

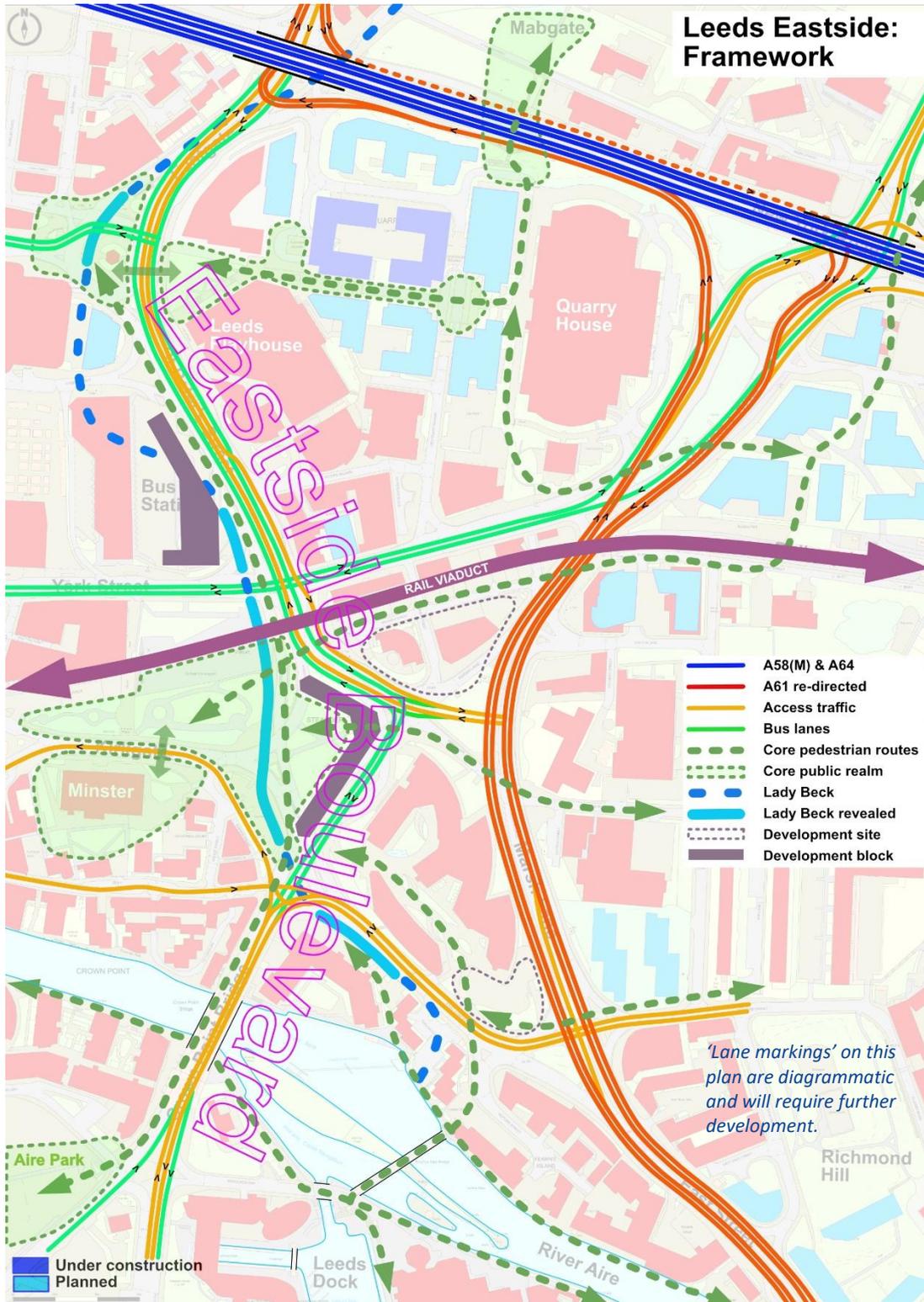
LEEDS EASTSIDE: A New Framework

March 2021



Leeds Civic Trust: Liveable City Competition

In Spring 2020, the Leeds Civic Trust held an open competition seeking ideas as to how the Trust's Transport Vision could help change a key part of the city now dominated by major roads, making it an attractive, green and people friendly place. The area currently provides a poor setting for some of Leeds's most important institutions and attractions. It isolates communities and provides a poor environment for the large new residential schemes being planned in the environs. If the traffic system was simplified to reduce its impact, a lot of land can be released for new green spaces, new sustainable development to repair the urban fabric, better pedestrian/cycle routes and bus priority, as well as other new facilities.



Full details of the competition, the entries received and a summary report can be seen online at www.liveable-leeds.org.uk.

From the submissions, it was possible to draw out several **COMMON THREADS**:

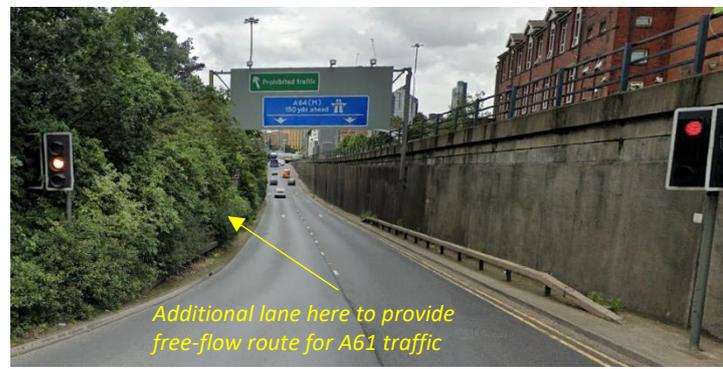
1. downgrade St Peter's Street & Duke Street as a route for private vehicles
2. remove through traffic
3. prioritise walking, cycling and public transport
4. release highway land for development
5. improve the setting of the Minster
6. reveal and enhance Lady Beck
7. link to Aire Park over Crown Point Bridge
8. regenerate and repurpose the Brussels Street railway arches
9. community development.

The diagram alongside summarises a medium term Highways and Development **FRAMEWORK** which would help deliver a new Eastside, building upon suggestions made by competition entrants. Further details of some of the **key initiatives** are overleaf.

A second leaflet sets out four **QUICK WINS** which could be introduced immediately, showing commitment to the creation of a new Eastside.

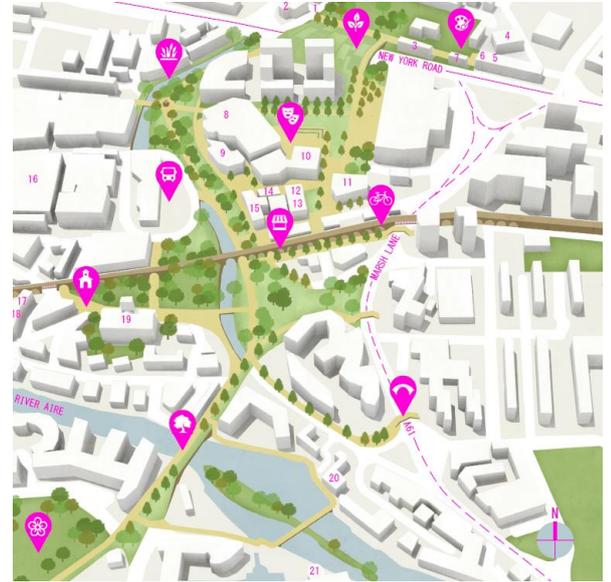
Key Initiative A: re-direct A61 & remove through traffic.

Quick Win A (redesign of Regent Street junction) would close Duke Street and Crown Point Bridge to through traffic but it is acknowledged that works will be required to ensure the route via Marsh Lane/East Street copes with additional traffic. It should be re-configured to be less of a barrier through simpler pedestrian/cycle crossings. An additional lane could be added to the A58(M) westbound between the Marsh Lane entry and the Regent Street exit (by Quarry House - see alongside) to simplify flows on the diverted A61.



Key Initiative B (left): create development plots (Duke Street & Bus Station).

It is appreciated that major interventions will require external funding but there is an opportunity to release surplus road-space for development. The diagram to left is one suggestion as to how to generate development values from land at Duke Street while recreating a denser urban form to enhance the setting of the Minster and provide more attractive walking routes from Richmond Hill to the City Centre. Building above the bus lay-over zone could deliver more plots.



Key Initiative C (above): open up Lady Beck & create an Eastside Boulevard through a series of open spaces.

There are opportunities to reveal the Lady Beck in a number of locations, including Eastgate roundabout, to north & south of the railway viaduct and along East Street. Linked to extensive tree planting, this could be a feature of a natural Boulevard, transforming Eastside to a route focused on pedestrians, cycles & public transport.

Key Initiative D (left): create high quality sustainable travel links to surrounding communities.

These should include a new, wider green bridge to Mabgate, attractive walking/cycling routes east/west through the area and links to Aire Park & Leeds Dock, as well as a north/south route along Eastside Boulevard itself.

There are many options for the delivery of a Framework on the lines illustrated in this pamphlet, mixing exposure of Lady Beck, development plots, public realm and 'green' areas in different proportions (see reports at www.liveable-leeds.co.uk). However, it is considered that there is potential for a transformational scheme which would create a new community focus for Leeds Eastside. Replacement of wide highways by smaller-scale building plots and routes will help integrate the residents of Richmond Hill (existing and new) with the city centre, providing a venue for a wide range of community engagement events.



It is suggested that a statutory Supplementary Planning Document should be prepared for the area but that, in the interim, a simple policy statement should guide development of public realm, buildings, highway networks and other infrastructure.