

Leeds Station Sustainable Travel Gateway Scheme – Advance Works including Neville Street and Dark Neville Street

Date: 06 April 2022

Report of: Head of Station Development

Report to: Chief Officer for Highways and Transportation

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

What is this report about?

Including how it contributes to the city's and council's ambitions

- The Leeds Station Sustainable Travel Gateway Project is a £32.5M project being delivered as part of the West Yorkshire Combined Authority (WYCA) Transforming Cities Fund (TCF) programme as part of a £39.4m scheme which includes additional cycle lanes which are being delivered outside this project scope. It also represents zone one of the Leeds Integrated Station Masterplan.
- The project seeks to address issues of accessibility and connectivity and create a world class gateway into Leeds City Centre.
- Planning permission and Outline Business Case approval for the scheme was granted in October 2020. A change request form requesting permission to draw down TCF funding ahead of the submission and approval of the Full Business Case to deliver the advanced works was endorsed by WYCA at a meeting on the 9th March 2022. It was subsequently approved by WYCA on the 25th March 2022. The funding for the advanced works is not an additional funding request.
- The construction works as detailed in this report are due to commence in July 2022 and complete in January 2023.
- The purpose of this report is to seek authority to progress a number of workstreams on Bishopgate and Neville Street whilst noting the works to be undertaken on Dark Neville Street (Dark Neville Street is owned by Network Rail) in advance of the main works commencing on site in autumn 2022. Approval is also sought to increase the level of design development spending on the scheme from the pre-approved amount of £5,094,000 to £5,659,000. In a report to the Director of City Development in March 2021, the injection of £5,089,504 TCF development funding into the capital programme was approved. WYCA had actually approved development funding of £5,094,000 not £5,089,504 as originally reported. This report is seeking approval to amend this original injection into the capital programme of the TCF development funding to £5,094,000 which is an increase of £4,496.

- The Leeds Station Sustainable Travel Gateway project contributes to the wider proposals to reduce the volume of traffic travelling through the city centre and provide more sustainable forms of transport. The project has close links to the City Square project and also the TCF cycle schemes being developed in the South Bank area of the city.

Recommendations

The Chief Officer (Highways and Transportation) is requested to:

- Approve the drawdown of a further £565,000 from the original project budget of £32.5M to cover the additional development costs that will be incurred during the detailed design phase, noting the amendment to the original approval of £5,089,504 to £5,094,000 and the subsequent changes to the Funding Agreement;
- Give authority to spend £2,893,312 and enter into a short form NEC contract with Balfour Beatty (via the Scape Framework) to deliver the works to Neville Street, Dark Neville Street and Bishopgate highways drainage works in advance of the main project works commencing on site in August 2022;
- Give authority to inject £3,462,808 the total cost of the above works into the capital programme. All costs are being funded by WYCA's TCF programme subject to completion of a variation to the existing Funding Agreement between WYCA and LCC and approval is sought to vary the agreement to this effect. £3,241,107 was requested as part of the change request form for the advance works. Surplus monies remain from the previous funding request for the utility's diversion works and will be allocated to the advance works;
- Give authority to enter into a Basic Asset Protection Agreement with Network Rail for the works to Neville Street and Dark Neville Street. Note that the design for the highway's works have been previously approved at the Highways Board on the 16th September 2021;
- Give authority to vary the Professional Services Contract with Balfour Beatty to undertake the design works associated with the Mill Goit deck replacement. Note that Network Rail will fund these works in their entirety; and
- Give authority to enter into a funding agreement with Network Rail for the Mill Goit deck replacement design costs including LCC costs associated with administering the contract with Balfour Beatty.

Why is the proposal being put forward?

- 1 The Office of Road and Rail ranked Leeds as the second busiest station in the UK outside London in 2020. The Department for Transport, Network Rail and WYCA have forecast passenger numbers to increase significantly by 2043. Despite the impact of COVID-19, Leeds Station has seen monthly increases in passenger numbers using the station. In October 2021, passenger numbers had increased to on average 101% of pre-covid levels and by 149% at weekends and 84% Monday to Thursday of the levels that were seen in October 2019.

- 2 Forecast numbers for Leeds Station suggest 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 needed accordingly. 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.
- 3 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.
- 4 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 with better pedestrian routes to the relocated tax and bus ranks / collections points.
- 5 Detailed design for the scheme commenced in late October 2020 and was originally programmed to complete in May 2021. Initial design development costs of £1,984,932 were approved by WYCA in June 2020. This was then increased to £5,094,000 in October 2020 as part of the Outline Business Case approval to provide sufficient funding for all design related activities. The increase in development funding was approved by the Director of City Development in March 2021. During detailed design, a number of programme delays have occurred as a result of Network Rail's changes to their assurance process including their unforeseen and additional user requirements, highways changes and the delayed access to the Shabab restaurant – which has required structural design amendments following the intrusive surveys that took place in May 2021. All of these additional activities have resulted in programme delays and increased project costs. Consequently the project has exceeded the development funding limit approved at OBC stage. Discussions have been held with WYCA TCF colleagues who are supportive of the request to increase development funding.
- 6 There are known structural issues associated with the roof of the Mill Goit including corroded beams which underpin the road surface of New Station Street, damage to the deck which forms the roof between the beams, and water ingress. Following a structural report commissioned by Network Rail and undertaken in 2018, Network Rail introduced a weight restriction on the carriageway over the Mill Goit of 7.5 tonnes and use of the structure has to be actively managed.
- 7 The Mill Goit structural issues have been discussed with Network Rail since project initiation. It was agreed that the project would address the water ingress issues through two potential options, firstly to waterproof the underside of the concrete soffit with a cement-based waterproofing mortar and the other was to install a framed solution between the existing box girders that would direct the fall of water into drainpipes and away under the flooring. As the corroded beams were a long-standing maintenance issue that would require extensive works this was to remain the responsibility of Network Rail to resolve. Network Rail were asked to clarify and confirm their position regarding the repair / replacement of the structural beams in the Goit. It was confirmed that they would undertake patch repairs only and that any replacement would be addressed by Network Rail in the future with the full acknowledgement that this would require the temporary closure of the newly built cycle hub and all making good.
- 8 In October 2021, however, Network Rail advised Leeds City Council, that having undertaken an additional survey and analysis in Summer 2021 they had changed their position and taken the decision to replace the structural deck and carry out repair and replacement of the structural beams of the Mill Goit prior to the TCF works commencing on site – which is

currently forecast to commence in August 2022. Network Rail took the decision that the corrosion of the structure was worse than originally anticipated and that doing the works now mitigated the need to undertake future works, minimised disruption to passengers and the cycle hub, and supported the long-term proposals for the station as part of the Leeds Existing Station Programme.

- 9 Network Rail advised that they were unable to rapidly mobilise their framework designers and requested to use the existing Professional Services Contract to procure Balfour Beatty and Atkins to undertake the design work required for the Mill Goit deck replacement, with the construction works to be incorporated into the main TCF project programme to mitigate interface risks.
- 10 In order to provide Network Rail with an accurate price for the design works a gap analysis / review was undertaken on the existing F001 outline design (completed by Network Rail) and previous survey information completed by AECOM to determine the approach to the detailed design process. This was completed in late December 2021 and detailed design costs were submitted to Network Rail in mid-January 2022. The initial proposal at Network Rail's request was to replace the beams that were identified to be in the worst condition and patch repair the remaining ones. This solution was found to be cost prohibitive with significant impacts on the TCF overall programme and as a result Network Rail has since determined that full replacement of all the beams is a quicker and more cost-effective solution. Network Rail approved the design costs and works commenced on the 21st February 2022. Further discussions are required with Balfour Beatty regarding the construction costs. The design programme is currently scheduled to complete in early September 2022.
- 11 A funding agreement between Network Rail and LCC has been entered into for the Mill Goit design works. The document sets out the terms under which Network Rail must fund the design works and the limited role LCC will take in administering the design contract for Network Rail.
- 12 Network Rail are to pay for all actual costs associated with the Mill Goit deck replacement including the financial impact of any resulting delays to the commencement of the Leeds Station Sustainable Travel Gateway project.
- 13 Network Rail's requirement to increase the scope of works to include the Mill Goit deck replacement will clearly have an impact on the main programme although this is still to be determined. In order to continue works whilst the design work for the Mill Goit is completed the project team and Balfour Beatty have identified a number of independent and isolated workstreams that can be delivered in advance of the main works commencing on site.
- 14 The works identified are drainage on the eastern side of Bishopgate Street, Neville Street cladding improvement, lighting and creation of a frame for the art installation (minus the art installation) and Dark Neville Street replacement bulbs, new drainage, ducting, signage and bollards, arch infills and re-surfacing of the carriageway. These elements were included in the planning application for the scheme which was approved at City Plans Panel on the 23rd October 2020. The Judicial Review period has since expired. All planning conditions in relation to the advanced works are in the process of being discharged. These include conditions on permanent wayfinding for the project, highways design, drainage and protection of the water main.
- 15 Please note that the advanced works are not on the critical path in relation to the construction works for the Leeds Station Sustainable Travel Gateway project but are in respect of the

2023 Year of Culture and celebrating the city of Leeds. That is, completion of the advanced works would mean a better environment for pedestrians on Neville Street and Dark Neville Street and would enable the artwork to be installed by artists during the year of culture and therefore will deliver benefits sooner.

- 16 The highways work on the eastern side of Bishopgate has been spilt into two packages of works. The first is in relation to the drainage works and kerb realignment along the eastern side of Bishopgate commencing from the corner with Boar Lane down to the Scarborough Taps pub. The second package of works is to connect the new drainage into the main sewer run and to bring foul and surface water drains to the edge of the existing footway on the eastern side of Bishopgate. The drainage works need to be completed prior to the start of demolition and so undertaking them as part of the advance works helps ease pressure on the programme.
- 17 It is proposed to award the first package of highways works to Colas via the Minor Works Framework which is subject to a separate approval report.
- 18 The second package of highways works along with Neville Street and Dark Neville Street would be delivered by a Principal Contractor via a short form NEC4 enabling contract. Balfour Beatty will be procured via the SCAPE Framework which has been used to procure them to undertake the design works for the main scheme. The SCAPE Framework was setup following a competitive, open market and OJEU compliant tender process. Leeds City Council have signed an 'Access Agreement' to the framework, enabling access to all Building and Engineering Services covered by the framework. As a result, Leeds City Council will benefit from reduced procurement timescales.
- 19 To fund the advance works a change request form was submitted to WYCA on the 1st February 2022 requesting the drawn down of funding in advance of the FBC approval to deliver the works. The change request form was supported by WYCA on the 9th March 2022 and approved by WYCA on the 25th March 2022.
- 20 The WYCA TCF Programme lead has confirmed that WYCA support the delivery of the advance works on Dark Neville Street, Neville Street and Bishopgate east ahead of the main construction programme commencing on site. WYCA have also confirmed that they will continue to support the advanced works even if the main scheme does not proceed as, it meets TCF aims and objectives. LCC would not, therefore, have to repay any of the TCF monies spent to date should the main scheme not proceed once the advance works are completed.
- 21 The NEC4 short form contract, used to contract the Principal Contractor is currently being finalised noting that this will only be entered into if the approvals are gained.

What impact will this proposal have?

22. To deliver the works to Neville Street and Dark Neville Street, LCC will be required to enter into a Basic Asset Protection Agreement (BAPA) with Network Rail as Network Rail own Dark Neville Street in its entirety and the bridge structure on Neville Street.
23. Under the current terms of the BAPA Network Rail's liability would not exceed the higher of either £100,000 or a sum equal to the total of Agency Costs, Contractors' Costs and Personnel Costs included in the Estimated Cost as at the Commencement Date whereas the liability for LCC would be the equivalent of 10% of the Estimated Project Costs which in this

case would be £280,231. LCC currently have a contingency budget of £2M in the overall project budget which could cover these costs if required

- 24. The NEC short form contract does not contain a mechanism which would allow LCC to cap their liability to reflect the BAPA. However, given the low value of works and minimum risk associated with delivery in that the works for Dark Neville Street only extend to replacement bulbs, new drainage, ducting, signage and bollards, arch infills and re-surfacing of the carriageway and on Neville Street new lighting and replacement of the existing panels it is not expected that Network Rail will impact the works to such an extent that costs exceed their liability cap.
- 25. The advanced works are subject to F003 detailed design approval from Network Rail due at the end of March. Please note that there are no outstanding F003 comments in relation to Dark Neville Street or Neville Street these design proposals are satisfactory to Network Rail.
- 26. LCC will need to enter into an NEC4 short form contract with Balfour Beatty to undertake the works to Dark Neville Street, Neville Street and the drainage works on lower Bishopgate. The terms of the contract are based on the contract that was implemented for the flyover works at Regent Street. The risks and mitigations associated with the NEC short form of contract are:

Risks	Mitigation
Premium paid for splitting out advanced works	Agree with Balfour Beatty the omission from the main contract works at the same sum included in Short form contract
Any gain/pain share could be lost, and the full amount would be payable	Ensure LCC keep the value of the short form contract to a minimum so receive the benefit of any gain share in the main contract.
Contract designed for projects which don't require sophisticated management techniques; straightforward works which imposes only low risks on Client and Contractor	Advanced works is essentially highway works, already fully designed and so is low risk and relatively simple.

- 27. The works to Dark Neville Street and Neville Street will significantly improve the environment and therefore a key pedestrian and connection route into the city centre in advance of the main works starting on site and ensure completion ahead of the Year of Culture commencing in January 2023.
- 28. The project team are working in conjunction with the LCC Culture and Sport team and Network Rail to procure multiple artists to develop the Network Rail / Freestate proposals for Neville Street and Dark Neville Street.
- 29. Traffic management arrangements will be put in place in order to physically undertake the Bishopgate and Neville Street works. Whilst still to be finalised it is likely to include a full lane closure on Neville Street and Bishopgate; this is being developed with Highways colleagues and all necessary approvals will be sought. Specific requirements are being discussed in detail with Highways and Comms colleagues so that any impact on the traffic flow around the station and City Square can be programmed and fully communicated and managed across the adjoining and linked city centre highways schemes. Given previous experience of lane closures in this area, delays are expected unless sufficient traffic can be diverted to use alternative routes. Close monitoring of the situation will take place with a few to considering alternative mitigation measures as may be necessary.

30. It is expected that the advance works will commence in July 2022 and complete in November 2022.
31. To mitigate the increase in design development funding the project team have been looking at opportunities to value engineer the scope of works in order to reduce the overall programme budget. To date this includes retaining the existing cladding on Neville Street and removing the raised floor in the cycle hub and has generated a budget saving of £693,669 which has more than offset the increase cost in design.
32. Due to Brexit, Covid-19 and inflation the overall project budget has increased beyond the £32.5M original TCF allocation. The current construction price submitted by as part of the FBC is £34.9M. WYCA have agreed to fund the overspend through the TCF programme risk and contingency budget, however, WYCA has requested LCC undertakes a review of it's TCF programme overall and consider whether the programme can be managed to enable schemes experiencing affordability issues to proceed.

What consultation and engagement has taken place?

33. Ward members have been consulted on the overall scheme and are supportive. The Executive Member of Infrastructure and Climate has been specifically briefed on the advanced works. A local Ward Member has raised concerns in respect of the existing art installation on Neville Street, and we are having discussions with him and Yorkshire Sculpture Innovation (YSI) about providing YSI with the sound system from the current art installation and the decommissioning process. LCC Culture and Sport team has offered to discuss whether there might be an opportunity for a temporary use of the sound system as part of a temporary art installation in the city. Further consultation will take place with Ward Members before we start on site for the advance works.
34. In respect of the proposed early works on Bishopgate, Dark Neville Street and Neville Street, engagement has taken place with Highways colleagues and WYCA. The proposals are supported; and discussions are ongoing in respect of the coordination with the City Square highways works and the utilities diversion works.
35. Multiple engagement sessions have been held with key stakeholders on the project as a whole including, Member of Parliament for Leeds City Centre; Leader of Leeds City Council; Executive Board Member for Climate Change; Transport and Sustainable Development; 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 and local businesses and residents near the station. Full list of consultation undertaken is included in Appendix A.
36. Consultation has been undertaken with WYCA, including the Bus Delivery Team the TCF programme team and Bus Delivery Board.
37. Overall, the feedback from the consultation has been positive with many stakeholders acknowledging the benefits provided by the proposals. There have been some concerns raised by a small number of people from both an accessibility and taxi operator perspective who believe the relocation of the taxi rank from New Station Street to Bishopgate discriminates people with protected characteristics as defined by the Equality Act. The project team have worked closely with the Access and Use-Ability Group over the last 18 months looking at alternative options for the taxi rank, including for it to remain on New Station

Street. It was subsequently concluded that retaining the taxi rank on New Station Street would not achieve the benefits of the scheme.

38. There were two claims previously submitted in December 2020 under the Equality Act 2010 in relation to the alleged disregard for disability and equality duties arising from the redevelopment proposals. However, the Magistrates Court determined that the claims could not proceed. As the Station taxi rank had not yet been relocated, there was no evidence of discrimination in breach of the Equality Act. The claim in the Magistrates Court was determined as the incorrect forum for objections to approval of the planning application. This should have been challenged by way of Judicial Review if at all, but the time-limit for Judicial Review proceedings to be brought had expired. Finally, the Magistrates Court determined that Leeds City Council is not the correct defendant to bring the claim against as Network Rail own and manage the property in question.

What are the resource implications?

39. The Leeds Station Sustainable Travel Gateway project will be funded through the Department for Transport’s (DfT) TCF. On the 11th March 2020 DfT announced that the Leeds City Region Strategic Outline Business Case (SOBC) has been awarded £317M in the TCF of which £32.5M has been allocated to the project.

40. The Leeds Station Sustainable Travel Gateway project will be delivered by a Principal Contractor (Balfour Beatty) 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 use of the Scape Framework offers LCC a quicker route to market and reduces the impact on programme.

41. LCC Highways will provide resources to contract manage and provide site supervision services for the advanced works supported by the Commercial Manager employed by Matthews Construction Consultants and project management for the whole scheme will continue to be managed by the Asset Management and Regeneration Project Manager.

42. To date the project has spent £343k on LCC resources.

43. Network Rail will provide resources in respect of ASPRO, the Asset Protection arm of Network Rail and the Senior Asset Protection Officer at Leeds Station.

44. The cost breakdown for the Balfour Beatty works is as follows:

Measured Works	£1,441,000
Prelims	£725,000
Design Fees	£50,000
Risk	£170,000
Scape Fee	£136,553
Provisional Sums	£370,760

This report is seeking further spend of £565,000 in additional project development costs. Inflation and contingency costs for the advanced works are included in the overall project costs.

What are the legal implications?

45. Leeds City Council has the necessary powers and permissions to carry out the works which are in line with the planning permission approved on the 23rd October 2020 and are within the public highway or on land owned by Network Rail who is party to the agreement
46. To undertake the works on Neville Street and Dark Neville Street, LCC will need to enter into an NEC4 Enabling Works / Short Form Construction Delivery Agreement with Balfour Beatty. Balfour Beatty will be procured via the Scape Framework. Legal officers from Procurement and Commercial Service have been involved in reviewing the agreements and will continue to be involved to finalise the contract.
47. The existing funding agreement between WYCA and Leeds City Council is currently being approved to reflect the works. WYCA appraisal colleagues have advised that a variation to the funding agreement can be endorsed by the TCF Programme Board, and it does not need to be approved by PAT.
48. LCC will need to enter into a Network Rail Basic Asset Protection Agreement for the works to Dark Neville Street and Neville Street. Dark Neville Street is Network Rail property, and they also own the bridge structure on Neville Street. As set out in the report of the 16th August 2021 the stopping up order is being progressed to enable the transfer of maintenance to Network Rail which Network Rail have accepted responsibility for.
49. The funding agreement will also need to be amended to include the variation to the Professional Services Contract for the Mill Goit deck replacement design activities.

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

50 The key project risks are as follows:

- Network Rail require changes to the scope of works during the latter stages of the design process or during construction that causes a delay to the project. Escalation routes are in place with senior officers in Network Rail in which to discuss any issues that could cause cost increase or programme delay. LCC are also in discussions with Network Rail colleagues
- The space required to deliver the Bishopgate eastern works and Neville Street will require the closure of a lane of traffic on Bishopgate and Neville Street. This could have consequences on the movement of traffic around the city centre. The project team will continue to work with the Highways City Resilience group that has been established to actively manage and minimise the disruption on the city centre traffic movement during the delivery of a number of highways scheme.
- Partner governance processes cause programme delay. WYCA and Network Rail governance processes have been agreed and incorporated within the project programme. This will continue to be monitored and escalated should it cause any future delay to the programme.

51 A joint risk log has been developed with the Principal Contractor to ensure all project risks are allocated to a relevant, appropriate risk owner. The project risk log will continue to be maintained and updated throughout the project and escalation of any risks that sit outside of the agreed tolerances will be managed via the Leeds Station Sustainable Travel Gateway Project Board which has been established to govern the project.

Does this proposal support the council's 3 Key Pillars?

Inclusive Growth

Health and Wellbeing

Climate Emergency

52 The delivery of the advanced works will significantly improve the environment in Neville Street and Dark Neville Street. The areas will be transformed through the major improvements in lighting and the removal of the dark cladding making people feel safer in using these spaces as a main connection route between the South Bank and city centre helping with people's wellbeing and perception of safety, supporting 21st Century infrastructure improvements and reuse of the cladding and framework is a more sustainable approach to the work supporting Climate Emergency.

53 Options, timescales and measuring success

a) What other options were considered?

Dark Neville Street

Two programme options were considered for the delivery of Dark Neville Street:

1. Option One - Undertaking the works in advance of the main scheme commencing on site. In this option the Dark Neville Street works would commence in May 2022 and be delivered by Balfour Beatty via a NEC4 short form contract. Works to Dark Neville Street include replacement bulbs, new drainage, ducting, signage and bollards, arch infills and re-surfacing of the carriageway.

Option One is supported as Dark Neville Street is not on critical path and so can be delivered at any part during the programme. It was decided however, to deliver the works on Dark Neville Street as part of the advanced works because it will ensure the early delivery of the benefits of the improvements of Dark Neville Street to LCC and WYCA ahead of the year of the 2023 Year of Culture celebrations, it will ease pressure on the programme and we could continue working alongside the Balfour Beatty delivery team to progress the project whilst the Mill Goit deck replacement design works are ongoing

2. Option Two - Schedule the Dark Neville Street works so that they are delivered within the overarching construction programme. The exact date is to be confirmed but there would be no advance works.

This option is not supported because if the Dark Neville Street works were to be subsumed into the main project, then the works would take place during the year of culture which would limit the routes from the South Bank to the north of the city centre and vice versa. Also, the current Balfour Beatty project team would need to be stood down which would risk losing a productive and well-established team this could potentially generate cost and programme delays whilst a new team became familiar with the scheme at a later date.

Neville Street

Two programme options were considered for the delivery of Neville Street

1. Option One – Undertake the works in advance of the main construction works commencing on site in July 2022. The works would be delivered by Balfour Beatty under an NEC4 short form enabling works contract. Works to Neville Street include cladding improvement, lighting and creation of a frame for the art installation (minus the art installation which will be delivered in 2023).

This option is supported as Neville Street is not on critical path, however, by delivering the works early LCC and WYCA are able to realise the benefits of the works in advance of the year of culture. It also reduces pressure on the programme completing these works in a time

when the Mill Goit deck replacement designs works are ongoing and not scheduled to complete until September. The project benefits from retaining the current Balfour Beatty project team who are well adverse with the project and have built up a lot of knowledge about the scheme and how it is scheduled to be delivered.

2. Option Two – Schedule the Neville Street works so that they are delivered within the main construction programme. The exact date is still to be confirmed.

This option is not supported as if the Neville Street works were to be incorporated within the main programme then the works would take place during the year of culture causing further disruption to the city and LCC and WYCA would miss the opportunity for the completion of the works to become part of the city's celebrations. Furthermore, the Balfour Beatty delivery team would have to stand down during the Mill Goit design works which would risk losing a well-established team and potentially generate cost and programme delay for the Council.

Bishopgate Eastern Highways Works – Drainage Connections

Two options were considered for the delivery of the drainage connection works on Bishopgate.

1. Option 1 - Balfour Beatty deliver in advance of the main works

This option was supported as the drainage connection works (connections into the main sewer system) complete the drainage works on the eastern side of Bishopgate and complement the works undertaken by Colas.

2. Option 2 – Balfour Beatty deliver the works within the main construction period

This option was not supported as Balfour Beatty have the time and capacity to commence these works ahead of the main programme which will ease pressures at a later date.

b) How will success be measured?

The completion of Dark Neville Street and Neville Street in advance of the Year of Culture celebrations commencing in January 2023.

Positive stakeholder feedback in respect of the environmental improvements to Dark Neville Street and Neville Street.

c) What is the timetable for implementation?

It is anticipated that the advance works will commence in May 2022 and complete in January 2023.

Appendices

54 Appendix A – Full List of Consultation

55 Appendix B – EDCI Screening

Background papers

56 None