Executive Summary

This report is broken down into a number of sections:

1) Executive Summary
2) Introduction: Drivers for Change
3) Context to the Study
4) Design Aims & Objectives
5) The Masterplan
6) Outcomes
7) Implementation
8) Next Steps

This Masterplan sets a compelling vision for the major transformation of Leeds Station, already the busiest transport hub in the North of England. Delivery of the Masterplan will:

• Create a world class gateway for the City Region that is at the heart of the UK’s rail network.
• Seamlessly integrate High Speed Two (HS2), the Northern Powerhouse Rail (NPR) programme and enhancements to the classic rail services which use the Station.
• Accommodate the planned doubling of growth in passenger numbers using the Station over the next 30 years.
• Enable a step change in rail connectivity and capacity in the North of England – better connecting people and businesses to jobs and markets.
• Deliver a new internationally significant district in Leeds City Centre - with the potential for 300,000 square metres of commercial development.
• Be a catalyst for accelerating the regeneration of South Bank Leeds, one of Europe’s largest City Centre regeneration initiatives, that will double the size of the City Centre economy.

The vision establishes a blueprint spatial plan that develops Option 2 of Sir David Higgins’ November 2015 Yorkshire Hub report into a holistic and phased development strategy for the new Integrated Station and surrounding roads, places and spaces.

The Masterplan will deliver:

• A World Class Hub in every aspect, from quality of architecture and urban design to intermodal connectivity, clarity and delivery;
• A Distinctive Gateway that celebrates travel, proudly announces arrival into Leeds and speaks of the unique characteristics of the City;
• A Destination Station as an attractive place to visit in Leeds City Centre, where South Bank meets City Square; and
• A Connected Place that seamlessly integrates national, regional, and local transport modes and optimises every form of connectivity for all users in the heart of the City.
The Masterplan is a collaborative strategy, developed and owned by multiple agencies, and is built on over 35 years of experience in regional and urban design and development. It provides a framework for the Integrated Station and surrounding area, ensuring a high-quality urban environment. The Masterplan focuses on creating an integrated station with multiple entrances, providing access to the city centre and beyond. It includes the phased delivery of the National Industrial Strategy, which will drive prosperity and growth aspirations. The Masterplan is clearly aligned with the wider work in the Leeds City Region H2 Growth Strategy (the Growth Strategy).

vii) The Masterplan includes the phased delivery of:

(1) Station District – the plans propose the creation of a new district or campus that becomes a new national destination. In the Station District, new high-quality developments and urban realm harmonise seamlessly into the Integrated Station, with entrances and exits strategically located next to and within existing buildings. It is proposed that the Integrated Station will provide multiple entrances, providing high-quality access and connectivity to the city centre and beyond. The proposals for the Integrated Station include parts of the South Bank, which propose for approximately 120,000 square metres of new commercial and retail space within the Station District.

v) The station will feature an integrated design strategy, providing multi-modal transport access, including HS2,地铁, and other mass transit proposals. It is proposed that there be multiple points for bus and taxi pick up and drop off facilities, and access for disabled users is prioritised across all principal uses. Proposals include a re-provision of the current Station car park, a new car park for HS2 and new cycling hubs within the improved Station District.

ix) Multi-Modal Transport Access – the Masterplan includes for access to all modes of transport, with proposals for new bus gateways to be created for onward travel and passive provision for any future mass transit proposals. It is proposed that there should be a new HS2 and Integrated Station. The Integrated Station will be pedestrianised (but with vehicle drop off facilities, and for access for disabled users is prioritised across all principal uses. Proposals include a re-provision of the current Station car park, a new car park for HS2 and new cycling hubs within the improved Station District.

vi) Neville Street and the Dark Arches – it is proposed that Neville Street be pedestrianised but with potential for mass transit, light rail alignments which may come forward in the future, that the Dark Arches are transformed into new retail and leisure space – subject to further technical diligence on the deliverability of the proposals.

v) The station will feature an integrated design strategy, providing multi-modal transport access, including HS2,地铁, and other mass transit proposals. It is proposed that there be multiple points for bus and taxi pick up and drop off facilities, and access for disabled users is prioritised across all principal uses. Proposals include a re-provision of the current Station car park, a new car park for HS2 and new cycling hubs within the improved Station District.

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Leeds Station is nationally significant transport infrastructure. More than 28 million passengers pass through Leeds Station each year, making it the busiest railway Station in the North of England. Network Rail’s market studies suggest peak use will increase 49% by 2023 and 135% by 2043. HS2, Northern Powerhouse Rail (NPR) and major upgrades to TransPennine routes and services drive these capacity ambitions. In redeveloping the Station to accommodate these services, there is the opportunity to create a gateway that drives economic growth and regeneration of Leeds City Centre and the Leeds City Region.

Leeds City Region HS2 Growth Strategy
Leeds City Region is a £64.6 billion economy, generating 5% of all UK outputs, a population of 3 million, a workforce of 1.9 million people, 119,000 businesses and 23 colleges and universities. The City Region is one of Europe’s largest regional economies.

The Strategic Economic Plan for the City Region sets a transformative vision ‘to be a globally recognised economy where good growth delivers high levels of prosperity, jobs and quality of life for everyone’.

In order to stimulate further growth across the City Region, investments in transport hubs and corridors are essential. Through the Leeds City Region HS2 Growth Strategy, proposals are to capitalise on HS2 as part of a coherent national strategy for the rail network as a whole, which will achieve a step change in rail connectivity and capacity in the North of England. This includes integrating HS2 with NPR, ‘providing high-speed connectivity across the North, in a way that maximises the economic benefits’. It is proposed that this is supported by upgrades to existing lines in advance of HS2 and the NPR programme, and to realise the benefits of capacity release thereafter.

These proposals will transform rail capacity and journey times North-South between Leeds City Region and the Midlands, London and the North East and Scotland; and East-West to key cities across the North.

HS2 will:
1) Add capacity to the national rail network, creating opportunities to improve the frequency and reliability of rail services for commuters, business travel and potentially freight on the local and regional network.
2) Reshape our economic geography by bringing together the City Regions - including Leeds, Sheffield, Nottingham and Birmingham - into a coherent and integrated economic zone of over 10 million people, 5 million jobs, and some of the UK’s most significant manufacturing clusters. HS2 will enable people to have greater access to jobs and attract businesses to invest here.
3) Be a catalyst for growth in Leeds and York where HS2 currently arrives and then, with improved local connectivity, to the economic hubs in Barnsley, Bradford, Calderdale, Crowthorne, Harrogate, Kirklees, Selby and Wakefield.
4) Create opportunities for skills and employment which Leeds City Region is well placed to take advantage of with 14 further education colleges and 9 higher education institutions, the latter producing 35,000 graduates every year, many in vital STEM subjects.

The Growth Strategy will sit firmly within the City Region policy framework and as such is clearly linked to the Strategic Economic Plan 2016-2026 vision, wider strategic frameworks and investment priorities and also complements the West Yorkshire Transport Strategy. It will be the catalyst for accelerating and elevating the Leeds City Region’s position as an internationally recognised place of growth, connecting the North and creating an inclusive, dynamic economy, accessible to all.

For these reasons, the experience for passengers at Leeds Integrated Station, the capacity within it, and the quality of interchanges to destinations across the City Region, is of major importance to unlocking the City Region’s economic potential.
Leeds is the main economic centre for Leeds City Region, and a driver of growth for the Northern Powerhouse, Yorkshire and the national economy. The economic growth in Leeds has seen the fastest rates of private sector jobs growth between 20-10-2015 of any UK City. Leeds is the UK’s largest centre for financial, business and digital services outside of London. It is a major hub for health innovation, data analytics, manufacturing, and knowledge intensive jobs. The City also has the second highest productivity levels (Dennis Value Added per hour worked) of the core cities. Wages are up, with average earnings rising 6% over 2014-2015. Leeds is a top 5 UK tourist destination – with over 26 million visitors a year – supported by new investments as seen in other locations and it does not provide a befitting gateway to the city that reflects its role in the centre of the country’s rail network. There is major potential for its redevelopment to help to reshape the city’s potential for its redevelopment to help to reshape the city’s

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As set out, demands on the Station are growing. The capacity and condition of the existing Station will need to be increased to accommodate this growth. At certain peak times Leeds Station already suffers from congestion, particularly around the gate line, and even without the arrival of HS2 and NPR services it is likely that further work would be required in the next 5-10 years to alleviate the crowding and improve the environment of the Station. Additionally, Network Rail and local stakeholders have a shared ambition to enhance the performance of the Station via the enhancement phase, providing the gateway to Leeds and the region, and full development of the Station through the renewal phase. Without doubt, the future of Leeds Station is an important one. Furthermore, as a catalyst for growth across Britain “HS2 will have a transformational vision of how the Station might be augmented, adapted and redesigned to meet HS2 and growing demands for other efficient, sustainable, reliable and fast transport systems. The Masterplan identifies a programme-level blueprint for the creation of a new world-class and distributed Integrated Station, in which Network Rail and HS2 can harmoniously develop detailed designs and delivery proposals for their respective components of the Integrated Station.

Network Rail

The Yorkshire Hub report recommends a 1 hour 21 minutes journey from London taking 1 hour 21 minutes, compared to 2 hours 11 minutes currently, and between Leeds and London taking 1 hour 58 minutes currently.

At a national level, the strategic ambition to generate a country-wide, connected network with cost-effective, sustainable, and high-speed rail is present, particularly around the gate line, and even without the arrival of HS2 and NPR services it is likely that further work would be required in the next 5-10 years to alleviate the crowding and improve the environment of the Station. Additionally, Network Rail and local stakeholders have a shared ambition to enhance the performance of the Station via the enhancement phase, providing the gateway to Leeds and the region, and full development of the Station through the renewal phase. Without doubt, the future of Leeds Station is an important one. Furthermore, as a catalyst for growth across Britain “HS2 will have a transformational vision of how the Station might be augmented, adapted and redesigned to meet HS2 and growing demands for other efficient, sustainable, reliable and fast transport systems. The Masterplan identifies a programme-level blueprint for the creation of a new world-class and distributed Integrated Station, in which Network Rail and HS2 can harmoniously develop detailed designs and delivery proposals for their respective components of the Integrated Station.

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The Combined Opportunity

Becoming part of the HS2 high speed rail network, the Integrated Station will achieve the twin aims of reducing journey times and increasing capacity and will be essential in unlocking the full potential for economic growth.

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The nature of the opportunity, its location and the scale of ambition mean the Masterplan’s aims and objectives are complex and wide-ranging. However, creating a truly Integrated Station is a driving force as this emphasises the primary ambition for a Station that looks, feels and functions as a single entity – a campus Station with many elements working in harmony together.

Key objectives naturally include sense of place, transformative, ambitious and world-class; however, ensuring the Integrated Station is deliverable and affordable must fundamentally underpin the vision.

**Design Aims**

Along with the primary aim of creating an Integrated Station that is:
- A World Class Hub.
- A Distinctive Gateway.
- A Destination Station.
- A Connected Place.

The Integrated Station must also facilitate and support wider transport investment, initiate and fuel the Leeds City Region HS2 Growth Strategy and truly capitalise on the regenerative potential of the opportunity.

**Design Objectives**

The primary design objectives of the Masterplan are to provide a holistic development proposition that addresses the four primary challenges of the brief:

- Capture the economic potential of the footfall being generated.
- Provides a Hub Campus befitting the significance of the opportunity.
- Creates a foundation for transformational economic growth.
- Encourages & activates commercial development.

| Stage 04 - Scenario 4 | 7th July 2017 |

**DESIGN STRATEGY: Journey Moments**

1. HS2 and integrated station as major drivers of the South Bank regeneration.
2. Integrated station principles:
   - Clear and permeable access at ground level
   - Legible access to and from the station
   - An integrated transport hub
   - More than just a station
3. Rationalized road network:
   - Vehicular traffic moved away from the City Centre
   - Streets adjacent to LISM area reflect the Framework Plan
   - Incorporation of the City Boulevard principle adjacent to LISM area
   - Removal of traffic from Neville Street, with retained bus connection across Victoria Bridge
4. Improved pedestrian and cycle accessibility to the City Centre, and expansion of the pedestrian precinct.
5. Integrated with wider network of green spaces with a system of streets, paths, urban spaces and parks:
   - Reflect the Strategic green links and public spaces
   - Help safeguard ‘The Arbour’ as a major east-west link
6. Making the waterfront a central place of activity for the city:
   - Continuous waterfront access proposed within LISM area
   - Waterfront spaces supported by activated building frontage
7. Surrounding commercial development with taller, landmark buildings
8. Locating car parks, taxi ranks, bus stops, future MRT facilities and cycle parks in locations to support the City’s transport network

**Preferred Scenario of Intervention**

| Discovery Plus |

**People**
- Creates a single Integrated Station that is easy to understand and navigate.
- Transforms the Leeds Station experience.
- Enhances passenger facilities & experiences.
- Stimulates & promotes the use of public transport.
- Creates a new venue for business & community.
- Fashions an environment that galvanises community spirit.
- Provides a transport gateway accessible to all.

**Urban**
- Demonstrates the Yorkshire Hub Option 2 works.
- Reconnects the City.
- Enables & enhances permeability.
- Enhances accessibility & inclusion.
- Energises the Water Space.
- Activates the Dark Archer.
- Reinvents Neville Street.

**Travel**
- Creates a strong & purposeful common concourse.
- Provides multiple routes through, into and from the Integrated Station.
- Prioritises and encourages walking and cycling.
- Motivates and promotes modal shift.
- Improves bus and bus access and discourages private car.
- Provides capacity for more passengers.

**Economic**
- Captures the economic potential of the footfall being generated.
- Provides a Hub Campus befitting the significance of the opportunity.
- Creates a foundation for transformational economic growth.
- Encourages & activates commercial development.
- Captures value to help fund & finance infrastructure investments.
- Can be implemented in phases without adversely impacting the local & regional economies.
The existing concourses will be:
• substantially remodelled.
• north Concourse restored to form a key feature of the new Integrated Station.

The integrated proposition generates:
• a wide range of sustainable commercial development opportunities.
• the greatest possible commercial value and scale of investment necessary to transform this complex urban setting.
• a value capture mechanism to efficiently and predictably help fund & finance the transport investment elements.
• maximises value to help fund & finance infrastructure investments.

Provision of car parking:
• to address immediate needs.
• recognises private cars are being removed from our cities.
• sites which can be repurposed in the future with sustainable development.

Whitehall Road facility:
• potential to include new multi-storey car park.
• allows new road crossing over the river providing potential access to the River side site.
• is subject to securing mutually agreeable terms for land.

Future platform capacity:
• identified and future implementation reserved on Riverside.
• allows valuable commercial development opportunities and parking on upper levels.
• facilitates the new services proposed in the Yorkshire Rail Network Study and WYCA’s rail strategy document in Rail Plan 7.

The Masterplan

The Northern HS2 entrance forms part of a larger development that in time:
• supports height, and increases scale of development.
• will clearly place the Integrated Station in the centre of the enlarged City core.
• provides a clear symbol of confidence in, and strength of, the City and regional economies.

HS2 entrances at the North, centre and South ends of HS2 platforms:
• activates development across the widest possible area.
• makes fast and easy access to the widest possible area of the South Bank.
• fuels greater regeneration.
• reaches out to City One, Crown Point, Hunslet and Holbeck.
• provides vital connections to the communities of Boston and Belle Isle.
• extends accessible connections with the Station district.
• encourages and activates commercial development.
Stage 04: Single Preferred Option - Master Plan

- High quality public realm with large landscape feature "Welcome to Leeds"
- Pedestrian promenade providing a key east-west connection 'The Arbour'
- Hard/Soft landscape courtyard space
- Multi-storey car park: Long stay, short stay and private car pick up
- Bus/MRT interchange
- High quality hard terraced waterfront
- HS2 central entrance
- Location for additional car parks
- HS2 southern entrance
- Art and community covered space
- Pedestrianised bridge which retains bus and potential MRT access
- Potential pedestrian bridge locations

NB. The spatial layout and uses of buildings and external spaces are illustrative. The plan indicates potential development in areas adjacent to the Leeds Integrated Station Masterplan boundary solely for potential surrounding context.

The safeguarded area is marked with a dashed line and specific buildings or areas are highlighted with a solid line.

Location Plan:
- City Park
- High quality hard terraced waterfront
- HS2 central entrance
- HS2 southern entrance
- Art and community covered space
- Pedestrianised bridge which retains bus and potential MRT access
- Potential pedestrian bridge locations
- HS2 Safeguarded Area
- LISM Study Boundary
- Station Entrances/Exits
- Bus
- Ped or Ped/Bike
- Taxi
- Private Pick Up/Drop Off/Parking Access
Breaking through new North-South connections East and West of Neville Street

- provides greater choice of routes through the Station district
- adds activity and variety
- places City occupants and visitors at the heart of this transformational proposition
- encourages and enhances permeability
- activates deeper spaces within the Dark Arches
- provides route up into the Station above
- connects City Square with the City Park and New Dock
- connects Riverside with Holbeck

Energising the water space:

- the River Aire is a critical and a distinctly Leeds asset
- the Masterplan incorporates key features that activate, make accessible and improve the appearance of the water space
- new gardens, parks, seating areas and public spaces along the waterfront
- new shops, bars and restaurants, that face the water provide bank-side activity and attractiveness
- carefully controlled water access points promote water use - canoeing, sailing and boating
- HS2 roof level vantage points provide long-distance views along the river

Enhancing accessibility & inclusion; the next stages will:

- continue the dialogue with users, special interest groups and experts
- undertake detailed Disability Impact Assessments to be undertaken including the analysis of inclusive needs
- make the station environment more inclusive and accessible
- incorporate appropriate features and facilities

A hierarchy of streets and routes:

- developed in close harmony with the Leeds City Region HS2 Growth Strategy work streams
- focuses movements along safe, comfortable and convenient passages

The Masterplan:

- drives the growth ambitions of a wide range of transport orientated development initiatives
- impacts the wider economy by creating a fully functioning transport node
- has great potential for moving people, jobs, skills and wealth
- generates a wide range of development opportunities
- is centred around the footfall of the Integrated Station
- will allow businesses to flourish and grow
- creates a foundation for transformational economic growth
Captures and maximises the economic potential of the footfall being generated:
• positions commercial opportunities along the key walking routes.
• optimises revenue potentials for the businesses that will occupy the spaces.
• makes full use of the topography of the existing Station and the Dark Arches.
• uses vertical circulation spaces to provide yet more commercial opportunity.

Creates a new venue for business and community that:
• comprises a broad range of outside and inside spaces.
• encourages people to meet and connect.
• has meeting rooms and conference spaces for collaborative business.
• includes a leisure destination for families and friends.
• provides a wide range of facilities.
• sends a clear and strong message the Integrated Station is a people-focused destination.

Fashions an environment that galvanises community spirit using:
• beautiful materials.
• contemporary design features.
• high-quality spaces and volumes.
• contemporary landscaping.

The HS2 midpoint entrance:
• is strategically located on the east-west arbour.
• adds vitality and purpose to new urban space.

The proposed South Bank Arbour: connecting Holbeck (left) with the City Park and New Dock (right)
The Masterplan provides for a range of commuter and leisure cycle facilities that:
- Include Cycle Hubs with changing.
- Include secure storage, bike shops and maintenance providers which are co-located.
- Are positioned on key cycle paths.
- Connect seamlessly and continuously with the wider cycle network.

Motivates & promotes modal shift:
- Makes public transport easier and more readily available.
- Delivers ambition at a programme level.
- Allows for future growth beyond the current committed schemes and franchising.
- Improves taxi and bus access & discourages private cars.
- Strategically locates interchange opportunities through the Masterplan for the easy and convenient use of taxis and buses.

Encourages & promotes the use of public transport by:
- Bringing transport and travel modes together.
- Access points conveniently located in the north and south of the Station District.
- Providing quick and easy interchange between modes and City.

Provides multiple routes through, into & from the Station with:
- Multiple entrances provide network of routes.
- Embedded capacity for future growth.
- Flexibility for expansion.

Entrances provide easy access to, from and between:
- Station components.
- The City Centre.
- South Bank.
- Water space.

Intermodal Links

Leeds Integrated Station Master Plan: Cycle Links | Stage 04 | October 2017

Leeds Integrated Station Master Plan: Interchange | Stage 04 | October 2017

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- South Bank.
- Water space.
The existing West Overbridge & recently completed Southern Entrance:
• the east, west and central overbridges are about a holistic solution, so the existing western bridge has been retained to provide flexibility and choice for all users as part of a holistic solution.
• adapted to provide greater future capacity.

The Integrated Station will:
• adapt over time to smarter ticketing.
• adopt interactive journey planning.
• enable faster digital travel and visitor information updates.

Genuinely ‘open to all’ Station will:
• encourage people into the Station.
• reinforce community interaction.
• promote greater use of public transport.

Provides capacity for more passengers:
• through detailed pedestrian modelling which supports Masterplan arrangements and allow for the anticipated growth in passenger numbers.
• demonstrating adequate space within the circulation and concourse areas.

The new common concourse:
• provides direct links with high speed rail platforms.
• redefines the access to all existing platforms.
• provides new waiting areas.
• enhances kiosk food & beverage offerings.
• enhances passenger facilities & experiences.

The common concourse:
• provides clear views across the Station.
• aids easy wayfinding.
• connects passengers with the next part of their journey.
• relaxes and de-stresses the travel experience.
• reinforces the ease and simplicity of public transport.
• galvanises modal shift.
• provides an Integrated Station which is fully connected.

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• galvanises modal shift.
• provides an Integrated Station which is fully connected.
The design actively promotes the concept of an “open Station” by:
• ensuring ticket barriers will not impede the movement of people across the Integrated Station.
• creating a single Integrated Station that is easy to understand and navigate.

Sense of pride, respect and shared ownership will:
• further enhance the quality of life.
• help reduce vandalism, litter and anti-social behaviour.

The Masterplan will bring together the full-range of travel options to:
• aid easy wayfinding.
• provide better access to information.
• allow seamless journey planning and ticketing.
• increase willingness to use public transport.
• permit adoption of public transport for every journey, from evening city visits and daily commuting to incidental and ad-hoc travel.

Transforming the Leeds Station experience by:
• removing taxis and buses from New Station Street.
• modifying its northeast edge.
• redefining Bishopgate Street.
• creating a new vibrant northern entrance.
• including strong inclusive access.

Entrances have a natural hierarchy:
• grand frontages and urban spaces for visitors.
• sneaky routes for fast moving commuters.

At Bishopgate, a new area of public realm is proposed to visually open the station entrance and provide a welcoming area buttressing of Leeds Station. This entrance will provide step-free access, with a large stepped terrace feature serving to link the upper and lower plazas. Ramps provide access to the terraces from the City Square entrance to the plaza. Passenger lifts provide an accessible route from the taxi rank and Neville Street to the upper plaza and station entrance.
New Neville Street thoroughfare:
• underpins the commitment to people, rather than vehicles,
• provides direct access to stairs, escalators and lifts at key points,
• provides simple and direct access to all levels,
• prioritises & encourages walking & cycling.

Pedestrianised Neville Street:
• part of a package of highway improvement,
• reduces private car traffic into Neville Street,
• creates safe, convenient and comfortable north-south pedestrian thermal link,
• makes it easier to walk across the Station District,
• retains public transport only traffic across Victoria Road Bridge,
• connects City bus services with a wider network,
• allows potential for new services into Holbeck,
• connects City bus services with a wider network,
• retains public transport only traffic across Victoria Road Bridge,
• makes it easier to walk across the Station District,
• connects the City bus services with a wider network,
• links new pedestrian routes create strong pedestrian thoroughfare.

Reconnects the City:
• establishes new pedestrian routes to create strong connections across the City,
• integrates with existing pathways,
• creates a clear network that links new and existing features,
• provides networks for movement on multiple levels,
• creates a platform to encourage modal shift and interchange,
• creates a shared open space that integrates the Dark Arches to create a unique and 'distinctly Leeds' Integrated Station.

Pedestrian Links
Activating the Dark Arches

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Implementation

The Integrated Station and Masterplan concept is an ambitious and holistic proposition that exploits significant commercial development to generate maximum economic benefits and capital value to help fund this investment opportunity.

In delivering an array of new jobs, homes, business and investment opportunities, the Masterplan will stimulate over 300,000 square metres of new contemporary space in which to work, live, rest and play.

The concept therefore establishes a strong proposition around how significant value generated by development opportunities can offset the infrastructure investment challenges to unpin the affordability of the Integrated Station and Masterplan.

Phasing

The Integrated station proposal comprises three primary components:

- Existing Station
- High Speed Rail element
- Surrounding streets and urban realm

Within each component is the opportunity to form independent and interdependent projects of varying sizes and complexities.

The high speed rail element forms part of a national investment with a delivery programme influenced by matters outside the Integrated Station influence. To this end, the strategic delivery programme has been assembled around HS2 Phase 2b commencement in 2023, completing in 2033.

Leeds City Council is progressing a bid for European Capital of Culture in 2023, which will drive a need to accurately determine the physical condition of the City streetscape during that year. Allowance has therefore been made within the overall strategic delivery programme for these events.

Dates listed are indicative and subject to funding, finance, powers, consents and market conditions.

Zone 0: 2017 - 2023
Comprises enabling works, outside of the study scope, to decant traffic from Neville Street and the installation of new river crossings as temporary or permanent diversions of pedestrians and cyclists to allow the installation of HS2. Off-site highways alterations and preparations are also to be undertaken along with relocating buses and taxis from New Station Street.

Zone 1: 2021 - 2023
Includes the repurposing of New Station Street and Bishopgate Street to create the new Bishopgate Square entrance with stronger connection with City Square and Trinity.

Zone 2: 2022 - 2025
2A includes highways and public realm works to Prisoner Square, the existing car parks, commercial over-side development along with works to the West Overbridge.
2B includes fluvio-tertiary redevelopment*, a new river road, crossing and new multi-storey car park near Whiteway Bridge.

Zone 3: 2023 - 2026
3A includes the existing South Concourse with adjacent retail space and adaptation of the lower floors of City House including the new mezzanine desk and breaking through new openings into the Dark Arches.
3B includes the conservation works in and around the North Concourse.

Zone 4: 2024 - 2026
Includes the new central overbridge and adaptation of the Dark Arches. Works now will need to be coordinated with track capacity, signalling, platform and other franchise investments.

Zone 5: 2020 - 2026
Includes repurposing Neville Street, streetscape and highways changes and commercial developments* north of the river.

Zone 6-9: 2021 - 2042*
Includes all the works south of the river, phased and sequenced to suit the delivery of HS2 and market demands for commercial developments*.

Urban realm investments will be brought forward sequentially and aligned with commercial pilot development to ensure a holistic and co-ordinated approach to urban planning.

* subject to market conditions

Quite understandably, there remains an affordability challenge into which funding and finance will be drawn to develop a holistic delivery solution.

Land acquisition and investment strategies need to be established on a project-by-project and plot-by-plot basis to provide the granular detail for the commercial appraisal of each opportunity.

Within the development strategy of each plot, the level of participation of the public sector will be key to establishing the scale of financial benefits that can be drawn into the public purse.

The overall scale of investment is aligned with the scale of the ambition and challenge and is comparable to other similar station investment programmes.

The overall masterplan strategy is part of a long-term growth agenda for the City and City Region. There are a number of aspects of the Integrated Station that can be initiated immediately for design development with some early delivery and enabling works that will allow the City and Station to be NPR and HS2 ready.

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32. set out to the right.

33. of the Station and steps that will take place in addition are requirements in a harmonious way. The component parts communities to ensure that the plans respond to the City's funding and financing plans for the masterplan. This will include more focussed collaboration on the delivery, cross agency working will continue to drive the Station phases of delivery for the Station, collaboration and

34. whilst different bodies will be responsible for different projects.

35. the scope, nature and context of the individual consultations and surveys must now be undertaken to Considerable further design development, investigations, now take place to move the Station vision towards development.

36. vision and clear proposition for how the Integrated Station should be delivered to generate best value.

37. Leeds Integrated Station Masterplan

38. In July 2017, Government confirmed its support for Phase 2 and confirmed the preferred route for the full Y network – the Eastern Leg to Leeds and the Western Leg to Manchester. This enables preparations for the third HS2 hybrid bill, which is intended to be deposited in Parliament in 2019 and enables construction to commence in 2022 with two services to Leeds and Manchester commencing in winter 2018.

39. that the Integrated Station and an enabling works programme provides the City the infrastructure necessary to accelerate housing and commercial growth.

40. The Study outputs demonstrate a shared vision and clear proposition for how the Integrated Station should be delivered to generate best value. To build on this, and continue to develop the overall concept and individual projects emanating from the Study, a number of activities will now take place to move the Station vision towards delivery.

41. Considerable further design development, investigations, and to secure transformation at the Station in the short term as foundation for the delivery of longer term ambitions.

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