbeing

Inclusive Growth

Zero Carbon

- 38 Health and Wellbeing - The creation of the largest station cycle hub in the North helps meet forecasted growth in cycle usage which supports and promotes healthy and physically active lifestyles.
- 39 Inclusive Growth - The proposed works for a multi-modal transport hub will facilitate modal shift, circulation and capacity and improve connectivity to key and strategic areas of the city, in particular the South Bank which is Europe's largest regeneration area
- 40 Climate Emergency - Installation of segregated cycle lanes on Bishopgate, Neville Street and Dark Neville Street as well as within the wider City will help support the modal shift towards sustainable forms of transport. Making New Station Street itself more appealing to cyclists and pedestrians by the removal of busses and taxis. This will improve air quality in these areas by

reducing harmful nitrogen dioxide (NO₂) levels. An air quality survey conducted earlier in the year by 'Friends of the Earth' found Neville Street to be the most polluted street outside of London.

What consultation and engagement has taken place?

Wards affected: Hunslet and Riverside and Beeston and Holbeck

Have ward members been consulted? Yes No

- 41 Multiple engagement sessions have been held with key stakeholders on the project including, the West Yorkshire Mayor, Member of Parliament for Leeds City Centre; Leader of Leeds City Council; Executive Board Member for Infrastructure and Climate; Ward Members for Beeston and Holbeck; Ward Members for Hunslet and Riverside; Network Rail, Network Rail Built Environment and Access Panel, Connecting Leeds Expert Panel, Access and Use-Ability Group; Bus Operators, Cycle Forum Sub Group; Train Operator Companies, Inclusive Design Group, Hackney Taxi Operators, Leeds Bradford Airport, Leeds Civic Trust, Network Rail's Built Environment and Accessibility Panel and local businesses and residents near the station.
- 42 The Inclusive Design Group referenced was established following a recommendation from Plans Panel that further consultation should be undertaken with groups that represent all protected characteristics under the Equality Act.

What are the resource implications?

- 43 The LSSTG project will be funded by the Transforming Cities fund, administered by WYCA. Approval to Proceed following Full Business Case approval was awarded in December 2023 for a total scheme cost of £46.1M.
- 44 The construction works delivered as part of the LSSTG project predominately take place on Network Rail owned land, consequently the majority of the assets created will be handed over to Network Rail which they will manage and maintain following completion. In relation to the Mill Goit deck replacement works, Network Rail will fully fund all design and construction costs including, all costs incurred by the project and the Council in respect of programme delay.
- 45 External resources have been procured to provide commercial and contract support. Mark Matthews Consultancy, originally procured by Highways will provide commercial and contract support with a Commercial Manager, an NEC4 Project Manager and an adopted highway site Supervisor. NPS will provide a specialist and industry experienced buildings supervisor.
- 46 Network Rail will provide all roles required to meet their approvals under the terms of the BAPA.
- 47 In terms of LCC resources, the project will be managed by colleagues from the Station Development Team and includes a Project Manager, Technical Manager and Project Support.

What are the key risks and how are they being managed?

- 48 The ongoing inflationary effects of COVID and Brexit has the potential to increase the costs of the works beyond the target cost. To obtain an accurate price as possible, in July 2022 the Principal Contractor started the process of retendering all of the work packages. As part of this exercise three quotes were requested for each work package to ensure competition although some sub-contractors declined to submit revised prices and some sub-contractors had gone into administration. The costs obtained following this retender were baselined as of the 14th of October 2022 and form the basis for the Target Cost in the contract. The costs also include a limited number of provisional sums. The Target Cost Contract includes an inflation clause and allowance to capture price increases from the baseline position to practical completion based on

BCIS inflation forecasts (Tender Price Indices). If inflation was to exceed current industry forecasts there would be a risk that this allowance would not be sufficient for the delivery of the project and further discussion would be required with WYCA.

- 49 COVID, Brexit and the cost-of-living crisis has the potential to impact on the supply of goods, materials and resource. The Principal Contractor will look to mitigate this risk by commencing early procurement of key materials and undertaking due diligence when appointing sub-contractors. The project budget includes an allowance for inflation and risk / contingency, however, any significant cost increases as a result of these items may exhaust the monies available.
- 50 The station is a complex Victorian structure built over a river in a constraint site. As such there is a possibility that additional scope changes maybe incurred during the project programme. To mitigate this the project has a risk and contingency allowance built into the budget.
- 51 A joint risk log has been developed with the Contractor to ensure all project risks are allocated to the relevant and appropriate risk owner. The Council's risk register has been developed by Mark Matthews Consulting and both risk log prices are included in the project cost. The project risk log will continue to be maintained and updated throughout the project and escalation of any risks that sit outside the agreed tolerances will be managed via the LSSTG Project Board.

What are the legal implications?

- 52 The LSSTG project will be delivered by a Principal Contractor procured via the Scape Group, a nationally recognised public sector partnership, using the Scape Civils Framework. The framework utilised for this project was set up following a competitive, open market and OJEU compliant tender process. LCC have signed an 'Access Agreement' to the framework, enabling access to all Building and Engineering Services covered by the framework. The Council has entered into an NEC4 Engineering and Construction Contract Option C Target Cost contract with the Principal Contractor to deliver the works
- 53 To deliver the works on Network Rail land, the Council has entered into a Network Rail BAPA (for the main works), a BAPA variation (for the Mill Goit works) and Funding Agreement. The BAPA and the BAPA variation document the Council's liability towards Network Rail in delivering the works whereas the Funding Agreement is the mechanism in which the Council can claim the Mill Goit funding.
- 54 To draw down the TCF funding, the Council has signed a Deed of Variation to the original WYCA Grant Agreement for the main works.
- 55 The Council will need to enter into a number of property licences with Network Rail as part of the delivery of the LSSTG project. The licences are required in respect of where Network Rail has their equipment on adopted highway and where the Council has equipment on Network Rail land.
- 56 The Traffic Regulation Order (TRO) covering the permanent highways changes including the taxi feeder ranks and Local Government (Miscellaneous Provisions) Act 1976 for the provision of the taxi rank on adopted highway has been obtained. There were no objections to the public advertisements and the orders are due to be sealed.
- 57 The S247 for the stopping up of the land on which the New Station Street / Bishopgate steps are located has been approved by the Department for Transport.
- 58 Planning permission and listed building consent was gained on the 23rd October 2020.
- 59 Highways approval for the design for the highways element of the scheme was obtained on the 13th September 2021.
- 60 An Equality Impact Assessment has been completed for the LSSTG project

Options, timescales and measuring success

What other options were considered?

- 61 Do Something (Preferred Option) - The preferred scheme option involves the re-design and redevelopment of the approaches to the main Leeds Station entrance including New Station Street, Bishopgate, Neville Street and Dark Neville Street. The works included in the preferred option have the greatest overall fit with the scheme objectives, critical success factors, the Council's ambitions and the budget available.
- 62 Do Minimum - The less ambitious scheme focuses on the proposed works on New Station Street and Bishopgate Street only. This option was discounted as it didn't provide the environmental and connectivity improvements to Neville Street, Dark Neville Street and the South Bank area of the city. The exclusion of these areas would mean that the improvements on security and health and safety around the station environment wouldn't be realised and the lack of cycle infrastructure in this area would result in a disjointed network from the north to the south of the city.
- 63 Do Something - More Ambitious - The more ambitious option would include all works proposed under the preferred option plus the remodelling of Princes Square and the Wellington Street / Aire Street junction. This option was discounted as Princes Square is part of the Leeds Existing Station Programme led by Network Rail and Wellington Street / Aire Street forms part of the City Centre Package Programme. The inclusion of these two workstreams would also result in an unaffordable project.
- 64 Do Nothing – This option was discounted as over the last 20 years passenger numbers at Leeds Station have increased from 9 million to 34 million and continue to grow. In 2019 annual passenger numbers stood at 34M and despite the impact of COVID, the Office of Road and Rail confirmed in 2020 that Leeds Station is the third busiest station outside of London (second if interchange is included). It is the only station in the city and needs to be expanded to accommodate future growth and to support the economic ambitions of the city.

How will success be measured?

61 The LSSTG has a monitoring and evaluation plan. Success will be measured using the following indicators:

- Monitoring and testing of the air quality in the immediate vicinity around the station to establish changes in levels, specifically in Neville Street and Bishopgate.
- Annual pedestrian flow counts at the southern concourse entrance and New Station Street.
- Annual customer perception surveys targeting passenger experience of the station and facilities.
- Monitoring cycle storage demand on an annual basis.
- Monthly cycle counts on Dark Neville Street, Neville Street and Bishopgate for 12 months

What is the timetable and who will be responsible for implementation?

65 The construction programme is scheduled to complete in October 2025.

66 To date works have commenced on the Swinegate / Mill Hill junction, Neville Street and the soft demolition of the former Shabab Restaurant.

67 The works will be delivered by Principal Contractor Balfour Beatty, managed by Leeds City Council and Mark Matthews Consultancy. The project is supported by Network Rail and WYCA.

Appendices

- Bishopgate Street
- Dark Neville Street Vinyl
- Neville Street East Artwork
- Neville Street West Vinyl
- Neville Street
- New Station Street

Background papers

- None