

LEEDS INTEGRATED STATION MASTERPLAN

03 NOVEMBER 2017
CONSULTATION DRAFT

1 Executive Summary

This report is broken down into a number of sections:

- 1) **Executive Summary**
- 2) **Introduction: Drivers for Change**
The economic context and reasons why the Integrated Station and the Masterplan will help the City and City Region achieve its growth ambitions.
- 3) **Context to the Study**
Background to the Study and why the Masterplan was commissioned.
- 4) **Design Aims & Objectives**
The aims and objectives of the Study and the Masterplan.
- 5) **The Masterplan**
Plans and images of the Masterplan explaining the design.
- 6) **Outcomes**
Explanation of how the Masterplan achieves the design objectives.
- 7) **Implementation**
An indicative proposal for the phased implementation of the Masterplan.
- 8) **Next Steps**
How the Masterplan will be taken forward towards delivery, in the context of the Leeds City Region HS2 Growth Strategy.

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.

Leeds Station Bishopgate entrance

Leeds Station Board Membership



The Masterplan is a collaborative strategy, developed and owned by multiple agencies identified on page 3 involved in operating and developing the Integrated Station and surrounding environment, that underpins these shared growth aspirations. The Masterplan, clearly aligned with the National Industrial Strategy, will help drive prosperity, provide access to better jobs and homes, reduce journey times and facilitate greater rail capacity and efficiency.

The Masterplan includes the phased delivery of:

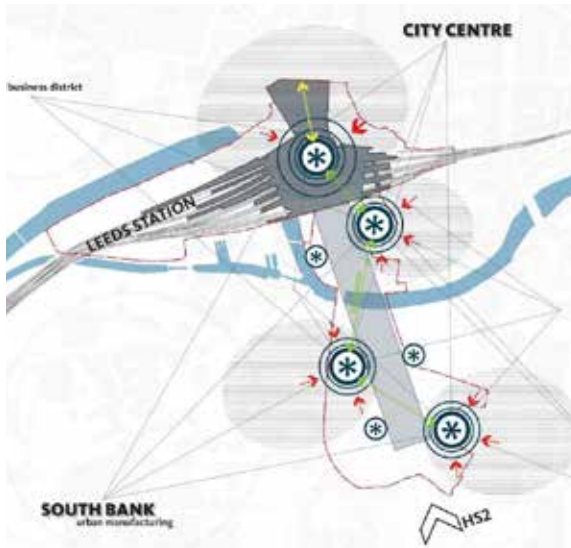
- i) **Station District** – the plans propose the creation of a new district or campus that becomes a new national destination. In the Station District, new high-quality developments and urban realm harmonise seamlessly into the Integrated Station, with entrances and exits strategically located next to and within buildings. It is proposed that the Integrated Station will provide multiple entrances providing high-quality experiences at key gateways. A centre for new commercial, residential and leisure activity, the Integrated Station District includes parts of the South Bank, and the proposals provide for approximately 300,000 square metres of new commercial and retail space within the Station District.



Proposal for Bishopgate Plaza

- ii) **Northern Entrances** – it is proposed that City Square and Bishopgate Street will be transformed and act as principal high quality entrances to the Integrated Station. Both will be predominately pedestrian spaces, with general through traffic removed. New Station Street is to be pedestrianised with existing structures removed to extend the space along to Bishopgate Street. This will create a new piece of major public realm at the front of the Integrated Station, whilst permitting access for taxis and public transport in the immediate environments.
- iii) **South Bank Entrances** – multiple entrances are proposed in the South Bank, with one fronting onto Sovereign Square and the new City Centre Park. A central HS2 entrance is proposed on the South Bank arbour, a new pedestrian route and equivalent in scale to Briggate – linking Temple Works to Leeds Dock, acting as a catalyst for the acceleration of regeneration for the South Bank. A further entrance is proposed at the Southern end of the HS2 arrival, close to the proposed HS2 car park and fronting onto the M621. The recently constructed Leeds Station Southern Entrance will continue to serve its local area.

- iv) **Common Concourse** – this provides a seamless interchange between the new HS2 and the current Station platforms. This new bridge deck, proposed over the current platforms, will provide significantly enhanced passenger circulation capacity to every platform and provide opportunities for 7,000 square metre of leisure and retail uses. The proposed concourse is located centrally in the existing Station, providing access to both sides of the City Centre and all types of rail service. This space will allow the potential for the HS2 roof to be utilised as amenity space – subject to further technical diligence on the deliverability of the proposals.



Masterplan Design Strategy

- v) **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 spaces – providing direct access to various Integrated Station entrances – and new public realm is created at Yorkshire Place and Bishopgate Street.
- vi) **Streets and Urban Context** – multiple points of access are proposed through the Integrated Station, particularly where HS2 arrives into the City, to maximise permeability throughout the Integrated Station and ensure that the Integrated Station is knitted into the City's street scene. It is proposed that the River Aire water space will become a central design feature of the Station District, with investment to provide seamless pedestrian and cycling links across the river, and two new pieces of public realm. A proposed new footbridge from Granary Wharf across the canal will enhance pedestrian routes to Holbeck and Beeston and a new Sovereign Square footbridge will provide direct access to the City Park and New Dock. Both footbridges will also provide critical enabling infrastructure for the construction of HS2.
- vii) **Capacity and Platforms** – more passengers than ever before currently use the Station with further increases planned to continue through new franchises. The Masterplan accommodates additional new and through platforms to meet future demand. The proposals for new platforms adjacent to the current platform 1 include proposed over platform development. The Masterplan also provides passive allowances for future through running of NPR services, and the levels of connectivity improvements proposed in WYCA's rail strategy and Franchise commitments.
- viii) **Roof** – it is proposed that a new roof is designed to reflect the new Integrated Station footprint, but also to provide opportunities for more natural light across the Integrated Station.

- 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 will 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 for a re-provision of the current Station car park, a new car park for HS2 and new cycling hubs within the improved Station District.



Proposal for Yorkshire Place and Neville Street - from Leeds City Council Framework Plan by Arup/Gehl



2 Introduction: Drivers for Change

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 Trans-Pennine 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 to provide improvements 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:

- i) 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.
- ii) 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.
- iii) 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, Craven, Harrogate, Kirklees, Selby and Wakefield.

- iv) 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 2016–2036 vision, wider strategic framework 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 vitality, 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.

The City of Leeds

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 2010-2015 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, innovative manufacturing, and knowledge intensive jobs. The City also has the second highest productivity levels (Gross Value Added per hour worked) of the core cities. Wages are up, with average earnings increasing 6% over 2014-2015. Leeds is a top five UK tourism destination – with over 26 million visitors a year – supported by new investments in the First Direct Arena, Victoria Gate and Trinity Leeds. With a bid to be European Capital of Culture, the breadth of cultural attractions in the City is supporting the City’s growth and vitality. The retail sector is bucking the national trend; and Leeds has moved from fourth to third in the National Retail Ranking as the best place to shop in the UK.

Leeds is currently enjoying the highest levels of new property investment since 2008, with new office, retail, leisure, residential, science and innovation developments under construction. With its nationally significant technology and manufacturing base, a series of forecasts now predict that Leeds will outperform the national economy over the next 20 years, increasing its output by an extra £9 billion annually (growth of 50%) and create an



Leeds City Station looking South towards Holbeck

extra 68,000 jobs. However, a number of challenges persist in tackling deprivation and overall productivity challenges in the City.

As a core City, the economic performance of Leeds will have a material impact on the national economic output and delivery of the ambitions contained within the Industrial Strategy.

The draft Leeds Inclusive Growth Strategy sets twelve actions that will create underlying conditions for inclusive growth. This emphasises the importance of investments in 21st century infrastructure to leverage investment, how strengthening transport links will enable access to jobs, our priority in promoting Leeds and Yorkshire, and ambitions to double the size of Leeds City Centre.

The Integrated Station is central to the City’s inclusive growth plans. The Station has not had the levels of investment as seen in other locations and it does not provide a befitting gateway to the city that reflects its role as the busiest rail station in the North of England and at the centre of the country’s rail network. There is major potential for its redevelopment to help to reshape the city’s economy.

South Bank, Leeds

The Integrated Station, with its extension to include HS2, adjoins South Bank, Leeds. The South Bank – at over 200 hectares (equivalent to over 300 football pitches in size) – is one of the largest City Centre regeneration schemes in Europe. Forecast to deliver over 35,000 jobs

and at least 8,000 homes, the proposals will double the size of Leeds City Centre and importantly the City Centre economy; tripling the completion rates for new housing in the City Centre and doubling the delivery of commercial development in the City Centre.

The extension of the Integrated Station in South Bank with HS2’s arrival will be a significant catalyst for transformational growth, helping the City to attract new investment. The City has collaboratively developed the South Bank Regeneration Framework to guide the future of the area, including the delivery of an enhanced Integrated Station to include HS2. Through the Leeds City Region HS2 Growth Strategy, the City has set out a package of infrastructure proposals to get HS2 ready – ensuring that works can start now to secure the benefit of HS2 in a harmonious way.

A world class vision for the Integrated Station can help to transform the area, and support the delivery of a new international destination. Finalising an integrated plan now will help to unlock and maximise potential whilst critically mitigating the risk of blight and minimising any construction impact on the City.



The Tetley; a heritage landmark in South Bank, Leeds

Transport for the North

Transport for the North (TfN) is the organisation formed to transform the transport system across the North of England, with a clear ambitious vision for how transport can support transformational economic growth across the North, creating a Northern Powerhouse. The Northern Powerhouse encompasses 7.2 million jobs, and a £290 billion annual economy. If the North was a separate country it would be the world’s 21st largest economy.

TfN has a clear remit focused on movement between cities and key economic centres to support a more productive and integrated Northern economy.

Seeking to devolve transport investment control from Westminster, TfN with its Partners, is developing a Strategic Transport Plan (STP) and long term Investment Programme (IP) which sets out the compelling case for change to transform economic performance up to 2050. Understanding the future travel needs of a transformed North of England is critical to understanding where improved connectivity and infrastructure investment is needed to support the levels of economic growth of the Northern Powerhouse. A study of future demand scenarios, carried out by TfN, working with the Department for Transport and partners, found that total demand for rail travel is expected to be up to 4 times higher than today by 2050. It also found that the strongest growth in rail demand is between City regions and, in a more connected and integrated North, the rail demand between City Regions could be up to 8 times higher than today by 2050.

Northern Powerhouse Rail is a major strategic rail programme, designed to transform the Northern economy to meet the needs of people and business. It will transform connectivity between the key economic centres of the North. By delivering NPR, more than 40% of businesses identified as having the North’s prime capabilities would be within 90-minute rail travel of four or more of the North’s largest economic centres, compared with only 12% today.

The Masterplan will provide provision for NPR to come to fruition in Leeds, in a complementary manner to other investments, and provide a valuable platform to help the Northern Powerhouse fulfil its economic potential.

East-West Rail Links and Leeds City Region

The upgrade of the existing Trans-Pennine routes between Leeds City Region and Greater Manchester will provide significant improvements in capacity and journey times.

It is essential that the planned Trans-Pennine Route Upgrade scheme is delivered in full. This will benefit all of Leeds City Region, and in particular strengthen the position of Huddersfield and Dewsbury as places from where both the Leeds and Manchester labour markets can be accessed.

There is also a strong case for upgrading the Calder Valley Line, which links Leeds with Bradford, Halifax and Greater Manchester.

Whilst these are important projects, a step change in rail capacity and connectivity is needed across the North, and this can only be provided through a new line. West Yorkshire Combined Authority’s position is that there is a compelling economic case for a NPR station in Leeds, York and Bradford City Centres.

Bradford is an important UK city, with a young and fast growing population. Leeds and Bradford combined are larger than Birmingham with 1.3 million people, over 600,000 jobs, and £30.8 billion annual economic output. The number of people commuting between the two cities is already the largest between any two major UK cities, and also the youngest in terms of its age profile.



City Park, Bradford

Network Rail

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 to improve the environment of the Station.

Additionally, Network Rail and local stakeholders have a shared ambition to enhance the impression the Station provides as the gateway to Leeds and the region, befitting of its status as an important piece of national infrastructure.

However, it is important to eliminate any uncertainties around future investments and ensure that any investment plans for the Station are complementary to medium and long-term investments so that enhancements can commence in the short term through a phased delivery plan.

High Speed Rail

At a national level, the strategic ambition to generate a new high speed modern transport system – HS2 – has developed a once-in-a-lifetime opportunity to step-change the UK’s national transport infrastructure. As a catalyst for growth across Britain “HS2 will have a transformational effect on journey times, with journeys between Leeds and Birmingham taking just 49 minutes, compared to 1 hour 58 minutes currently, and between Leeds and London taking 1 hour 21 minutes, compared to 2 hours 11 minutes currently”.

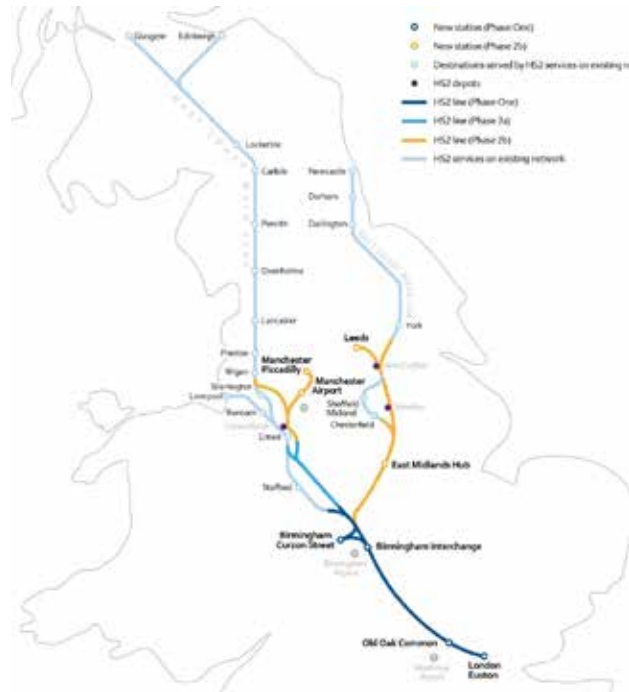
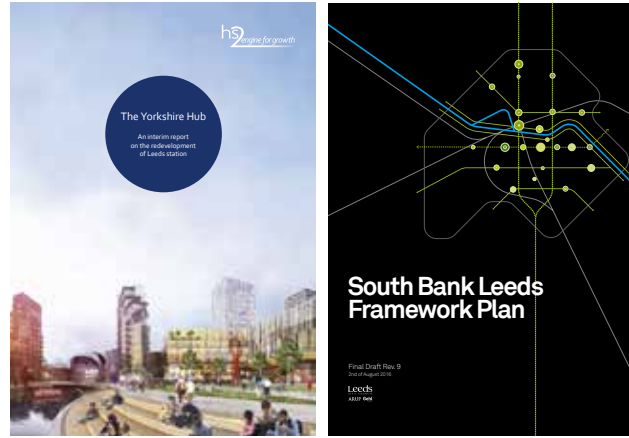
This national investment has identified Leeds as a critical hub through which Yorkshire, Humberside and the Northeast of the UK can be accessed. The investment will deliver HS2 into Leeds bringing with it many engineering and urban planning challenges, but also the clear opportunity to step-change the City’s and region’s trajectory for growth. Ensuring seamless integration between the current Station, and its extension to include HS2, is essential.

HS2 has now commissioned its Phase 2b consultant team, Arup+, to develop a hybrid Bill design for the HS2 Station and associated works. In close partnership with LCC, WYCA, TfN, DfT, Network Rail and the Chamber of Commerce, HS2 will develop its components of the Integrated Station following the guidance and directions established within the Masterplan.

The Combined Opportunity

Bringing together these driving forces, the Integrated Station therefore lies at the heart of a truly once-in-a-lifetime transformational investment opportunity to:

- drive the City’s, region’s and nation’s economic growth.
- dramatically update our transport network.
- energise growth and prosperity across the City and Region.
- rethink and repurpose our City’s infrastructure and function.
- better connect people, jobs, wealth, communities and businesses.
- transform the existing Station through a phased delivery plan.
- facilitate and capitalise on the arrival of HS2.
- accelerate and intensify South Bank development, one of the largest regeneration opportunities in Europe.
- provide clarity and certainty on all of the component parts of the Integrated Station, allowing progress to be made in a harmonious manner.
- facilitate the inclusion of Leeds as a hub station in the NPR programme, allowing Leeds to be better connected with the rest of the North and enhancing potential for economic growth.



HS2 Northern route

3 Context to the Study

A primary hub in the UK’s rail network, Leeds Station is recognised as a driving force behind the regional economy. Until now, there has been no single shared vision of how the Station might be augmented, adapted and redeveloped to meet HS2 and growing demands for other efficient, sustainable, reliable and faster transport systems.

The Masterplan provides a programme-level *blueprint* for the creation of a new world-class and distinctive Integrated Station, in which Network Rail and HS2 can harmoniously develop detailed designs and delivery proposals for their respective components of the Integrated Station.

Yorkshire Hub Report

In response to HS2’s original proposal for a Leeds HS2 Station which was 500 metres away from the existing Station, Leeds City Council and partners including the Leeds Chamber of Commerce contended that the City and City Region deserved better. The Council worked closely with Sir David Higgins and HS2 Ltd to review the Leeds proposals, with the Council chairing a Station Board that oversaw multi-agency work to undertake this work.

In late 2014, Sir David Higgins and the then Prime Minister launched in Leeds Civic Hall, Sir David’s Rebalancing Britain Report, recommending there should be an integrated Leeds Station. He recommended that “further work by HS2 Ltd, Network Rail, and above all Leeds City Council” should be undertaken to find the right transport solution in line with the City’s vision. The report also recommended that HS2 should be integrated into a national transport strategy which should include a fast East-West rail link across the North.

In November 2015, HS2 published Sir David Higgins’ 2015 ‘Yorkshire Hub’ report. This interim report explored ideas around changing the HS2 Station position to ensure it has a much more direct and tangible connection with the existing Station and the City of Leeds.

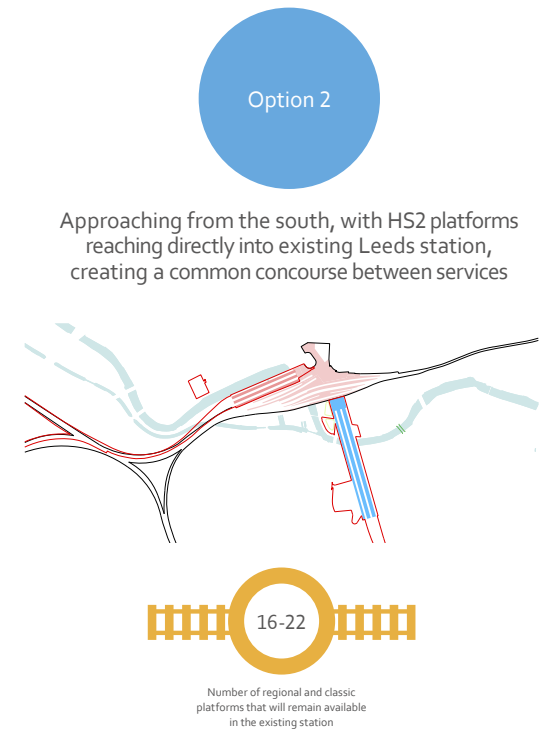
The report recommends a ‘T’ form Station as a balanced and informed arrangement capturing the best possible outcomes from the wide-ranging effects of High Speed Rail and offering the most efficient interchange opportunities to benefit the City and City Region.

The report recognises the vast technical, engineering and urban planning challenges of the ‘T’ form providing the clear direction that a more in-depth Study be commissioned to explore how a fully Integrated Station might:

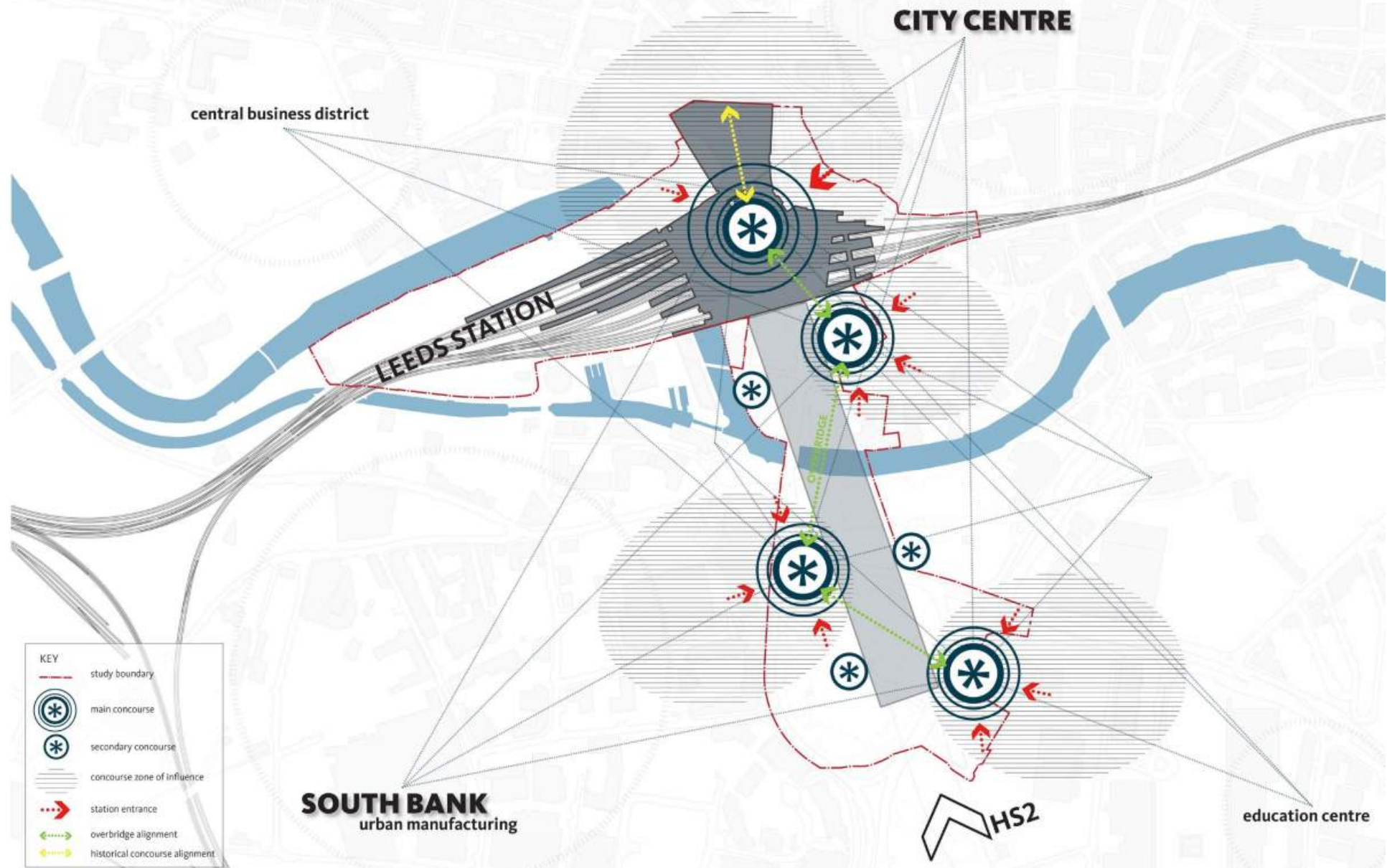
- Be arranged and delivered.
- Overcome the many challenges of the setting.
- Generate wider economic growth.
- Support associated investment programmes, initiatives and strategies.

Supported by all stakeholders, including Leeds City Council, the ‘T’ form Station was subsequently incorporated into the South Bank Regeneration Framework Plan. The Framework Plan establishes the outer development environment in which the Integrated Station both supports, and is supported by, a clear vision for a holistic and sustainable pipeline of development.

In this context, the partners commissioned jointly a Leeds Integrated Station Masterplan to develop a world class *blueprint* for the development of an Integrated Station.



Yorkshire Hub report November 2015



4 Design Aims & Objectives

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.

People

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

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 taxi and bus access and discourages private cars.
- Provides capacity for more passengers.

Urban

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

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.

Future platform capacity:

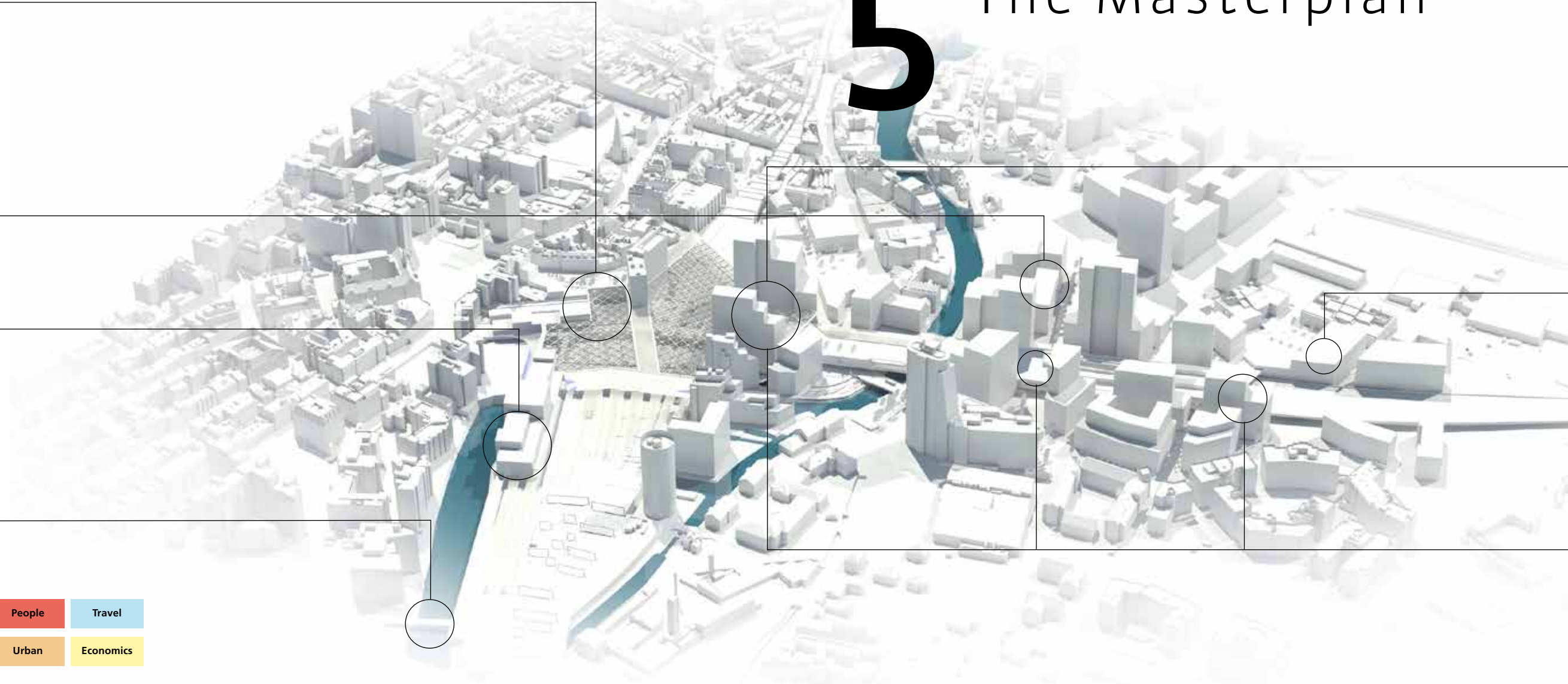
- identified and future implementation reserved on Riverside.
- allows valuable commercial development opportunities and parking on upper levels.
- facilitates the new services proposed in the Yorkshire Rail Network Study and WYCA's rail strategy document in Rail Plan 7.

Whitehall Road facility:

- potential to include new multi-storey car park.
- allows new road crossing over the river providing potential access to the Riverside site.
- is subject to securing mutually agreeable terms for land.



5 The Masterplan



The Northern HS2 entrance forms part of a larger development that in time:

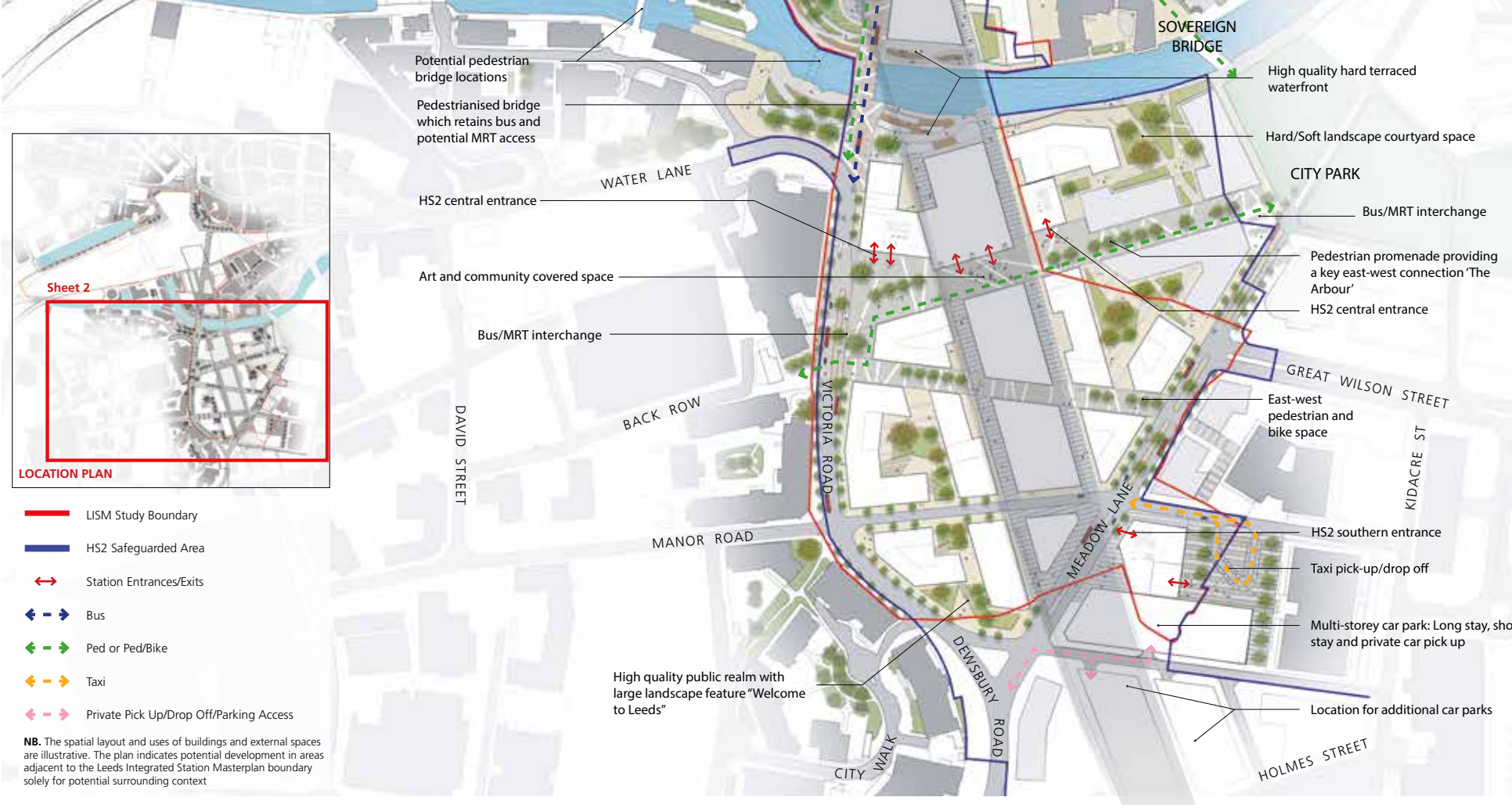
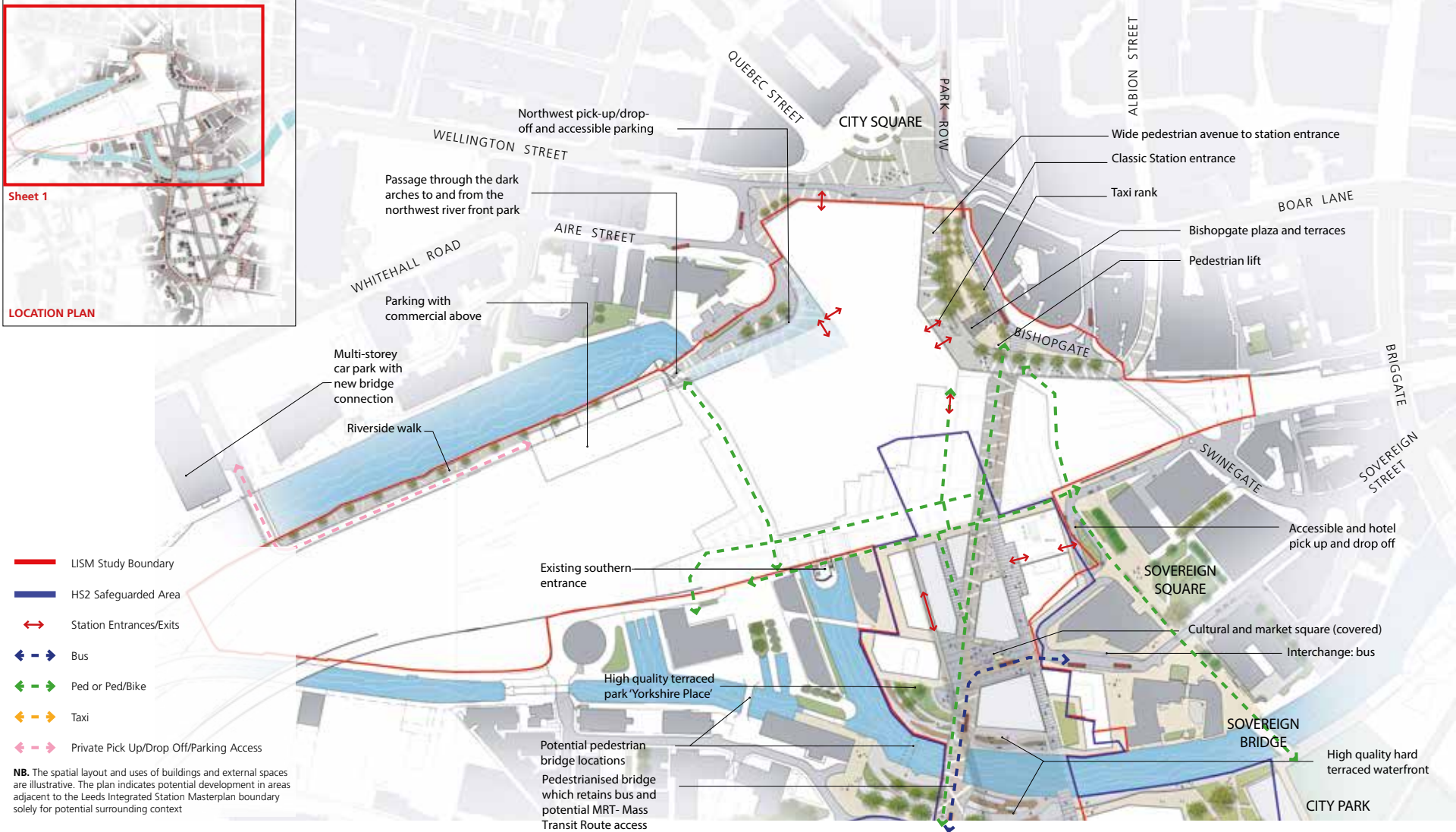
- supports height, and increases scale of development.
- will clearly place the Integrated Station in the centre of the enlarged City core.
- provides a clear symbol of confidence in, and strength of, the City and regional economies.

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.

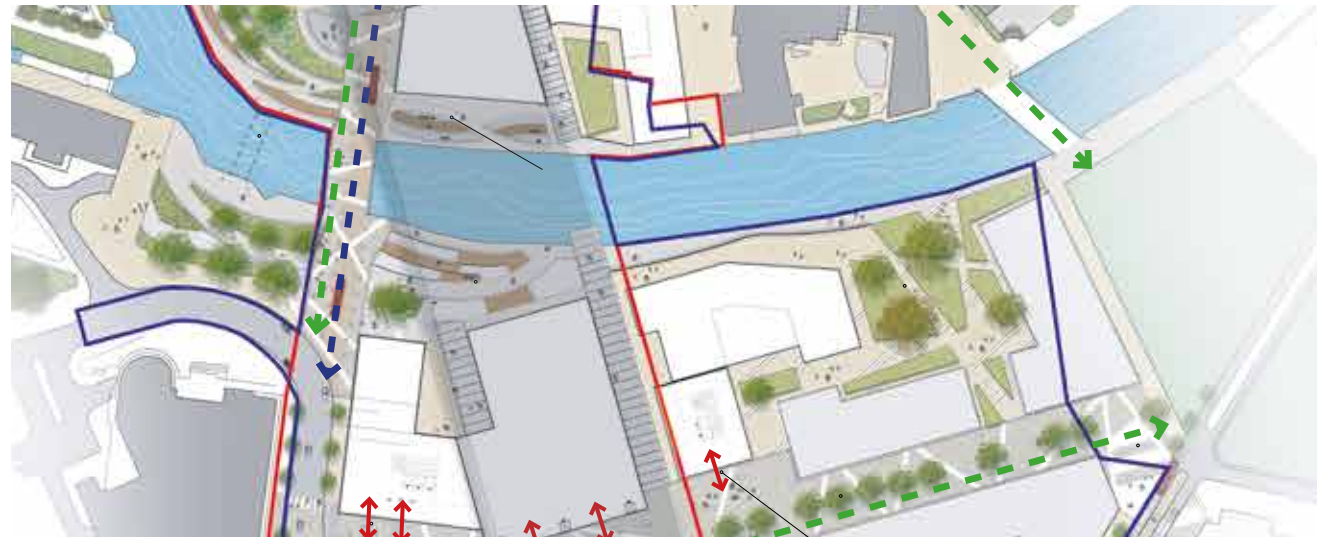
HS2 entrances at the North, centre and South ends of HS2 platforms:

- activates development across the widest possible area.
- aides 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 Beeston and Belle Isle.
- engenders accessible connections with the Station district.
- encourages and activates commercial development.





Neville Street activation



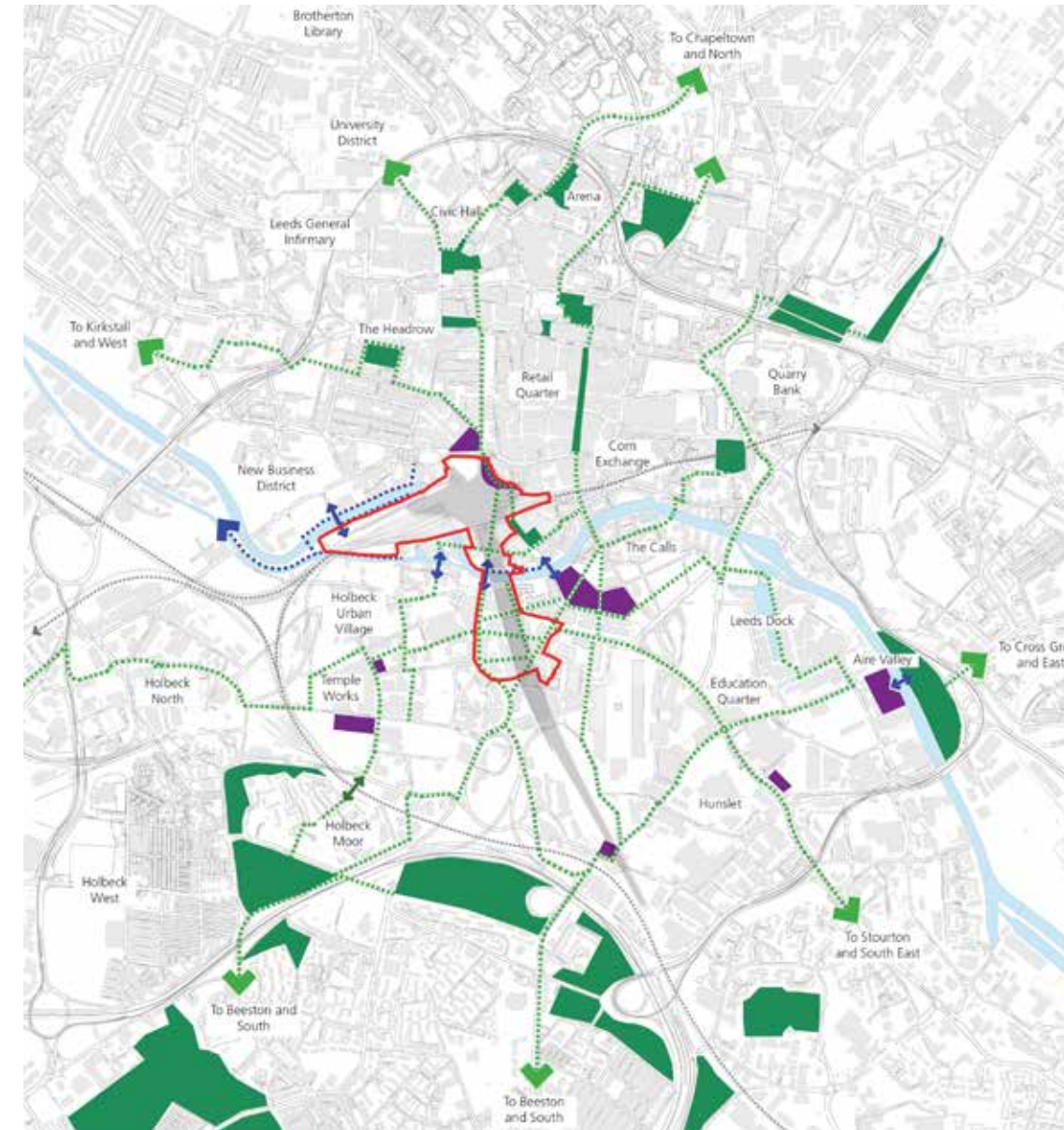
River front activation

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 routes 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.



Wider pedestrian links

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 passageways.

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.



Public realm

People	Travel
Urban	Economics

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.
- includes 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 franchises.
- 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.

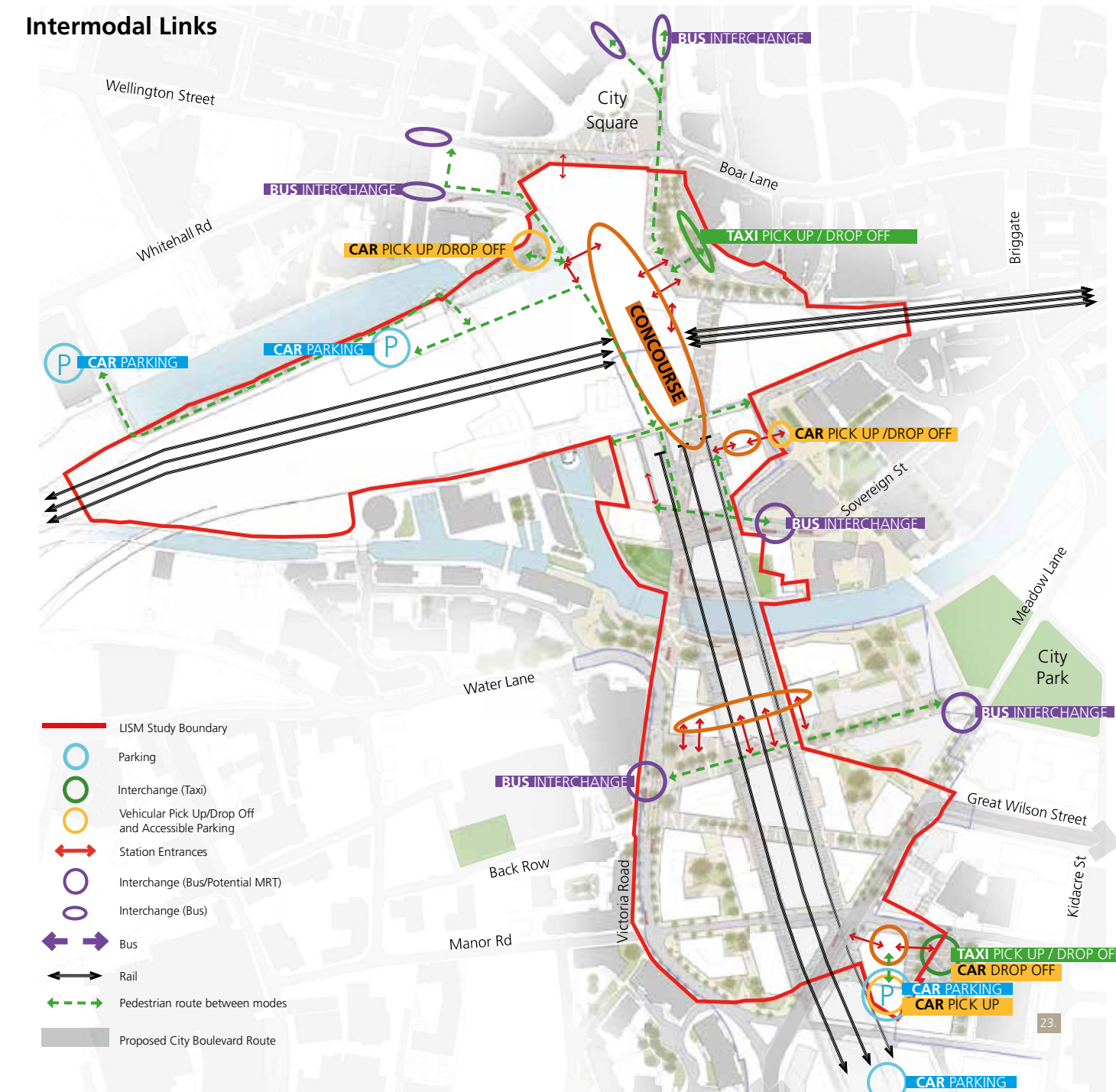
Provides multiple routes through, into & from the Station with:

- 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



People	Travel
Urban	Economics

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 allows 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.

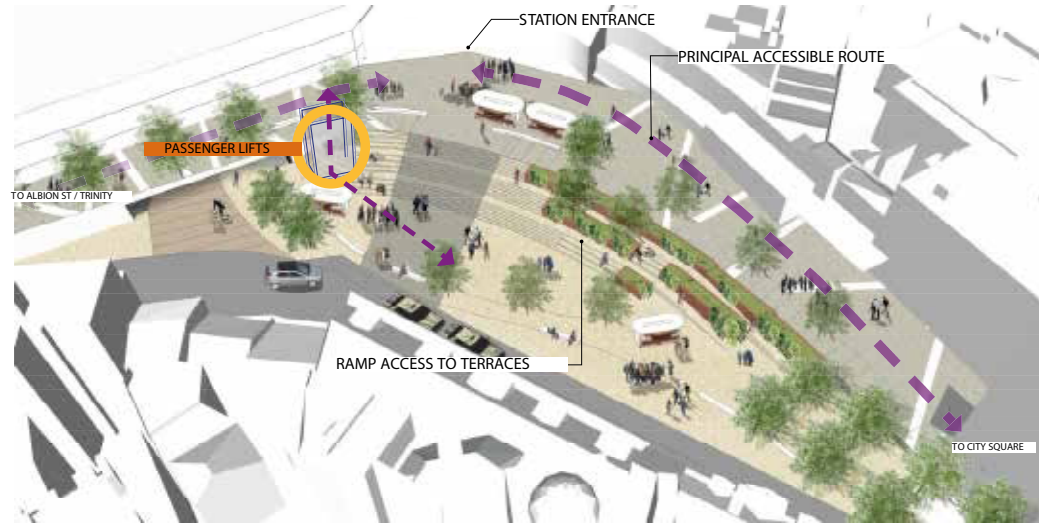
The existing West Overbridge & recently completed Southern Entrance:

- 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.

A strong & purposeful 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.

The common concourse



Bishopgate plaza accessibility

At Bishopgate, a new area of public realm is proposed to visually open the station entrance and provide a welcoming area befitting of Leeds Station. Wide pedestrian routes on New Station Street form the principal 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.

People	Travel
Urban	Economics

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.

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.

Sense of pride, respect and shared ownership will:

- further enhance the quality of life.
- help reduce vandalism, litter and anti-social behaviour.

Bishopgate plaza



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.
- removes private cars from Neville Street.
- creates safe, convenient and comfortable north-south pedestrian thoroughfare.
- 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.

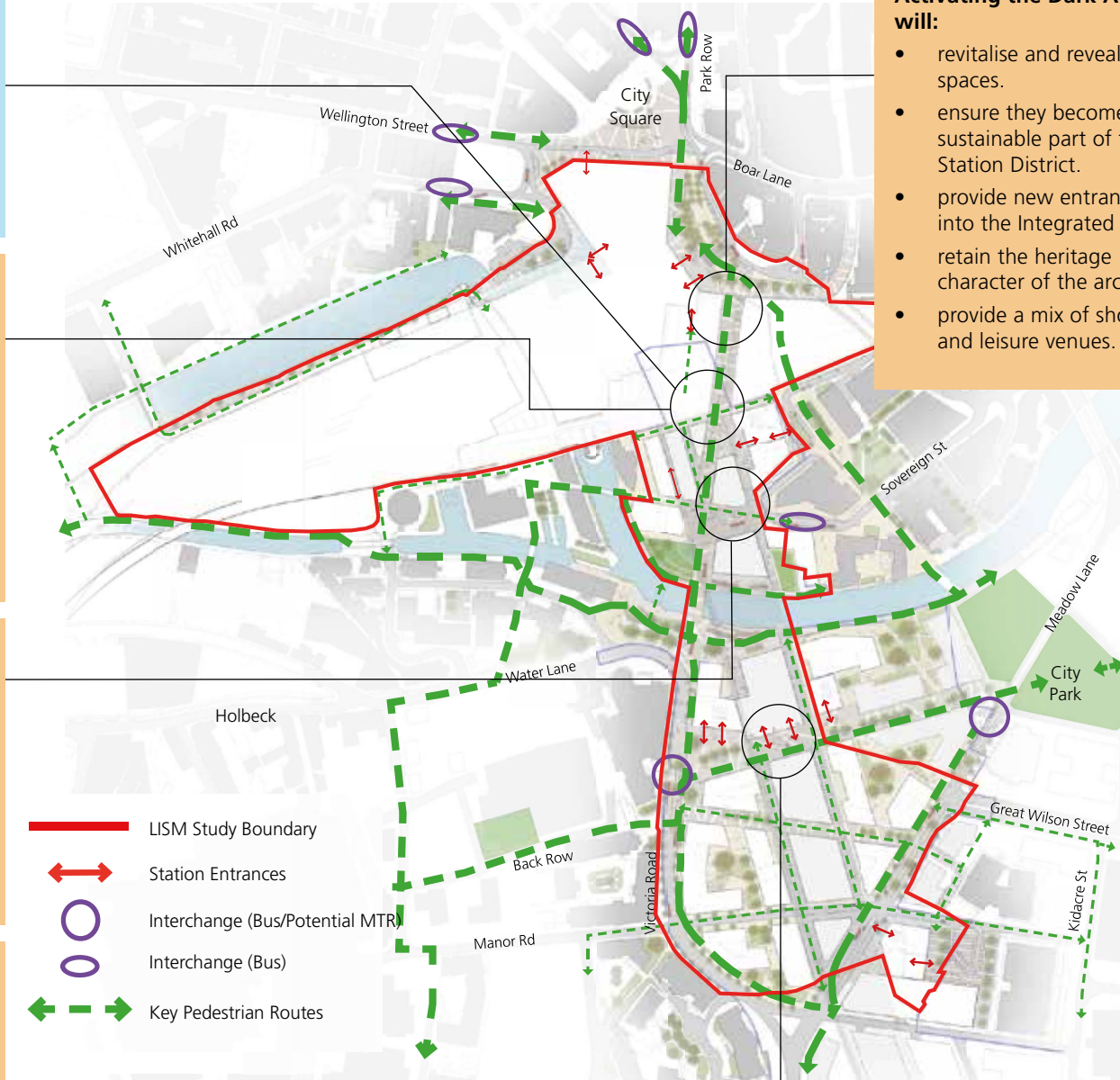
Reconnects the City:

- entrances and new pedestrian routes 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.
- connects ground, platform and common concourse levels.

The Masterplan will activate:

- the east-west Arbour below the midpoint of the HS2 platforms and North South connection.
- key connections between Holbeck, Hunslet and the Station district.

Pedestrian Links



Activating the Dark Arches will:

- revitalise and reveal the spaces.
- ensure they become a key sustainable part of the Station District.
- provide new entrances up into the Integrated Station.
- retain the heritage character of the arches.
- provide a mix of shopping and leisure venues.

6 Outcomes

The Integrated Station vision demonstrates how the two rail environments can be successfully brought together to provide a fully connected and transformational interchange around which commercial development can be initiated to generate capital strength to support the infrastructure investments. Critically, the station environments can be developed via a comprehensive design framework with discreet development phases which can be delivered in advance of HS2.

The Masterplan transforms Neville Street and Bishopgate, creates a shared common concourse, activates the South Bank Arbour, embraces the river and rearticulates the Dark Arches to create a unique and 'distinctly Leeds' Integrated Station.

The Integrated Station concept provides:

- A clear vision and *blueprint* for the transformational development of a truly integrated Station.
- A new Station of multiple entrance and egress points and through routes.
- A creative response to the wide range of contextual, functional and operational demands.
- An innovative response to the South Bank Framework Plan.
- A celebration of High Speed Rail, capitalising upon the opportunity to rethink the existing Station and surrounding district.

- A fully integrated proposition providing a venue for social, business and community interaction, acting as a destination in its own right.
- A design proposition with scale, grandeur and drama befitting the importance of the local and regional economies.
- A balanced response to the key aspiration of creating a transformational, world-class destination and City gateway with the various technical, financial and delivery challenges of adapting this operational campus.
- A commercially and economically sustainable development strategy.
- An intelligent reinvention of surrounding streetscape to reinforce and augment connections north-south and east-west across the City and the South Bank.
- A redevelopment proposition for the actuation and commercialisation of the Dark Arches as a setting to new Station entrances and connected place.
- A platform to encourage modal shift and interchange to create seamless journeys at national, regional and sub-regional levels.
- A new connecting overbridge as a common concourse between the rail interfaces and the various rail and urban spaces and pathways.

Set in the context of the South Bank Framework Plan and the NPR programme, the Masterplan includes the redevelopment of the existing Station, the anticipated footprint of the HS2 Station and viaduct and the surrounding highways, public spaces and development opportunities.

The Study considers a wider context for economic growth and is entirely complementary with, and has been developed alongside, several other significant City and regional investment programmes including, but not limited to, the Leeds City Region HS2 Growth Strategy work streams, Leeds Inclusive Growth Strategy 2017 -2023, Leeds Flood Alleviation Scheme, the NPR programme, Station Capacity works, franchise commitments, SEP and Trans-Pennine Route Upgrade.



Kings Cross Station plaza

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 Princes’ Square, the existing car parks, commercial over-site development along with works to the West Overbridge.

2B includes Riverside redevelopment*, a new river road crossing and new multi-storey car park near Whitehall Road.

Zone 3: 2023 - 2026

3A includes the existing South Concourse with adjacent retail spaces and adaptation of the lower floors of City House including the new mezzanine deck 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 here will need to be coordinated with track capacity, signalling, platform and other franchise investments.

Zone 5: 2029 – 2035*

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 development*.

Urban realm investments will be brought forward sequentially and aligned with commercial plot development to ensure a holistic and coordinated 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.

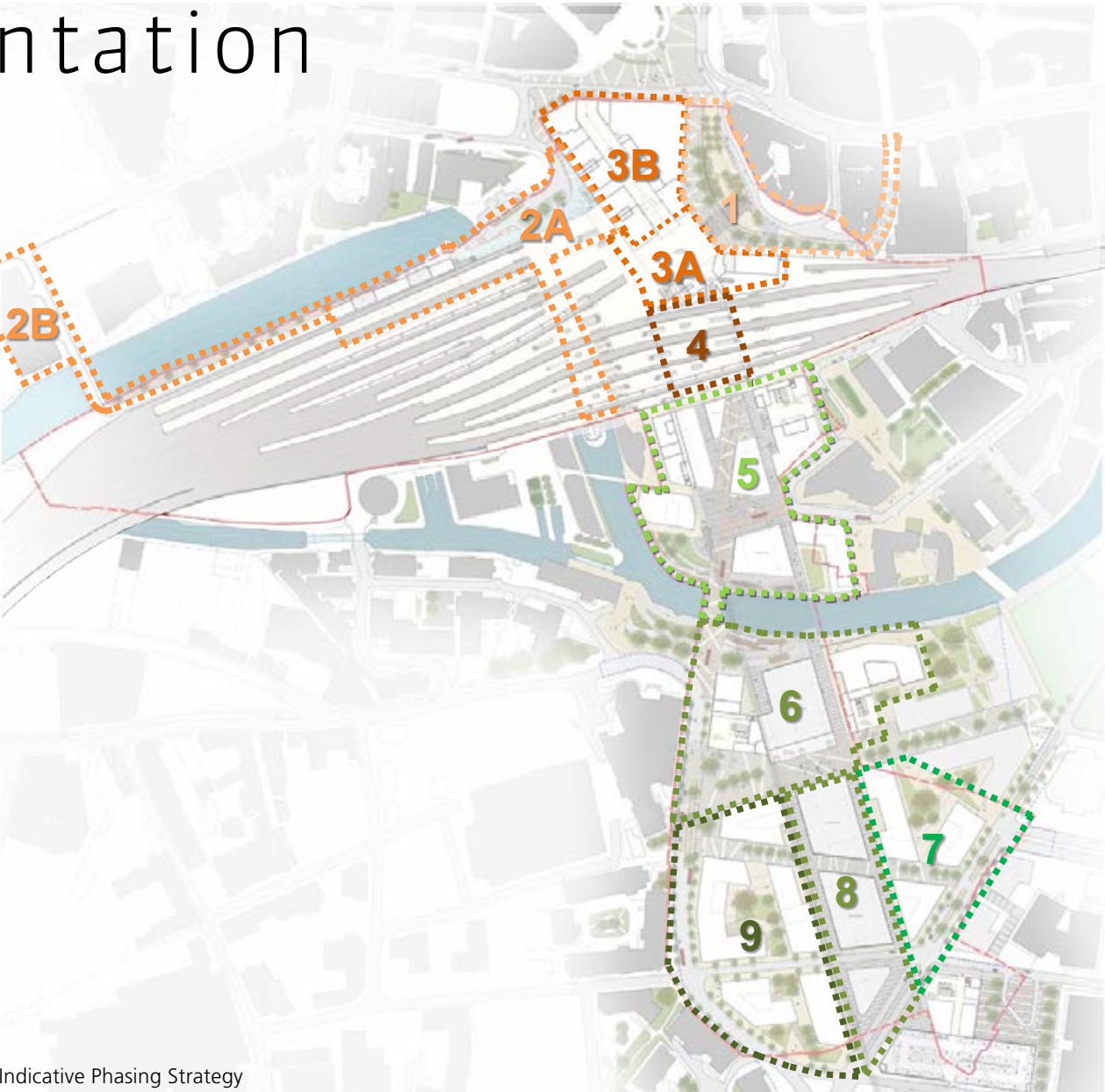
The overall masterplan strategy is part of a long-term growth agenda for the City and City Region. There are a number of aspects of the Integrated Station that can be initiated immediately for design development with some early delivery and enabling works that will allow the City and Station to be NPR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

7 Implementation

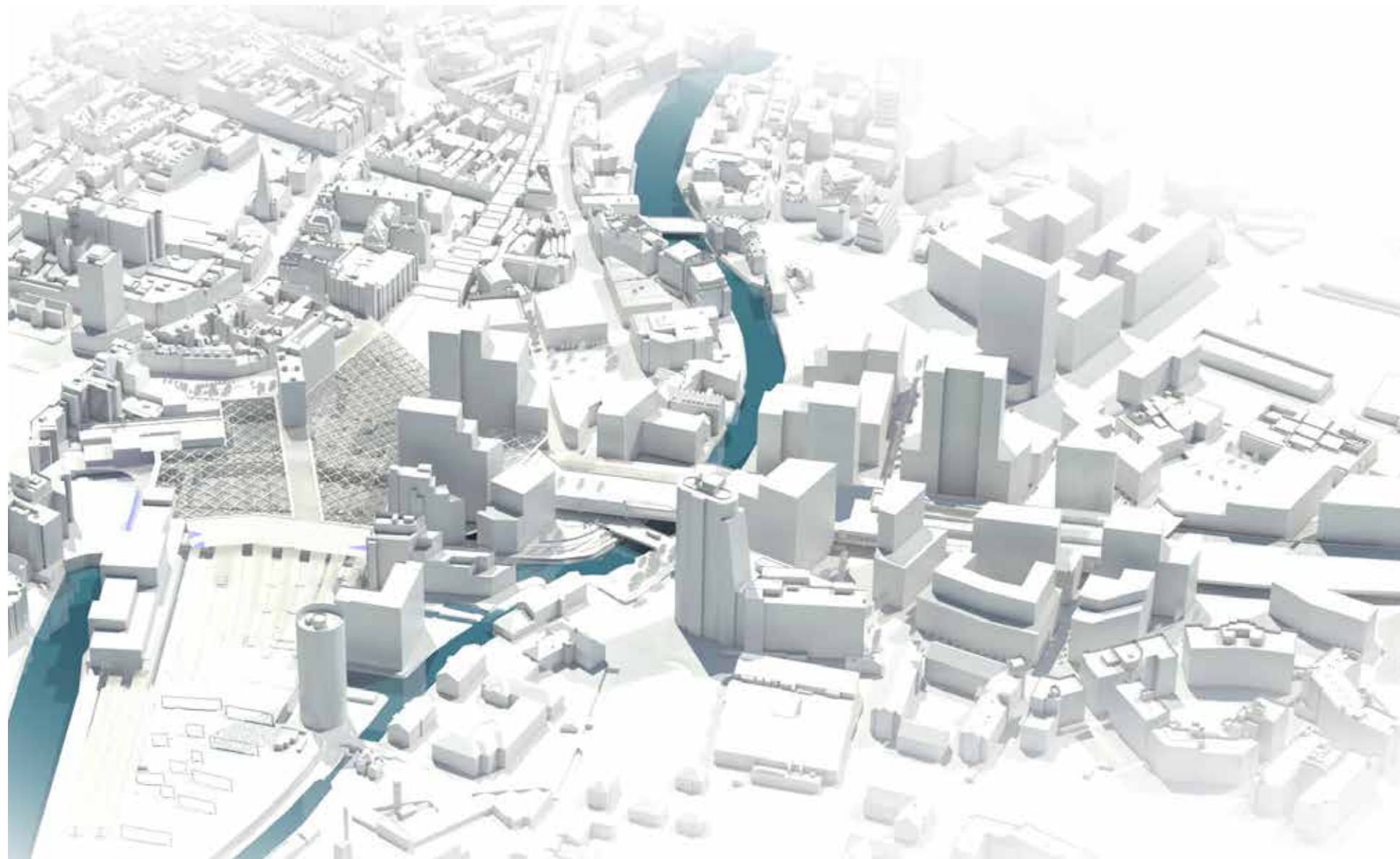
The Integrated Station and Masterplan concept is an ambitious and holistic proposition that exploits significant commercial development to generate maximum economic benefits and capital value to help fund this investment opportunity.

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.



Indicative Phasing Strategy



Leeds Integrated Station Masterplan

8 Next Steps

The masterplan continues the momentum for Leeds Station, following Sir David Higgins’ report of 2015. The Study outputs demonstrates a shared vision and clear proposition for how the Integrated Station should be delivered to generate best value. Now is time to focus on the delivery of the plan, and to secure transformation at the Station in the short term as foundation for the delivery of longer term ambitions. 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.

Considerable further design development, investigations, consultations and surveys must now be undertaken to clarify the scope, nature and context of the individual projects.

Collaboration

Whilst different bodies will be responsible for different phases of delivery for the Station, collaboration and cross agency working will continue to drive the Station towards delivery. All agencies who oversaw the study will continue to collaborate through appropriate governance and delivery team structures. These next stages of work will include more focussed collaboration on the delivery, funding and financing plans for the masterplan. This will include further engagement with City wide partners and communities to ensure that the plans respond to the City’s requirements in a harmonious way. The component parts of the Station and steps that will take place in addition are set out to the right.

High Speed Rail

In July 2017, Government reaffirmed 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 2023 with train services to Leeds and Manchester commencing in 2033.

HS2 has appointed a design team to develop an initial ‘outline’ design for the hybrid bill that will set parameters such as the HS2 boundary, and other strategic design features (including entrance points). Various iterations will emerge for this, leading up to the outline being completed in 2019 as part of Parliamentary and statutory processes.

More detailed work will commence on the hybrid bill design, developed in a harmonious way and incorporating proposals for the current Station, NPR and the City’s South Bank plans.

Existing Station

Now the overall Integrated Station concept has been shaped, the adaptation of the existing Network Rail owned estate needs to be refined though the stages of business case development. This will naturally divide into a series of investment packages, each forming a valuable part of the Integrated Station design framework. This will involve more detailed design as work takes place to further define the early phases of delivery.

Northern Powerhouse Rail Programme

TfN and DfT, working with local partners and delivery partners Network Rail and HS2, will undertake further development work of the corridor and station concepts previously identified as part of the NPR programme with the aim of submitting a Strategic Outline Business Case in winter 2018.

Leeds City Region HS2 Growth Strategy

LCC and WYCA, as the custodians of the public spaces and transport services, have developed a detailed and comprehensive Infrastructure Delivery Plan (IDP) and are developing a city region connectivity study as part of the Leeds City Region HS2 Growth Strategy.

The IDP has identified a considerable range of infrastructure (including, but not limited to public realm, highways, transport and utilities) to ensure that the City remains functional as the Station works take place and provides the City the infrastructure necessary to accelerate housing and commercial growth.

Many of the IDP projects are pre-cursors to establishing the Integrated Station and an enabling works programme needs shaping to understand the programme sequence and wider impacts and effects. The Council will seek to start delivery of this infrastructure at the earliest stages to accelerate growth, following the submission of the Leeds City Region HS2 Growth Strategy.

Further alterations and adaptations, temporary and permanent, will undoubtedly manifest from the 10-year delivery phase of HS2. These activities will require special focus at programme and detail levels to understand the wider impacts and effects.

The Connectivity Study will develop in detail in the next 18 months to further complement development of the NPR programme and seek to drive the regenerative impacts of Leeds Station across major transport hubs and corridors across the City Region.

Consultation

The proposals within this report are contained in the updated South Bank Leeds Regeneration Framework, which will be subject to a further six week public consultation commencing in November 2017. Subject to responses that may be received, it is envisaged that the Integrated Station Masterplan proposals will become formal policy within the framework and will be a material consideration in the Planning process for any proposals that come forward within the Station District.

03 November 2017

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