

## Delegated Decision Notice

This form is the written record of a key, significant operational or administrative decision taken by an officer.

<b>Decision type</b>	<input type="checkbox"/> Key Decision	<input checked="" type="checkbox"/> Significant Operational Decision	<input type="checkbox"/> Administrative Decision
<b>Approximate value</b>	<input type="checkbox"/> Below £500,000 <input type="checkbox"/> £500,000 to £1,000,000 <input type="checkbox"/> over £1,000,000	<input type="checkbox"/> below £25,000 <input type="checkbox"/> £25,000 to £100,000 <input type="checkbox"/> £100,000 to £500,000 <input checked="" type="checkbox"/> Over £500,000	<input type="checkbox"/> below £25,000 <input type="checkbox"/> £25,000 to £100,000
<b>Director<sup>1</sup></b>	Director City Development		
<b>Contact person:</b>	Chloe Dummer		Telephone number: 07891277528
<b>Subject<sup>2</sup>:</b>	Leeds Station Sustainable Travel Gateway Project – Approval to inject Approval to inject Network Rail Funding for the Mill Goit into the Capital Programme		
<b>Decision details<sup>3</sup>:</b>	<p>What decision has been taken?</p> <p>The Chief Officer for Asset Management and Regeneration has approved:</p> <ul style="list-style-type: none"> <li>Inject and authorise expenditure of £9.252m which is fully externally funded, to undertake the Mill Goit design and construction works to be delivered as part of the Council's NEC4 Professional Services and Engineering and Construction Contracts for the Leeds Station Sustainable Travel Gateway project.</li> </ul> <p>A brief statement of the reasons for the decision (Include any significant financial, procurement, legal or equalities implications, having consulted with Finance, PACS, Legal, HR and Equality colleagues as appropriate)</p> <p>The Leeds Station Sustainable Travel Gateway (LSSTG) project represents stage one of the Leeds Integrated Station Masterplan (LISM) which seeks to redevelop Leeds Station and the surrounding area in a coherent way in order to meet the increasing growth in passenger numbers and create a world class gateway into the Leeds City Region. The LSSTG project will specifically address issues of capacity, accessibility, health and safety, security and connectivity from the station's entrance on New Station Street to the City Centre and South</p>		

<sup>1</sup> Give title of Director with delegated responsibility for function to which decision relates.

<sup>2</sup> If the decision is key and has appeared on the list of forthcoming key decisions, the title of the decision should be the same as that used in the list

<sup>3</sup> Simply refer to supporting report where used as these matters have been set out in detail.

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In October 2021, following a further safety structural assessment Network Rail requested that the project scope be extended to include the replacement of the deck of the former Mill Goit that is located underneath New Station Street and will accommodate the new cycle hub. Whilst the increase in scope would extend the programme, LCC agreed on the basis that the LSSTG project would be unable to progress if there was a risk that deck structure was unsafe. It was agreed to undertake the Mill Goit design works as a variation to the existing Professional Services Contract and deliver it as part of the Engineering and Construction Contract. As per the design Network Rail will fund all costs associated with the Mill Goit construction works including the cost of any programme delays to the LSSTG programme and LCC staff costs. The purpose of this decision is to seek authority to inject Network Rail funding for the Mill Goit construction works into the capital programme.

Brief details of any alternative options considered and rejected by the decision maker at the time of making the decision.


Do Nothing - This option was discounted as Network Rail have identified structural issues to the Mill Goit deck and structure that will only continue to deteriorate as time passes. Not only does it have health and safety implications for future cycle hub users but the weight restrictions imposed by Network Rail as a result of the issues would impact the ability to deliver the Leeds Existing Station Programme. Leeds City Council would not be able to progress the delivery of the LSSTG project unless works were undertaken on the Mill Goit.

Network Rail deliver the works via their own contractor. – This option was discounted due to potential programme delays caused by Network Rail having to procure their own contractor and the interface issues caused by having two contractors working in the same constrained space as the Mill Goit, and in addition the main programme works are intertwined with the structural Mill Goit works.

Mill Goit works delivered through the Council Engineering and Construction Contract – This is the preferred option as it minimises programme delays and risk in respect of two projects being on site at the same time in the same space. The Council's position has been protected through the terms of the Funding Agreement with Network Rail and the Basic Asset Protection Agreement with Network Rail and subsequent Variation which will be entered into prior to works commencing for the Mill Goit

<b>Affected wards:</b>	Hunslet and Riverside & Beeston and Holbeck
<b>Details of consultation undertaken<sup>4</sup>:</b>	<p>Multiple engagement sessions have been held with key stakeholders on the project and the Mill Goit works 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 and local businesses and residents near the station. The Inclusive Design Team referenced was established following a recommendation from Plans Panel that further consultation with groups that represent all protected characteristics under the Equality Act was required.</p> <p>Consultation has been undertaken with WYCA, including the Bus Delivery Team, the TCF programme team, the Estates and Rail teams and Bus Delivery Board.</p> <p>Local businesses and particularly those impacted by the Mill Goit works have been and will continue to be consulted and engaged with by Network Rail.</p> <p>As a result of the safety critical Mill Goit works the hackney taxis will need to be relocated temporarily prior to moving to their new permanent rank on Bishopgate. Network Rail is in discussion with the hackney taxi operators to agree a temporary solution</p>
<b>Implementation</b>	<p>Officer accountable, and proposed timescales for implementation</p> <p>Chloe Dummer, Project Manager, Station Development Team</p> <p>It is anticipated that the Mill Goit works will commence in May 2023 and complete in August 2024</p>

<sup>4</sup> Include details of any interest disclosed by an elected Member on consultation and the date of any relevant dispensation given.

<b>List of Forthcoming Key Decisions<sup>5</sup></b>	Date Added to List:-
	<b>If Special Urgency or General Exception</b> a brief statement of the reason why it is impracticable to delay the decision
	<b>If Special Urgency</b> Relevant Scrutiny Chair(s) approval Signature _____ Date _____
<b>Publication of report<sup>6</sup></b>	If not published for 5 clear working days prior to decision being taken the reason why not possible:
	If published late relevant Executive member's approval Signature _____ Date _____
<b>Call In</b>	Is the decision available <sup>7</sup> for call-in? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	<b>If exempt from call-in</b> , the reason why call-in would prejudice the interests of the council or the public:  Call-in does not apply to Significant Operational Decisions.
<b>Approval of Decision</b>	Authorised decision maker <sup>8</sup> Chief Officer for Asset Management and Regeneration  Angela Barnicle
	Signature  Date 12/03/2023

<sup>5</sup> See Executive and Decision Making Procedure Rule 2.4 - 2.6. Complete this section for key decisions only

<sup>6</sup> See Executive and Decision Making Procedure Rule 3.1. Complete this section for key decisions only

<sup>7</sup> See Executive and Decision Making Procedure Rule 5.1. Significant operational decisions taken by officers are never available for call in. Key decisions are always available for call in unless they have been exempted from call in under rule 5.1.3.

<sup>8</sup> Give the post title and name of the officer with appropriate delegated authority to take the decision.