

## City Centre Transformation - City Square Highways

Date: 10 August 2022

Report of: Civil Engineering Manager (Highways & Procurement)

Report to: Chief Officer, Highways & Transportation

Will the decision be open for call in? ☒ Yes ☐ No

Does the report contain confidential or exempt information? ☐ Yes ☒ No

### Brief summary

- The report seeks approval from the Chief Officer (Highways & Transportation) to inject the remaining funding £4.726m and authorise spend of £8.033m on the remaining City Centre Package programme to deliver City Square Highways and associated schemes.
- The report seeks approval from the Chief Officer (Highways & Transportation) to award City Square Highways Contract, to undertake the works with a contract value of £4.084m
- The works provide the closure of City Square and the revised road network to provide the basis of the delivery of the City Square Public Realm scheme, delivering a world class gateway to the city.
- The works form the central aspect of reducing car volumes in the City Centre.
- The works include the provision of the East Parade Bus Gate and also Bus Gates at Boar Lane, Park Row and King Street; protecting and enhancing bus journey times through the city centre.
- City Square Highways provides the key missing linkage in the city centre cycling network between West, North and South, providing linkages to Wellington St, Park Row and Bishopgate Street.
- The cycle lane provision, unlike the infill pavements, are permanent and will be retained under the forthcoming Public Realm scheme.
- The works will deliver a temporary, but high quality finish to the infilled carriageway areas, providing a safe pedestrian zone across much of the Square.
- The works provide a public space for use by the City of Culture events and the works are programmed to align with the known programme requirements of the aforementioned.

## Recommendations

- a) Note the previously approved injection £7.1m and authority to spend of £3.8m on development design and enabling works in May 2020 for City Square Highways and associated schemes.
- b) Inject the remaining funding of £4.726m giving a total scheme budget of £11.835m and authorise the expenditure £8.033m for the delivery of the City Square Highways phase and associated schemes funded from the remaining City Centre Package WY+TF, LCC borrowing, CRSTS (City Regional Sustainable Transport Settlement ) and S106.
- c) Approve the award of the City Square Highway Scheme to Balfour Beatty Group Ltd T/A Balfour Beatty Civil Engineering, through the SCAPE2 Civil Engineering Framework, with a contract value of £4.084m.

## What is this report about?

- 1 The report seeks approval from the Chief Officer (Highways & Transportation) to inject the remaining funding of £4.726m and authorise spend of £8.033m on the remaining City Centre Package programme to deliver City Square Highways, associated schemes and to award the City Square Highways Contract.
- 2 Utilise the SCAPE2 framework, which is delivered by Balfour Beatty Group Ltd T/A Balfour Beatty Civil Engineering, to undertake the works with a contract value of £4.084m.
- 3 The contract period is from the August 2022 to April 2023
- 4 The works provide the closure of City Square and the revised road network to provide the basis of the delivery of the City Square Public Realm scheme, delivering a world class gateway to the city. In April 2021 Executive Board supported the principle of closing City Square by approving the outline design for the scheme and noting that it would progress to implementation subject to outstanding consultation and approvals. The impact of the scheme, as part of the City Centre Package including Armley Gyratory and the M621 improvements, has been reported through the Armley Gyratory planning application process as well as being articulated in the April 2021 Executive Board report.
- 5 The design has been fully co-ordinated with the aspirations of the forthcoming City Square Public Realm scheme to minimise abortive works where applicable.
- 6 The works form the central aspect of reducing car volumes in the City Centre.
- 7 The works include the provision of the East Parade Bus Gate and also Bus Gates at Boar Lane, Park Row and King Street; protecting and enhancing bus journey times through the city centre.
- 8 City Square Highways provides a key missing linkage in the city centre cycling network between West, North and South, providing linkages to Wellington St, Park Row and Bishopgate Street.
- 9 The cycle lane provision, unlike the infill pavements, are permanent and will be retained under the forthcoming Public Realm scheme.
- 10 The works will deliver a temporary, but high-quality finish to the infilled carriageway areas, providing a safe pedestrian zone across much of the Square.
- 11 The works provide a public space for use by the City of Culture events and the works are programmed to align with the known programme requirements of the aforementioned.
- 12 The scheme provides an overall increase of 4 nr blue badge parking spaces with the loss of one space on Lower Basinghall Street and the gain of 5 nr spaces on Quebec Street.
- 13 The design of the works accommodates a flexible approach to the existing Aire Street alignment. Options include retaining the existing layout once the development of City Square House is completed or considering the installation of enhanced public realm in this space funded by the City Square House developer under Section 278 works.

## What impact will this proposal have?

Construction Phase Impacts

- 14 During the construction works the Northbound traffic arriving into City Square via Bishopgate Street already limited to a single lane, as a result of works occurring as part of the Station Gateway project being delivered with Network Rail, will be diverted along Boar Lane and down Mill Hill to Neville Street. Advance signing and a comms campaign will seek to minimise the volume of traffic arriving at Bishopgate Street and camera enforced bus gates will be installed, using either the already sealed permanent TROs or new temporary TROs. The existing traffic management arrangements greatly reduce the specific **additional** impact of the City Square works. Highways and Transportation officers are coordinating the impact with the other roadworks on the city centre road network and will be using traffic signals and variable message signs to manage the day-to-day network operation from the new UTMC control room.
- 15 Access to properties within City Square, on Quebec Street and Wellington Street (east of King Street) will be maintained through the duration of the works. Initially this will be via Infirmary Street (eastbound). Once Wellington Street closes (planned for November 2022) access to this stretch of Wellington Street will be via Aire Street.
- 16 A welfare / storage facility will be installed in the right-hand lane along Quebec St (Between the junction into Cloth Hall Court and City Square). Traffic will be limited to one lane through this area. The traffic will be chicaned through here so that Traffic approaches the Quebec St / King St junction in the right-hand lane.
- 17 Whilst the majority of the works will be carried out during the day there will be a requirement for some night-time working. This will create noise in close proximity to a number of sensitive receptors including a number of Hotels (Queens, Metropole, Park Plaza and Quebecs). This will need careful and delicate communications and engagement with the aforementioned.
- 18 The initial phase of the works is to provide a revised route for buses via Quebec Street and utilising the newly formed Southbound lanes on East Parade and King Street delivered as part of the early phases of the scheme. Thirsk Row will also be converted to two way running as the initial phase to enable buses to reach Whitehall Road ahead of closing the egress from City Square towards Wellington Street and Aire Street. Signalling alterations will mostly be provided by a temporary Urban 64 solution to minimise the length of the enabling phase.
- 19 There will be some night working to remove both the island immediately in front of the Queens Hotel and the Island at the junction of Aire St / Thirsk Row. White lining removal and replacement will also be carried out at night.
- 20 There will be alterations to a number of existing signal heads at the junctions of Infirmary St & East Parade and Quebec St & King Street. It is envisaged this will also be carried out at night.
- 21 Once the above works have been completed to facilitate the revised bus route (circa 3 weeks) this permits the commencement of the new pick-up and drop-off (PUDO) at the junction of Aire St and Wellington St. This will CLOSE Wellington St to Westbound Traffic (access for businesses being made available from King St junction and egress out the same way) and will also CLOSE Aire St running southbound. Access for deliveries will be retained to both the loading bay on Aire St and for City Square House construction works. The works to the PUDO are programmed to take circa 3 weeks. Completion of this element permits the commencement of the works to the existing carriageway area in front of the Queens Hotel.
- 22 Concurrent with the commencement of PUDO works the works to realign the existing carriageway running North / South from Park Row to Boar Lane will commence. These works are to form the new right-hand side of the carriageway and also the new North / South cycle provision outside Mill Hill Chapel. These works will predominantly be carried out during the day behind hoardings. These works are expected to take 10-12 weeks.
- 23 Once these works commence it will be necessary to limit the movement of vehicles along this section to Southbound only. This is due to requirement for safe systems of works and safety barriers. We have been keeping the Bus Operators Infrastructure Group (BOIG) and Bus Delivery

Board (BDB) appraised of this requirement and are liaising with WYCA officers about notice periods for service changes. To replace the loss of connectivity to Infirmary St from the South a temporary bus stop will be installed along Quebec St. This has been consulted with BOIG, WYCA and BDB.

- 24 The works in this area will be carried out behind solid hoardings, the alignment of which have been planned to maximise the amount of pedestrian space running North / South past the Mill Hill Chapel and Park Plaza Hotel. We are able to retain a width of circa 4m during this period. This work will create dust and noise, but the use of sold hoardings will minimise any impact on the public and nearby businesses.
- 25 Upon completion of the realignment of the right-hand side of the carriageway the kerb lines on the left hand (central area) will be installed. These will be done in two phases. Phase one starting at the Northern end will done during the day. These works are programme to take circa 2 weeks. Once this Northern section is completed then permitted vehicles (Buses & Taxis) will be permitted to use the permanent North South route through the square onto Infirmary St.
- 26 Upon Completion of the North Section the works will commence on the new Southern extent kerb line running from the corner of New Station Street to the junction with Park Row. These works will be carried out at night to maintain egress from the Station. ***These works are critical as commencement of these works means that the westbound route through the Square (in front of the Queen's Hotel) for through traffic including buses must be closed permanently.*** It is envisaged these works will take place late November / early December 2022.
- 27 The works to infill the carriageway not yet infilled adjacent to the existing central public realm area by the Black Prince will now commence and be completed at the end of January / Mid-February depending on specific restrictions on working during this time.
- 28 These works to place the tarmac infill will be carried out during the day.
- 29 At all times during works in the Square pedestrian routes will be maintained especially around key locations adjacent the station and the critical New Station St / Bishopgate / Boar Lane / City Square junction.
- 30 The Construction programme has been received by the Highways Strategy team as part of the ongoing City Centre Resilience modelling and the key traffic restrictions have been fed into the modelling which has been and is continuing to be used to evaluate and manage the impact of City Square Highways, Armley Gyratory and the other City Centre package schemes as well as associated National Highways works on the M621.

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

☒ Health and Wellbeing

☒ Inclusive Growth

☒ Zero Carbon

#### **Health & Wellbeing**

- 31 The closure of City Square to private vehicular traffic is key element in creating a new pedestrian friendly and cycle connected space. It not only reduces air pollution by reducing through traffic through the city centre but it facilities the future development of City Square as a world class piece of public realm. The pedestrianised square will provide a quieter and more relaxing environment for commuters and City Centre workers, it will provide additional outdoor food and beverage opportunities and it facilities the wider City of Culture events providing a pedestrianised event space to be utilised over the forthcoming 12 months.
- 32 It provides a better linkage for cyclists travelling though the Square

#### **Climate Emergency**

- 33 Closure of City Square to private vehicular traffic is part of Leeds City Council's response to the Climate Emergency. It provides part of the strategy to reduce private vehicle traffic trips through the City Centre, diverting vehicles onto the strategic network which is more efficient.
- 34 The installation of numerous Bus gates enhances and protects bus journey times, it is an investment in public transport and together with other recent investment is expected to improve the attractiveness of 'bus' as a mode for travel into and out of Leeds City Centre.
- 35 A central part of the project is the design of the cycle ways and the incorporation of dedicated cycle crossings at the key Boar Lane / Bishopgate / City Square junction. This key element greatly enhances the existing provision for cyclist in this area and together with the recent LPTIP works and the adjacent Bishopgate scheme greatly encourages further modal shift towards cycling and active travel.
- 36 There will be some unavoidable negative effects during construction, such as embedded carbon involved with materials, construction traffic etc. Leeds City Council will work with the Contractor to explore opportunities to reduce carbon emissions in line with the Council's climate emergency targets and will advise on this and the details of any measures they take to minimise carbon emissions, including effectively managing waste and transporting plant and goods through recycling of materials.

#### Inclusive Growth

- 37 Delivery of the scheme facilitates refreshing key public spaces within the city centre core, through the wider MBARCS programme.

#### What consultation and engagement has taken place?

Wards affected: **Little London & Woodhouse & Hunslet & Riverside**

Have ward members been consulted? ☒ Yes ☐ No

#### Internal Consultation

- 38 City Centre Management : The project team have liaised extensively with City Centre Management regarding the phasing of the works, the working areas of each phase, type of hoardings proposed, maintaining space for pedestrians etc, ensuring continuity of trading and the impact of the night time economy at a key time. We are continuing to liaise with them regarding exact hoarding locations and timings, maximising the use of hoarding for events / storytelling / public engagement.
- 39 Network Management: again we have consulted extensively with Network Management colleagues over introduction of traffic management restrictions required to deliver the project. This has been done both in isolation with regards to specific City Square works but extensively in conjunction with the Bishopgate team and the Armley Gyratory team.
- 40 Internal Design heads: Design heads from Traffic Management, Drainage, UTM, Streetlighting, Pavements, Cycle Infra have been invited to a series of design team meeting to input and comment on the design. They have been issued the design for final review and approval as part of a formal IDC approval process.
- 41 Accessibility: The design has been issued to and commented on by LCC Accessibility officer and LCC Cycling officers

- 42 Consultation has also been undertaken with the LCC Events team regarding the section of Calverley Street alongside the Town Hall in terms of maintaining access to event spaces, the Town Hall frontage, and to cater for pick up drop off for events.

#### External

- 43 The scheme has been subject to extensive and ongoing consultation with Tier 1 and other stakeholders. A five-week public consultation on the proposals for City Square commenced on 18 August 2021 and closed on 23 September 2021. The public consultation consisted of a range of digital and in-person events, and a project website. Three events were held throughout the consultation period to present the proposals and provide an opportunity for members of the public to give their feedback on the plans and ask questions of the project team. The combination of both virtual and in-person engagement provided a resilient consultation strategy in the face of COVID-19 and was supported by both physical and online publicity to remain inclusive for audiences without access to the internet. A full record of the consultations and responses is recorded by Connecting Leeds. Tier 1 stakeholder include business such as Trinity Leeds, the various Hotels mentioned previously, and Rushbond (Channel 4 developers). Throughout the five-week consultation, 547 responses were received. This is made up of 513 online survey responses, 13 hard copy responses and 21 email responses. Of the feedback received, 47% of respondents who answered the corresponding question were fully supportive or mostly supportive of the proposals for City Square, and 19% were not supportive. As a result of the consultation, design changes were made including providing continuous segregated cycle tracks (requested by the mobility impaired and cyclists).
- 44 A weekly comms meeting is attended by member of the project team (Incl. Armley Gyratory, City Square and Bishopgate St), LCC Comms, LCC City Centre Management, LCC Transport Strategy, WYCA & First Bus. All issues such as traffic management restrictions, impacts of construction work, changes to road network, road closures etc are discussed.
- 45 Consultation on the recent changes to Boar Lane have continued on site with relevant businesses.
- 46 Consultation is also ongoing with the Queens Hotel. Initial rounds of consultation with the Queens Hotel elicited a favourable response to the proposals, however as additional internal stakeholders have become involved in detailed discussions they are now requesting a review of the scheme design to facilitate better access than that featuring in the current design. Further meetings with the Director of City Development and the Chief Officer Highways and Transportation are planned looking at possible solutions.
- 47 Bus Operators: engagement and consultation is ongoing with the local bus operators through both monthly BDB and BOIG meetings and also via direct contact with WYCA colleagues in the bus network team.
- 48 Ward Councillors and MP: Prior to the public consultation, email correspondence was issued briefing councillors of Little London and Woodhouse and Hunslet and Riverside on the proposals and upcoming consultation. The email included an overview of the scheme and planned consultation activities, as well as an invitation to comment or request further information as desired. Engagement and consultation has been ongoing with LCC ward councillors both to provide responses to specific queries and concerns regarding the scheme and also as part of the strategic communications process around road closures and scheme impacts. Two briefings have also been held with Hillary Benn MP.

#### **What are the resource implications?**

49 The project is to be managed by Highways and Transportation. The overall budget includes for the necessary project management and technical staff required to supervise the project on site, provide sufficient commercial assurance and address the multitude of ongoing communications and stakeholder management requirements.

## 50 Capital Funding and Cashflow

### City Square Highways and associated works 33267/000/000

Current Injection and authority to spend	TOTAL £000's	TO MARCH 2022 £000's	FORECAST		
			2022/23 £000's	2023/24 £000's	2024 & on £000's
CONSTRUCTION	1,116.9	1,116.9	0.0	0.0	0.0
DESIGN FEES	2,685.1	2,685.1	0.0	0.0	0.0
TOTALS	3,802.0	3,802.0	0.0	0.0	0.0
Injection and Authority to Spend required for this current approval	TOTAL £000's	TO MARCH 2022 £000's	FORECAST		
			2022/23 £000's	2023/24 £000's	2024 & on £000's
CITY SQUARE MAIN	5,434.0	0.0	2,969.0	2,465.0	0.0
CITY SQUARE ASSOCIATED SCHEMES	2,599.0	0.0	1,893.0	706.0	0.0
TOTALS	8,033.0	0.0	4,862.0	3,171.0	0.0
Total overall Funding Corn Exchange Gateway	TOTAL £000's	TO MARCH 2022 £000's	FORECAST		
			2022/23 £000's	2023/24 £000's	2024 & on £000's
LCC Borrowing	1,835.0	0.0		1,835.0	
West Yorkshire + Transport Fund (CCP)	6,393.0	3,767.0	2,626.0	0.0	
CRSTS LEEDS CITY CENTRE	1,431.0		1,065.0	366.0	
CRSTS BUS PRIORITY	1,248.0	35.0	1,021.0	192.0	
Section 106	150.0		150.0		
Other Funding	778.0			778.0	
Total Confirmed Funding	11835.0	3802.0	4862.0	3171.0	0.0
<b>Total Funding Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

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

51 The key risks are

### Existing ground conditions and services

We have carried out numerous GPRS surveys, trial pits and interface with Statutory Utility providers. The scheme has been designed primarily to avoid large areas of new full depth carriageway construction. The primary design ethos has to build up not down,

Where we have been unable to avoid the need for full depth carriageway we have carried out additional trial pits and we have a good understanding of the prevailing conditions from existing records and new excavations.

We have reviewed a number of locations where we have identified services that would be unfeasibly to relocate and have managed to design the scheme around leaving these services in situ.

We expect that we will uncover some uncharted services and allowances have specifically been made in the project risk for this item.

There is not a significant volume of excavation and where it is required, we have set the baseline expectation that these will require to be carried out with the use of the more expensive vac-ex method.

### Economic Conditions

We have been procuring the project in times of considerable economic uncertainty. Macro-economic factors have been having potential serious cost implications for the project. We have worked with Balfour Beatty to identify and agree early supply chain appointments using competitive market testing to bring key suppliers into the procurement process early so that we can work with them to obtain a greater level of cost assurance in terms of fixed prices and rates for the project. We have also been able to utilise their experience to select alternate products where there are particular challenges (e.g. one particular product is currently sourced almost exclusively from Russia).

#### Programme Constraints / LCC Constraints on working

We have worked exhaustively to obtain a programme proposal from Balfour Beatty that satisfies the requirement to achieve the closure of City Square and the completion of the sufficient works in the Square ahead of the City of Culture commencement launch event planned for in February 2023. To enable us to achieve this programme we have had to liaise extensively with numerous LCC departments to agree proposals that facilitate this extremely tight programme. These include

- Acceptance by UTMC of an Urban 64 temp signalling solution for the initial enabling phase re-route traffic and buses away from Wellington St and Aire St.
- Acceptance from City Centre Management that some works will need to be carried out behind hoarding in the run up to Christmas
- Acceptance from City Centre Management and Network Management that we can reduce Quebec Street to a single lane and place a storage / welfare facility along there.

Liaison is ongoing with all the relevant internal teams and other stakeholders to finalise the contract programme / detailed working hours and extent of night works to ensure there is confidence in the delivery of the programme dates.

#### Bus Operator Restrictions.

A key risk is the requirement at all times to ensure we provide a workable route for the various services that arrive at City Square either from the North, South or West along Boar Lane. We have been consulting extensively with the operators both at BDB level and BOIG level. We have learned key facts from BOIG particularly about the need to retain certain routes which has affected our proposed phasing. We have also been able to agree certain compromises with WYCA / BDB / BOIG to assist with key phasing elements such as agreement to a temporary stop in the first instance on King Street South bound – this greatly reduces the first phase for us and enables the key element of the project of the PUDO and Park Row re-alignment to commence sooner.

#### Network Operation

The traffic management restrictions on through traffic at City Square have the potential to cause local disruption around Bishopgate Street, Boar Lane and Mill Hill if the proposed comms strategy and signing fails to reach the drivers would be likely to approach City Square with the intention of passing through. This is being mitigated through comms messaging on the LCC website, social media, stakeholder engagement, press releases as well as extensive 'yellow and black' signage on the key approaches to City Square in place before the 3/4 September when the main restrictions come into effect. Drivers will also be aware of a change in the road layout from amendments proposed to the road markings on Victoria Road and Neville Street indicating 'LOCAL ACCESS' as well as a new bus gate on Neville Street directing all routes to turn right into Sovereign Street, from where they can follow signage via Swinegate towards Neville Street to pick up the signed diversion via Great Wilson Street / Hunslet Road.

In addition, there is a possibility of wider network disruption caused by displaced traffic. This is being mitigated through a programme of signal timing/plan changes around the city centre network, use of VMS, monitoring from the UTMC control room including bus operator comms, liaison with other roadworks teams in the city centre facilitated by Network Management, and



additional ATC being laid on street to allow a review of changes in traffic patterns. The impacts will continue to be reviewed at 'network resilience' officer meetings and reported up through the P4G board as required.

### **What are the legal implications?**

- 52 Planning permission is not required for the works which are all on or adjacent to the adopted highway and in LCC ownership.
- 53 Closure of City Square to traffic and the various bus gates forming part of City Square and the wider East Parade Bus Gate require TROs. The TRO for closure of City Square has been advertised with no objections.
- 54 LCC has already entered into a grant funding agreement with WYCA for the Leeds City Centre Package. An amendment to the agreement is in hand between LCC Legal and WYCA Legal to draw down the remaining Transport Fund grant funding.

### **Options, timescales and measuring success**

#### **What other options were considered?**

- 55 The original scheme included reverting the direction of Wellington Street to accommodate the revised bus route running from King Street along Wellington St, Aire Street and then out along Whitehall Road. This was changed with the introduction of two way running on Thirsk Row to reduce the length of the revised bus route to address Bus Operator concerns about the length of detour and the risk of congestion at the station rear entrance.
- 56 The original scheme included the removal and replacement of the existing newly completed cycle path on Wellington street. This is not required as a result of the item above.
- 57 It was considered to provide a segregated cycle track along Quebec street, this was omitted in discussions with the Public Realm team as it caused issues with the design. Enhanced provisions were included along Wellington Street and at the junction with King Street to provide cycle connectivity by an alternative route.
- 58 A contraflow segregated cycle track was omitted from East Parade (Headrow to Bedford Street) given the present requirement for a loading bay on the eastern side of East Parade which. The design may be reviewed and amended if appropriate as part of the Loop Road North scheme within the CRSTS package if this cycle connectivity is required.
- 59 One of the areas subject to particular scrutiny in design team meetings was the Bishopgate Street / Boar Lane junction in terms of relative priority between pedestrians and cyclists and the relative allocation of 'roadspace'. The option consulted on had shared pedestrian/cycle crossings but following representations from accessibility groups and cyclists, the design has been amended to provide fully segregated cycle tracks. It has been agreed to progress the design as developed, featuring the fully segregated cycle crossings on all three arms, but the cycle tracks do use space which could be required to accommodate pedestrian flows if the expected change in desire lines does not materialise in practice. It has been concluded to review operation once the new pedestrian and cycle desire lines have been established in case any adjustments are required which can be delivered as part of any subsequent works within City Square. These works would be unlikely to require any changes to kerb lines at the edge of the vehicle carriageway, which have been extensively tracked to allow a double decker bus to turn right into Boar Lane whilst the bus stop opposite is occupied.
- 60 The original scheme-maintained access to Calverley Street by relocating the newly completed LPTIP bus gate from outside the Town Hall to in front of Victoria Gardens. This change would

also have required changes to the Headrow/Oxford Place junction. An alternative design has been developed which converts Calverley Street to two-way operation between Headrow and Great George Street with access from the south restricted to buses, taxis, cycles and emergency vehicles. The amendment also removes the existing (off peak) on-street parking bays for safety reasons (because of traffic turning in the road); and removal of the signalised pedestrian crossing by the Town Hall frontage which will no longer be required owing to the East Parade Bus Gate significantly reducing traffic flows on Calverley Street. Access is maintained to Alexander Street and Calverley Street via a new right turn from Great George Street. This arrangement is more cost effective, results in less disruption during construction, minimises risk of traffic rat-running around the front of the Town Hall, and creates a quieter space alongside the Town Hall which opens up a longer term opportunity for further public realm enhancements.

### **How will success be measured?**

- 61 The success measures for City Square have been agreed with WYCA and monitoring will be undertaken as a requirement of the grant funding.
- 62 An increase in pedestrian and cycle numbers travelling through City Square in 2023 following the introduction of the scheme, when compared to the counts recorded pre-COVID-19 (although some adjustment may be made when the long-term impacts of COVID-19 on travel patterns are better understood);
- 63 A measurable decrease in transport related accidents within City Square, in addition to a combined reduction in accidents across the City Centre (including consideration of accidents both inside and on the IRR), and at Junction 2, Armley Gyratory and in Holbeck, in the five years following the opening of the scheme, when compared with the five year period (or six/seven year period to allow for the discrepancies in 2020/2021 due to the COVID-19 pandemic) prior to the scheme implementation;
- 64 An increase in revenue from events in public areas within the city centre by 2028, compared to that received prior to the implementation of the scheme (i.e. at locations such as Millennium Square);
- 65 A reduction in NO2 recorded at the nearest air quality monitoring site to City Square in 2023, following the opening of the scheme, when compared to the current base data

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

- 66 Construction will commence in August 2022
- 67 Proposed closure of City Square to traffic will September 2022
- 68 Completion of infilling works within City Square will be End Jan / Mid Feb 2023
- 69 Completion of works to East Parade Bus Gate and resurfacing works programmed for end March / Early April 2023. Note that the timing of the East Parade Bus Gate may be brought forward depending on monitoring of traffic conditions in the area and bus reliability during the construction phase.
- 70 The Chief Officer Highways and Transportation will be responsible for implementation.

### **Appendices**

- 71 Appendix 1 - EDCI Screening Form (From original Exec Board Approval March 2021).

### **Background papers**

- 72 None.