

# TRANSPORT & PARKING

## VEHICULAR ACCESS AND PARKING

At present the **LEEDS CIVIC QUARTER** is dominated by cars, contrary to the **UDP GOALS** which seek to enhance the settings of historic buildings in Leeds. In order to realise the sites full potential and also to address issues of sustainability, current vehicular access on site must be reappraised.

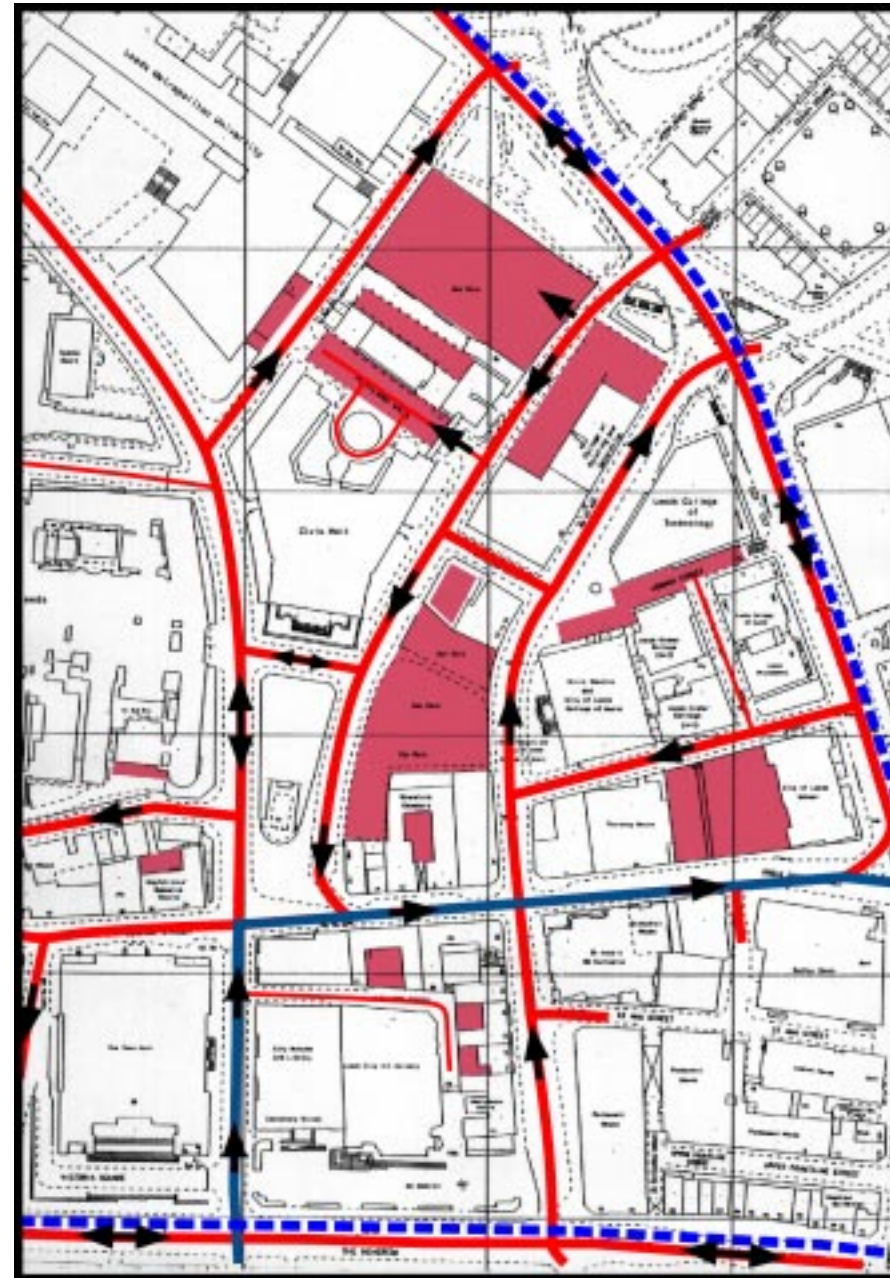
In light of this a number of recommendations are made, chief among these being a comprehensive restructuring of **VEHICLE FLOW** and **PARKING** on site.

### THIS WILL INCLUDE:

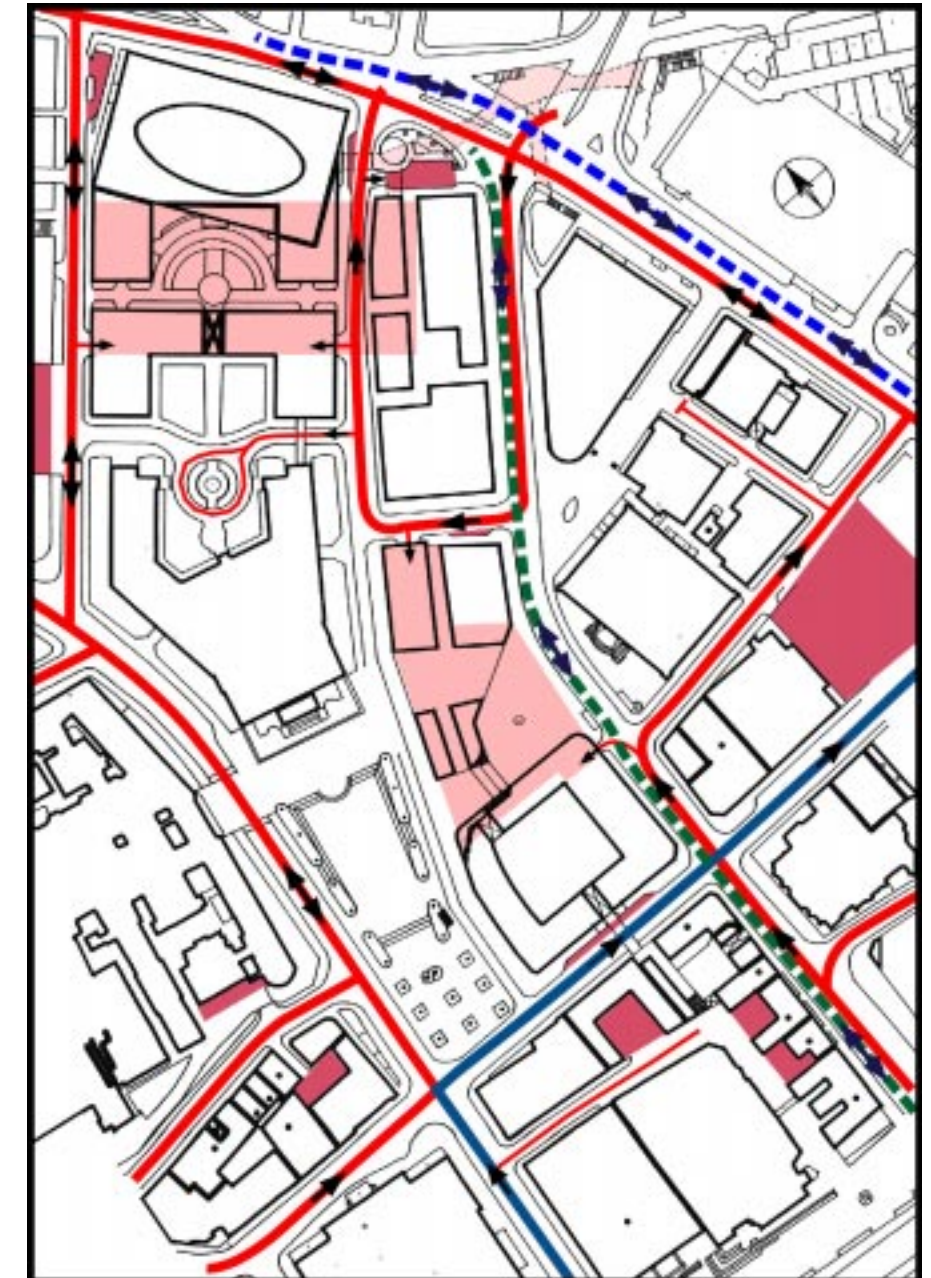
- The widening of **PORTLAND WAY** to allow 2-way traffic to take increased traffic flow generated by road closures elsewhere on site.
- The closure and pedestrianisation of the link road directly in front of **CIVIC HALL**, as well as the lower third of **PORTLAND CRESCENT** to vehicular traffic. This has the immediate benefit of enlarging **MANDELA GARDENS** for use as a major civic space. **PORTLAND CRESCENT** can still be accessed by emergency or maintenance vehicles, and possible use as a cycle route.
- The closure of **COOKRIDGE STREET** to private transport from the junctions of **ROSSINGTON STREET** to **PORTLAND GATE**. The intention is to unify the new developments and spaces on either side as part of a larger whole, whilst still allowing the passage of the Supertram line.
- Two **UNDERGROUND CAR PARKS** replace surface car parking, except for a limited amount of short term commercial access and delivery parking around the site.

**UNDERGROUND PARKING** beside **COOKRIDGE STREET** provides city centre parking with direct access to newly developed retail centres.

The adoption of the traffic proposals will be the quickest and easiest part of the project to implement, with immediate benefits in the quality of life for residents, workers and visitors to the **Civic QUARTER**.



EXISTING

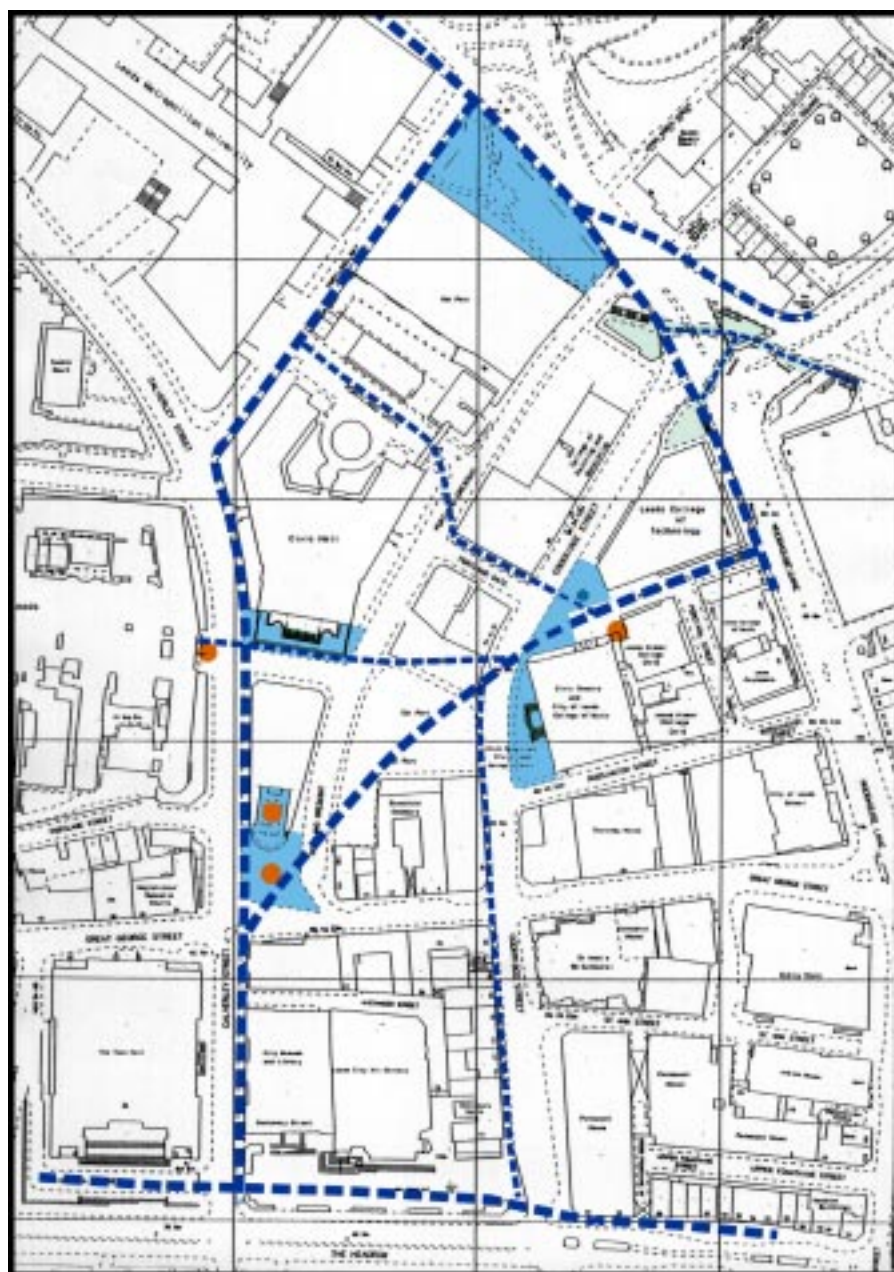


PROPOSED

PRIVATE TRANSPORT  
PUBLIC TRANSPORT  
PROPOSED SUPERTRAM  
CITY CENTRE LOOP ROAD  
SURFACE PARKING  
UNDERGROUND PARKING







**EXISTING**



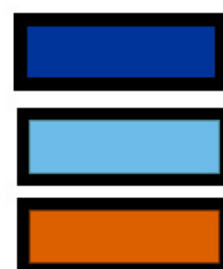
**PROPOSED**

## PEDESTRIAN PATHS AND ZONES

### AIMS

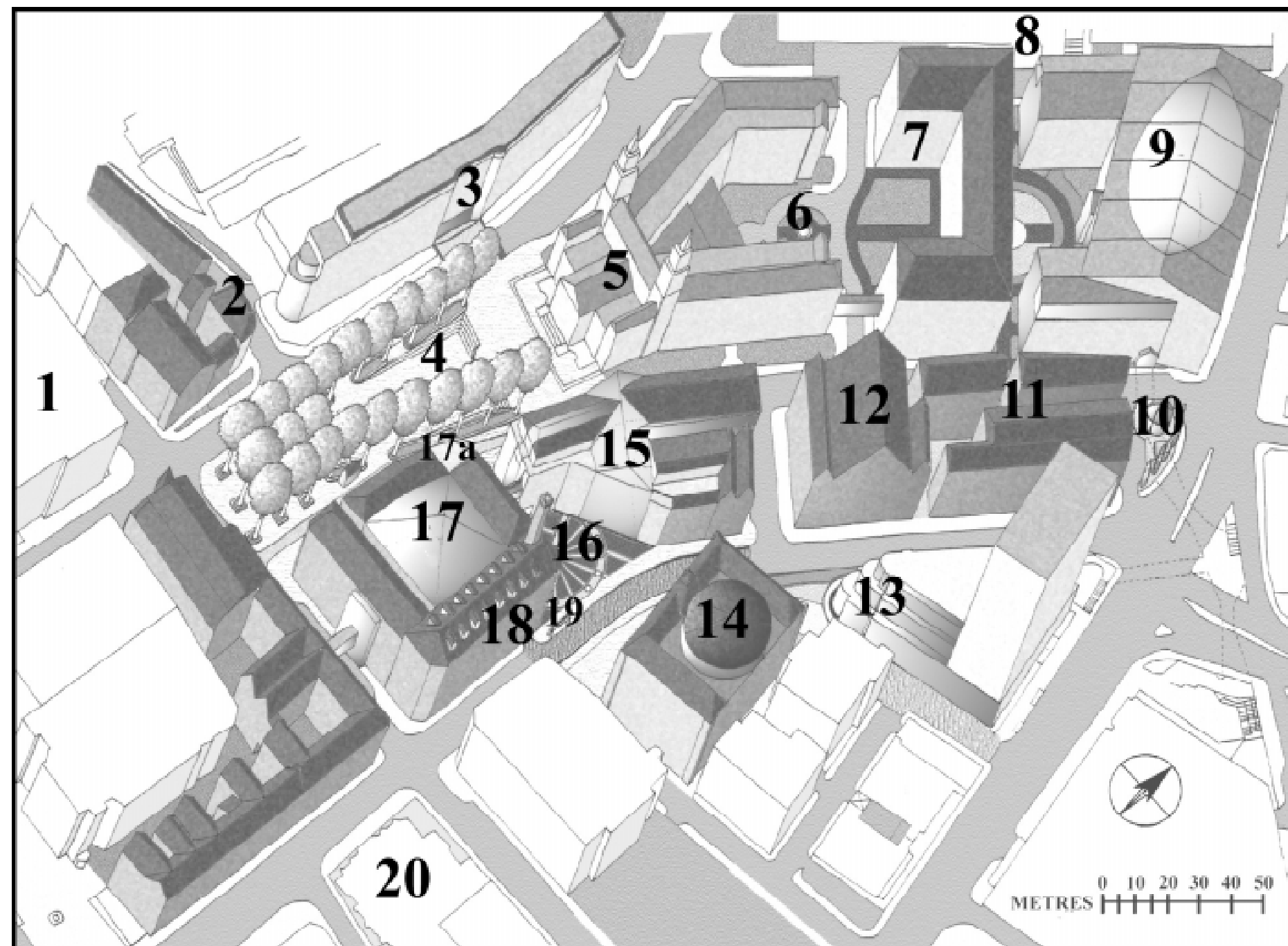
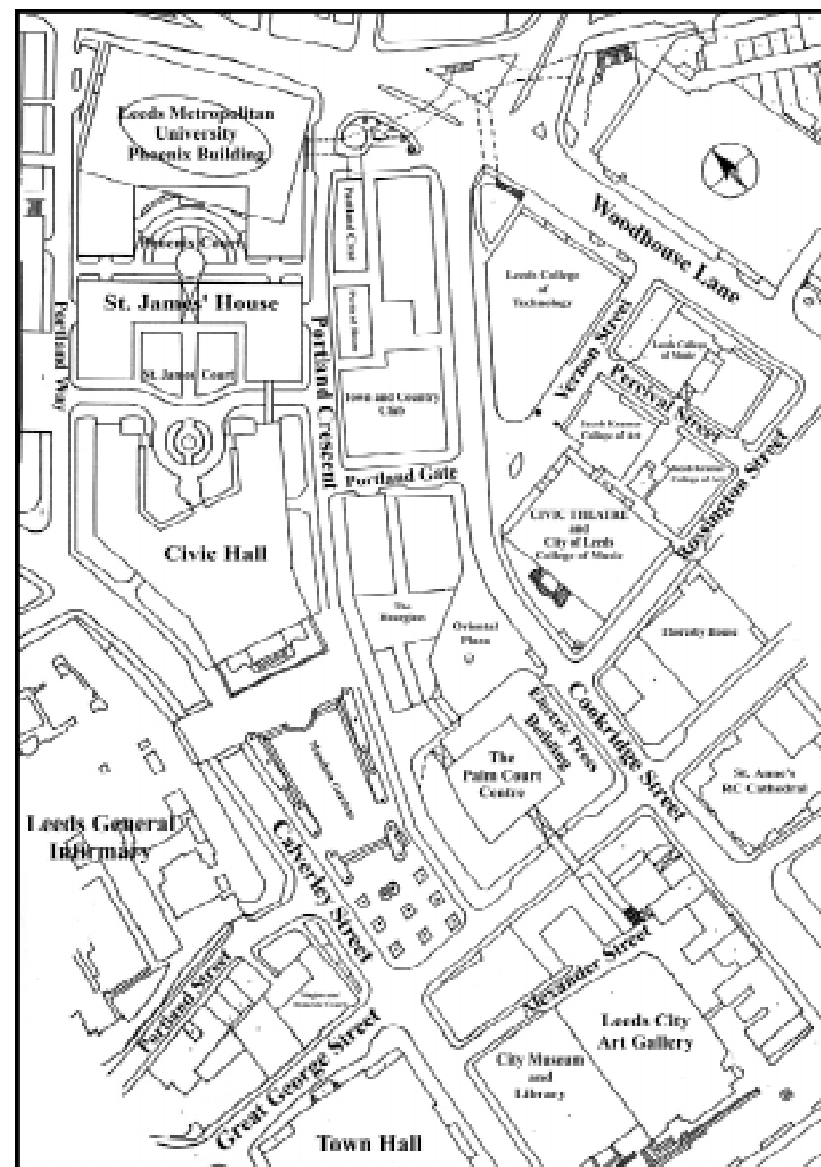
- To preserve and enhance existing pedestrian paths.
- To take advantage of existing pedestrian paths by the creation of new retail developments.
- To create spaces of different characters, spaces which range from active to passive in nature, and which are no longer car dominated but alive with people.
- To create large pedestrian areas capable of hosting significant civic events.

**PEDESTRIAN PATHS**  
**PEDESTRIAN ZONES**  
**ACTIVITY NODES**



# MASTER PLAN

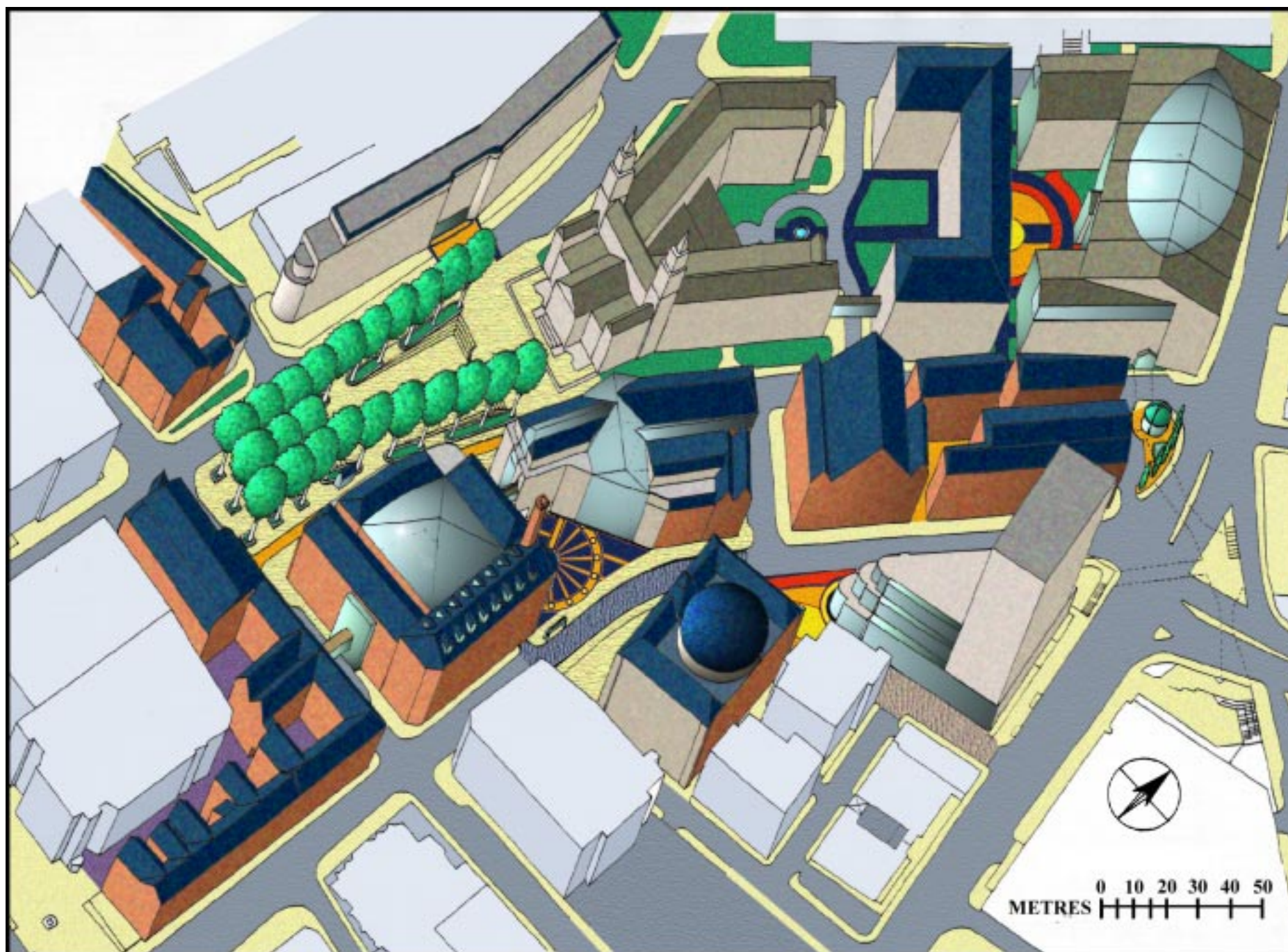
A NEW VISION FOR LEEDS CIVIC QUARTER



- 1 - Town Hall
- 2 - New Residential
- 3 - Leeds General Infirmary- Wing redeveloped as residential.
- 4 - Redeveloped Nelson Mandela Gardens.
- 5 - Civic Hall
- 6 - Fountain/Seating - Focus for new St. James' Court.
- 7 - New City Council Offices - Ground floor Creche Facilities, Corner Shop or Cafe, and Entrances to UnderGround Parking.
- 8 - Leeds Metropolitan University.
- 9 - LMU Phoenix Building (Proposed).
- 10 - New entrance to UnderGround Pedestrian Links and Parking.

- 11 - New student residences with ground floor Youth Business retail units and amenities - A student community.
- 12 - Town & Country Club.
- 13 - New extension and entrance to Leeds College of Technology.
- 14 - Civic Theatre.
- 15 - Hourglass Centre (Retail/Commercial)
- 16 - Oriental Plaza.
- 17 - Covered retail/commercial Victorian Palm Court.
- 17a - Roof-top terrace.
- 18 - Electric Press Building.
- 19 - Supertram Stop.
- 20 - St. Ann's Roman Catholic Cathedral.

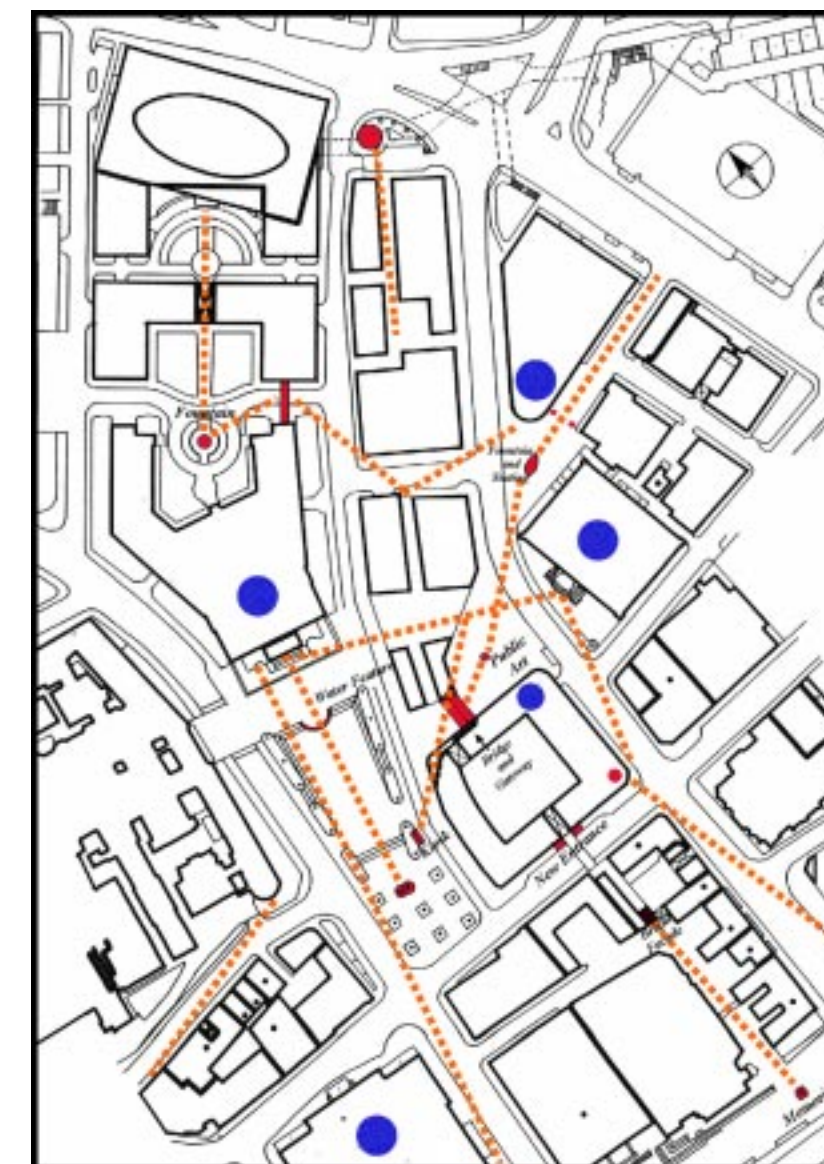




## MASTER PLAN PROPOSALS

The restoration and redevelopment of existing buildings already present, together with new sensitive infill development, offer the opportunity to introduce uses to bring the Quarter to life both day and night. New development heals the wounds of earlier clearances, creating and redefining spaces whilst preserving visual links and permeability throughout the site.

The key words are Vision and Respect. Respect for the best of what is already present on the site, and respect for the people who will use the site now and in years to come. The potential is already there to create a true asset for the city, and these proposals offer a comprehensive vision of how that can be sustainably achieved.



## LEGIBILITY

As many intersections of lines of sight as possible - Each intersection opens up new directions, new choices and temptations for the pedestrian. For people driving through, memorable images to tempt them back again...