



**Welcome to the
public exhibition**

**LIVERPOOL ST^T
S T A T I O N**

The team

Network Rail, Sellar and MTR are working with Transport for London and the Hyatt to bring forward this once in a generation opportunity to create a world-class, fully accessible, transport hub for the City of London.



Network Rail own, operate and develop Britain's railway infrastructure. Over the last 10 years they have transformed a range of major stations, including Kings Cross and London Bridge.

SELLAR

Sellar is an award-winning design-led developer with a focus on transforming spaces into thriving, sustainable communities. The team is known for the Shard Quarter regeneration around London Bridge station and the ongoing Paddington Square office and retail development at Paddington station.



MTR UK is a subsidiary of MTR Corporation - a recognised global operator of sustainable rail transport services. As a leader in safety, reliability, customer service and efficiency, their operations include the new Elizabeth line. MTR has extensive end-to-end railway expertise from design to planning and construction to commissioning, maintenance and operations. MTR also supports communities across its network through the integration of rail, commercial and property development.

HERZOG & DE MEURON

Leading the design team assisting Sellar and MTR is the London office of the international architecture firm, Herzog & de Meuron. Renowned for Tate Modern, M+ Museum in Hong Kong, Beijing's Bird's Nest National Stadium and 1111 Lincoln Road in Miami Beach, the practice has considerable experience of designing highly recognised public buildings and amenities, including museums, universities, sports facilities and stadiums and hospitals.

The wider project team includes:

BRIDGES ASSOCIATES

Heritage



Planning



Project Management
& cost consultancy

TOWNSHEND

Landscape Architects
Public Realm



Engineering & Sustainability

Working with:



Our experience

The Shard Quarter

Sellar

The Shard, The News Building and Shard Place combine to form the Shard Quarter, designed by award-winning architect Renzo Piano, bringing together commerce and high-end leisure, restaurant, residential and hotel facilities to the London Bridge area, transforming it into a vibrant and sought-after neighbourhood, linked to London Bridge station, one of the capital's busiest transport hubs.

The Shard Quarter began as an ambitious vision to create an architecturally striking vertical city incorporating retail, offices, hotel, apartments, restaurants and public spaces. The idea was to build a diverse vibrant community, and provide multiple areas within which the public could experience the building and its magnificent views.



Hong Kong station

MTR

Located in the heart of Hong Kong's thriving central business district, Hong Kong station brings people together from all corners of the city. The prime location also attracts multinational companies, with the 88-storey 'IFC2', one of two office towers above the station, being one of the most sought-after business addresses in the city.

Convenient transport connections, including the Airport Express In-Town Check In and an underground pedestrian walkway to Central station, add to the convenience and accessibility. Further attractions include the up-market IFC shopping mall and a five-star luxury hotel.



Hanwell station

MTR

Hanwell station, a historic Grade II listed Victorian building located in west London, first opened in 1838. A multi-disciplinary team including MTR, the operator of the new Elizabeth line which serves the station, worked closely with conservation officers to gain consent to undertake much-needed upgrades, improving accessibility - resulting in step-free access to all platforms - and elevating the station to modern standards.

The considered approach ensured the station's Victorian character was retained with original details given a new lease of life. To improve accessibility specialist equipment was required to install a lift whilst ensuring the historic timber canopy could be left in place. The station was awarded Ealing Civic Society's 2021 Annual Award for its restoration work and the notable improvements resulted in Hanwell being removed from the Heritage at Risk register by Historic England.



Paddington Square

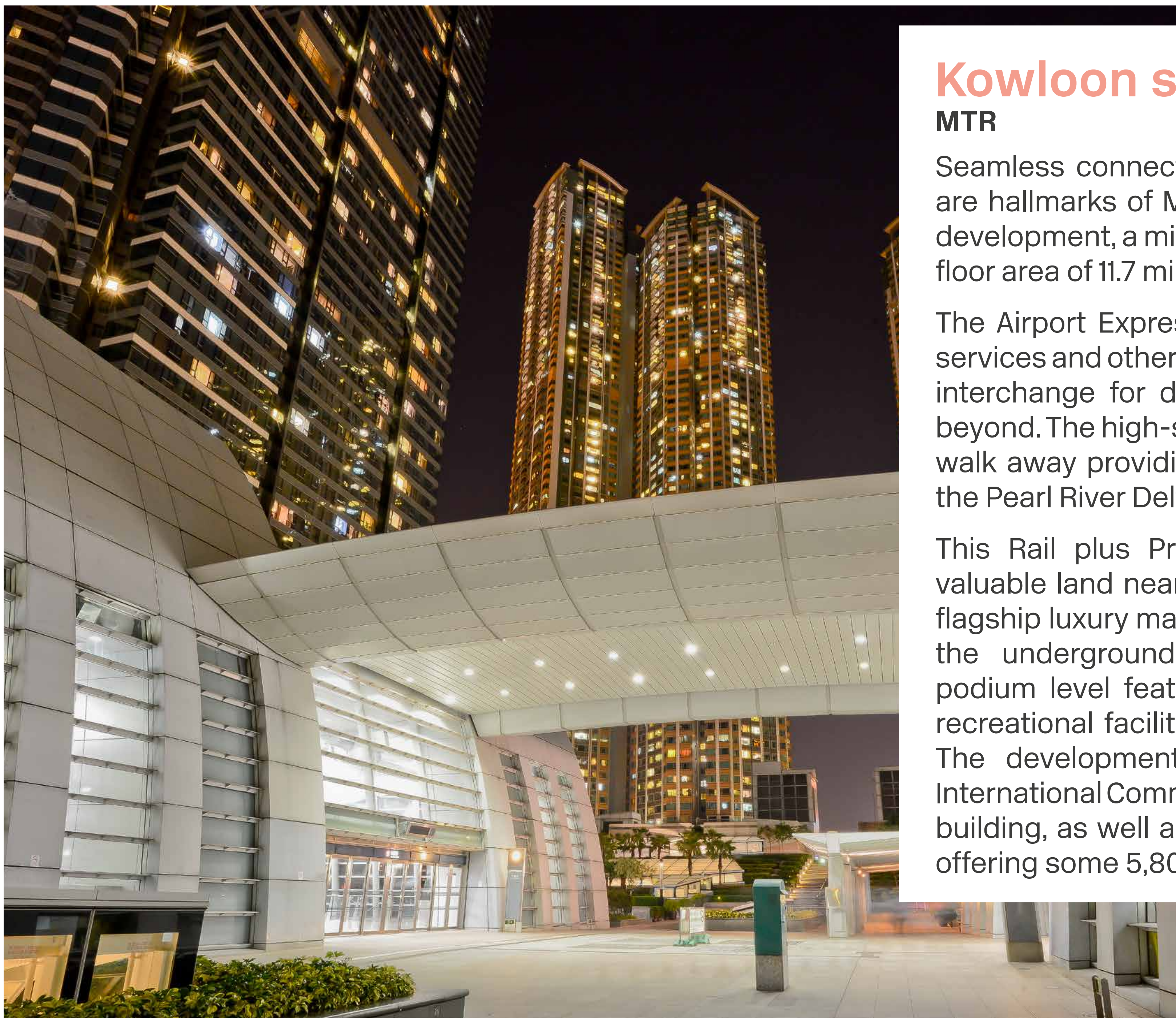
Sellar

Paddington Square is a new public space designed to completely revive the Paddington area, both above and below ground. Visitors will exit Paddington station to a mix of shops, cafés, restaurants and bars, as well as an inviting new piazza.

The project will deliver a landmark mixed-use building, providing spacious, light-filled offices and high quality retail. Visitors to the rooftop restaurant can dine, relax and enjoy 270 degree panoramic vistas of Hyde Park, Westminster and the City.

The transformation continues below ground, with a spacious new ticket hall for the Bakerloo line, step-free access to all levels along with doubled escalator capacity, ensuring a quicker and more comfortable journey for all passengers.





Kowloon station

MTR

Seamless connectivity, convenience and comfort are hallmarks of MTR's landmark Kowloon station development, a mixed-use community with a gross floor area of 11.7 million sq. ft. on a 13.5 hectare site.

The Airport Express converges with local railway services and other public transport options for easy interchange for destinations within the city and beyond. The high-speed rail terminus is just a short walk away providing the fastest connections into the Pearl River Delta and major cities across China.

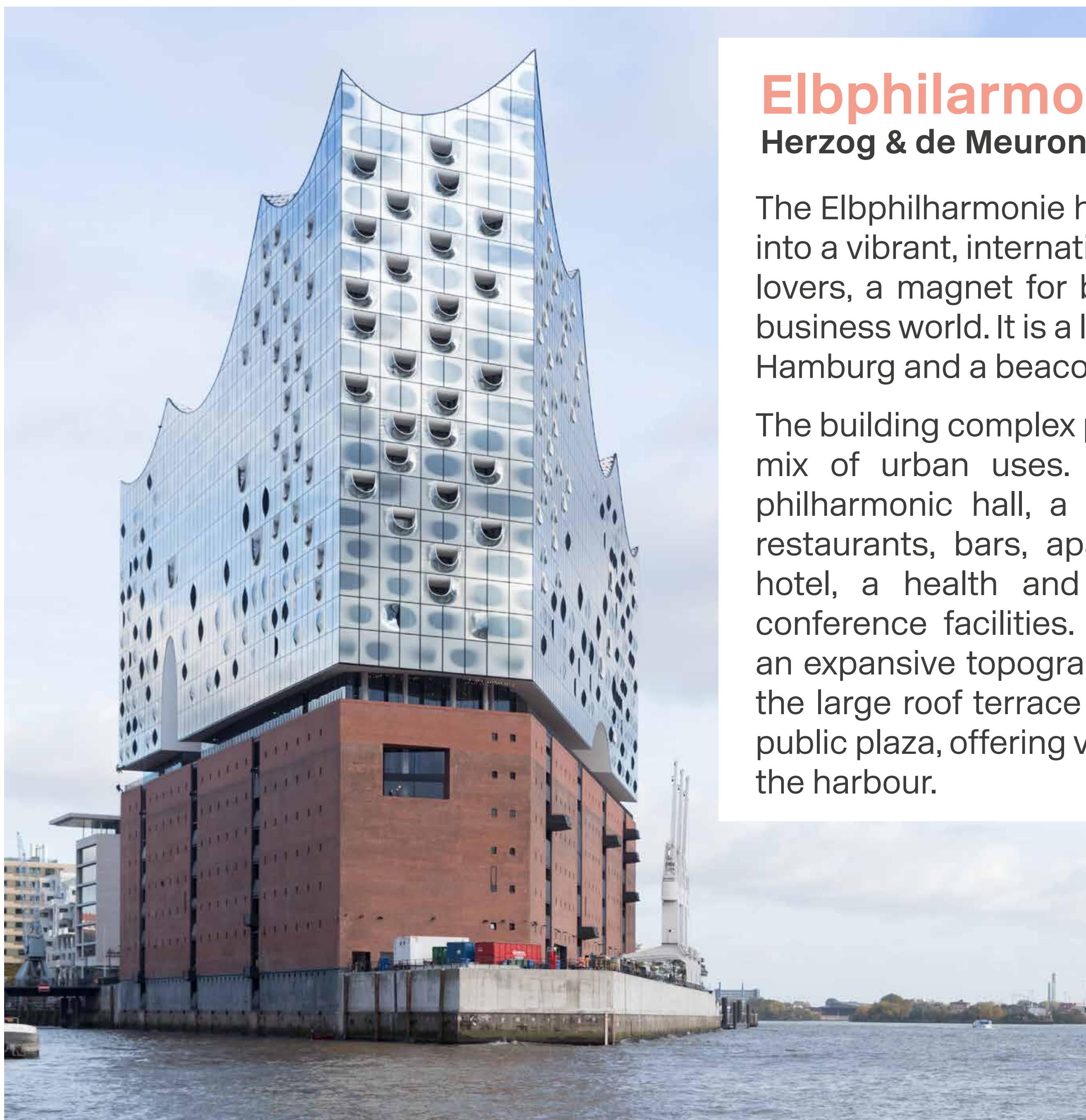
This Rail plus Property development optimises valuable land near the Kowloon waterfront. MTR's flagship luxury mall, ELEMENTS, sits directly above the underground transport infrastructure. The podium level features abundant community and recreational facilities and outdoor dining choices. The development also includes the 118-storey International Commerce Centre, Hong Kong's tallest building, as well as prestigious residential towers, offering some 5,800 apartments.

The Tate Modern

Herzog & de Meuron

The transformation of the Bankside Power Station into Tate Modern has had a substantial impact on the urban development of the South Bank and Southwark, as well as an enormous influence on the city's artistic, cultural, and social life. It is the world's most visited museum of modern and contemporary art.

In its second phase of development, the Tate Modern Extension fully integrates the learning and social functions of the museum, strengthening links between the museum, its locality and the city. A vast array of new public spaces is created as an open invitation for the visitors to dwell and engage in a diverse range of activities.



Elbphilharmonie, Germany

Herzog & de Meuron

The Elbphilharmonie has been transformed into a vibrant, international centre for music lovers, a magnet for both tourists and the business world. It is a landmark of the city of Hamburg and a beacon for all of Germany.

The building complex provides an attractive mix of urban uses. It accommodates a philharmonic hall, a chamber music hall, restaurants, bars, apartments, a five-star hotel, a health and fitness centre and conference facilities. In between, there is an expansive topography of public spaces; the large roof terrace extending like a new public plaza, offering views of Hamburg and the harbour.



Park Avenue Armory, New York

Herzog & de Meuron

The Park Avenue Armory is one of the great national treasures of the United States with outstanding historical significance. Built between 1877 and 1881, the Armory consisted of a 55,000 square-foot drill hall covered by a balloon shed roof and wrought iron arch trusses. Despite its heritage status, the Armory was suffering from severe damage and required intervention to preserve it as a monument, while also reinventing it for new contemporary uses.

Working closely with the client, artists, curators, and advisors, a process was developed for the treatment of the period rooms, based on meticulous tests and analysis, and the Armory was adapted for new functions while preserving and enhancing its palpable sense of history.

Liverpool Street station's history

The history of Liverpool Street station, and its railway hotel, the Great Eastern Hotel, is intertwined with that of the Great Eastern Railway, formed in 1862 during the great expansion of Britain's railway network.

Both are Grade II listed and contain important historic architecture that will be protected and enhanced, becoming more publicly accessible as a result of our plans.



The original station entrance with ramps down to the platform level



Liverpool Street Station - View of Roof from North



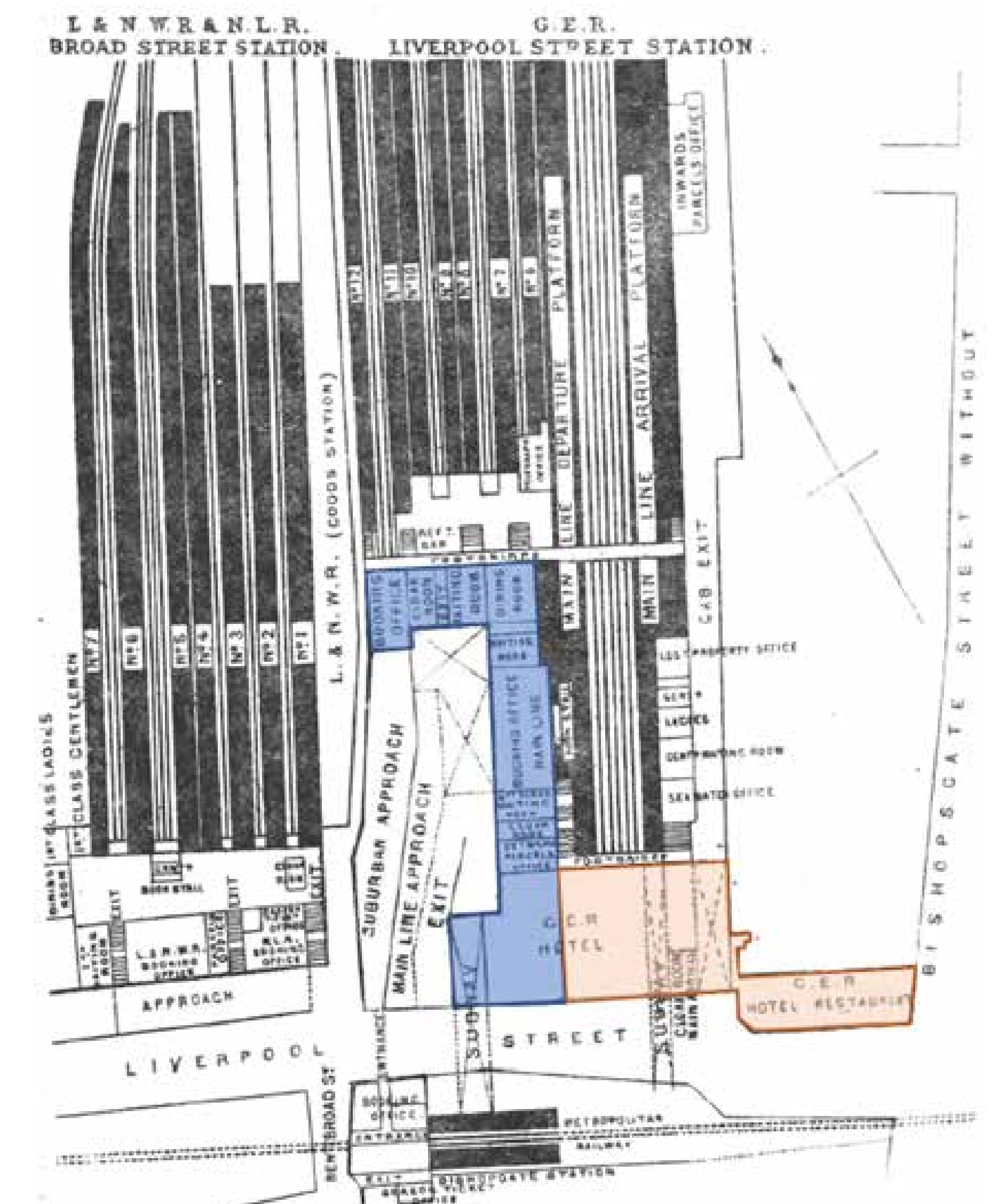
A railway terminus in the heart of the City of London

When the Great Eastern Railway was formed it quickly drew up plans for a new terminus in the heart of the City, which would become Liverpool Street station.

The terminus' ten platforms and completed station opened fully in 1875 and the old Bishopsgate station was closed and turned into a goods yard. The station's facilities were designed by engineer Edward Wilson in an L-shape with suburban services operating from the shorter platforms, mainline services from the longer ones.

The platforms were constructed at lower ground level, lower than the surrounding area, to enable a connection to the Metropolitan Railway. Whilst this connection was short lived, the station has retained this sunken design.

The original Victorian trainshed was built of wrought iron and glass; standing at 18m tall, its 'transept' over the suburban lines' concourse immediately gives the station a cathedral-like quality. The roof is glazed, allowing some natural light to pass into the concourse and platforms.



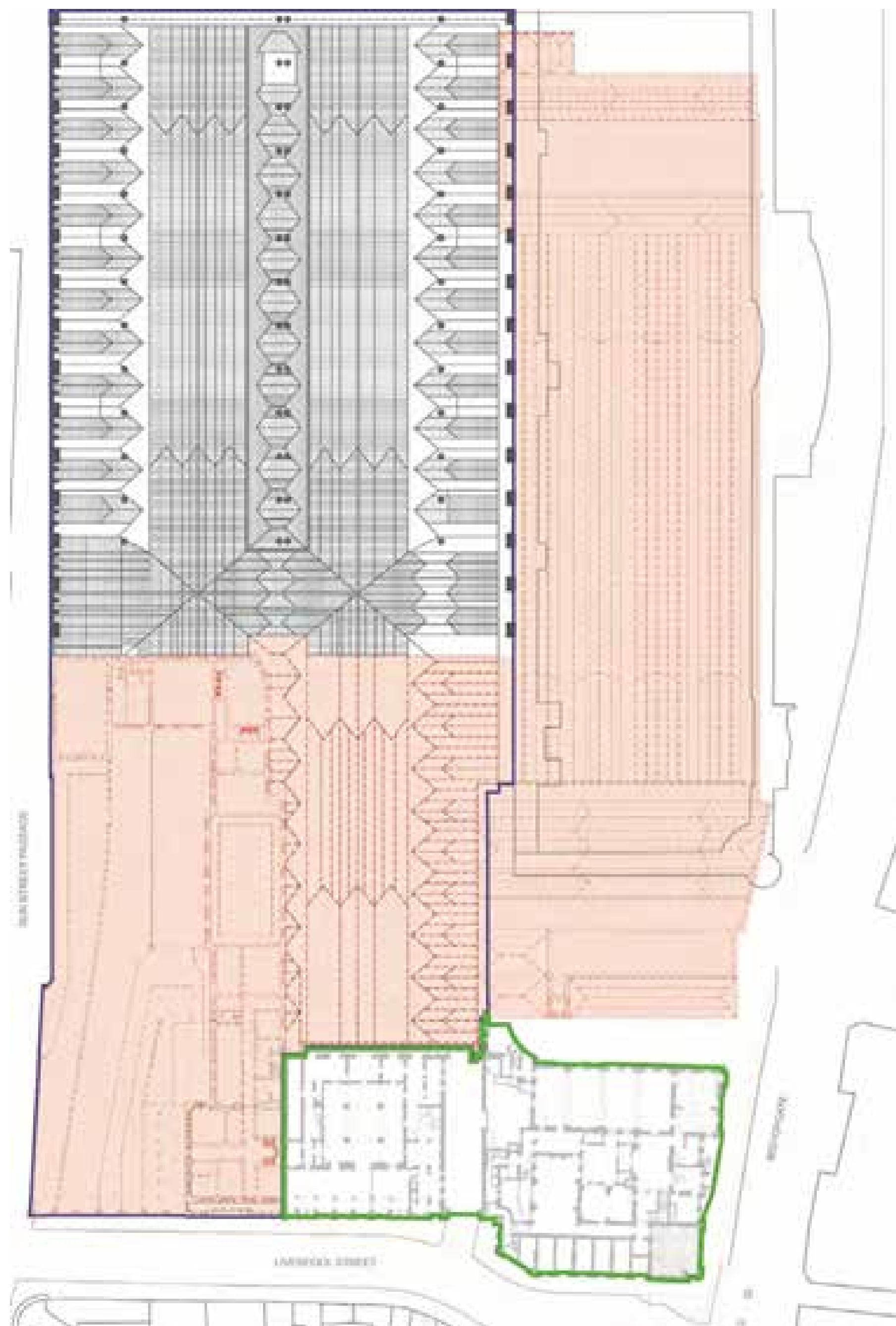
Map of the original Broad Street and Liverpool Street stations

1980s redevelopment

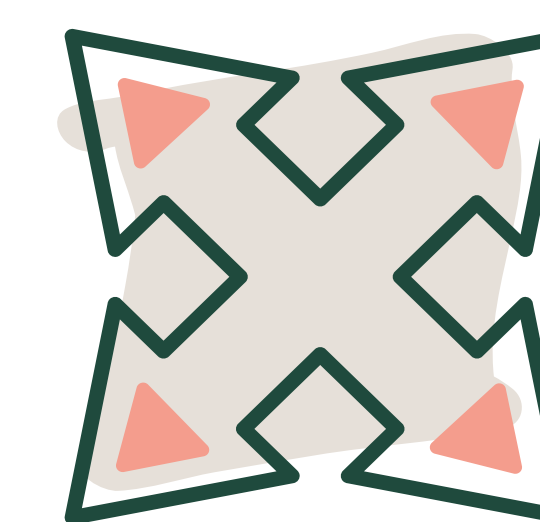
A 1980s masterplan for redevelopment saw the demolition of neighbouring Broad Street station and the eastern part of Liverpool Street station and the Victorian train shed south of the transept.



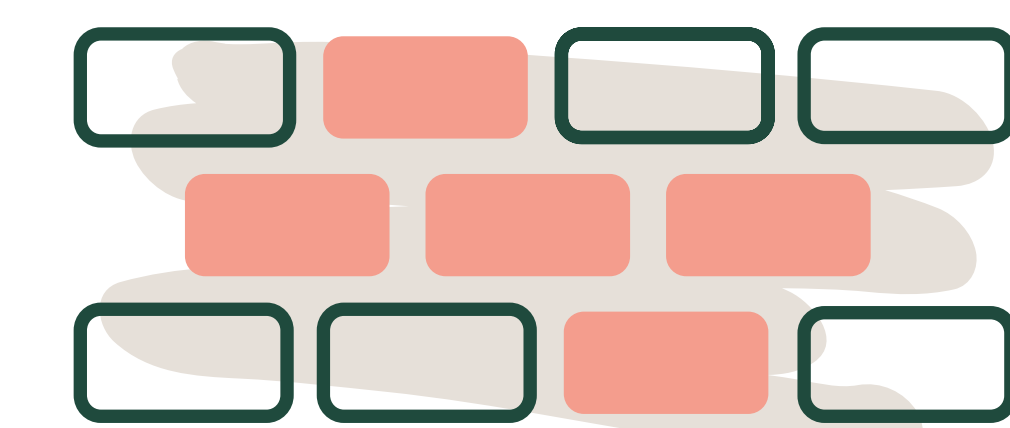
Photos showing the extent of demolition undertaken during the 1980s redevelopment



A new complex of shops, bars, restaurants and offices called the Broadgate Centre was built on the site of the Broad Street station, and 135, 155, 175 Bishopsgate - an office which was part of the Broadgate development - was built over platforms 11 to 18.



The original offices and western train shed were demolished up to the transept and the paired naves and aisles were extended down in facsimile to a new concourse.



Elements of the old station were restored and maintained, as were the poignant war memorials commemorating those Great Eastern Railway and London North Eastern Railway employees who lost their lives during the two World Wars. A new concourse was created with a new booking office, shops, cafes and a steel and glass walkway positioned at street level.

Plan showing in red the areas demolished during the 1980s redevelopment

The history of The Great Eastern Hotel

The Great Eastern Hotel, now known as the Andaz London Liverpool Street, has had a varied life as a hotel for station users, leisure destination and business hotel. It is built on the site of England's first hospital for the mentally ill, the Bethlehem Royal Hospital, which opened in 1247 and became known as 'Bedlam'.

1873

In 1873, the Great Eastern directors first considered the idea of having a hotel at the station in line with a number of other London termini.

1879-1884

In 1879, Charles Barry Junior, son of the famous designer of the Houses of Parliament Sir Charles Barry, and his son Charles Edward Barry were appointed as architects for the hotel scheme. The part of the hotel nearest to Bishopsgate was completed in mid-1882 and a celebratory opening dinner took place in 1884.

1899-1901

The hotel was extended in 1899 by Col Robert Edis, by adding to the restaurant block of the earlier building. He also refurbished many of the rooms in Barry's hotel.

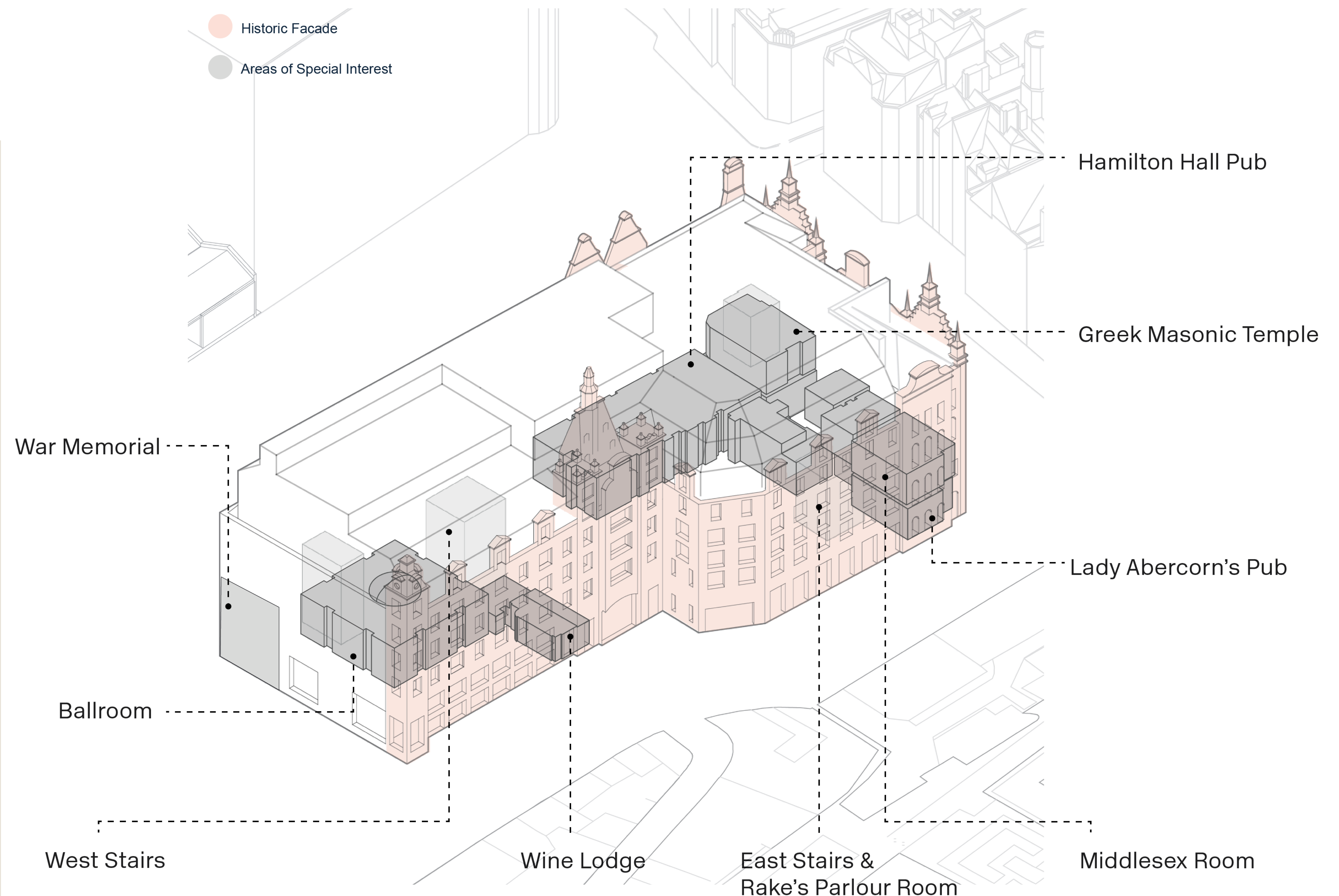
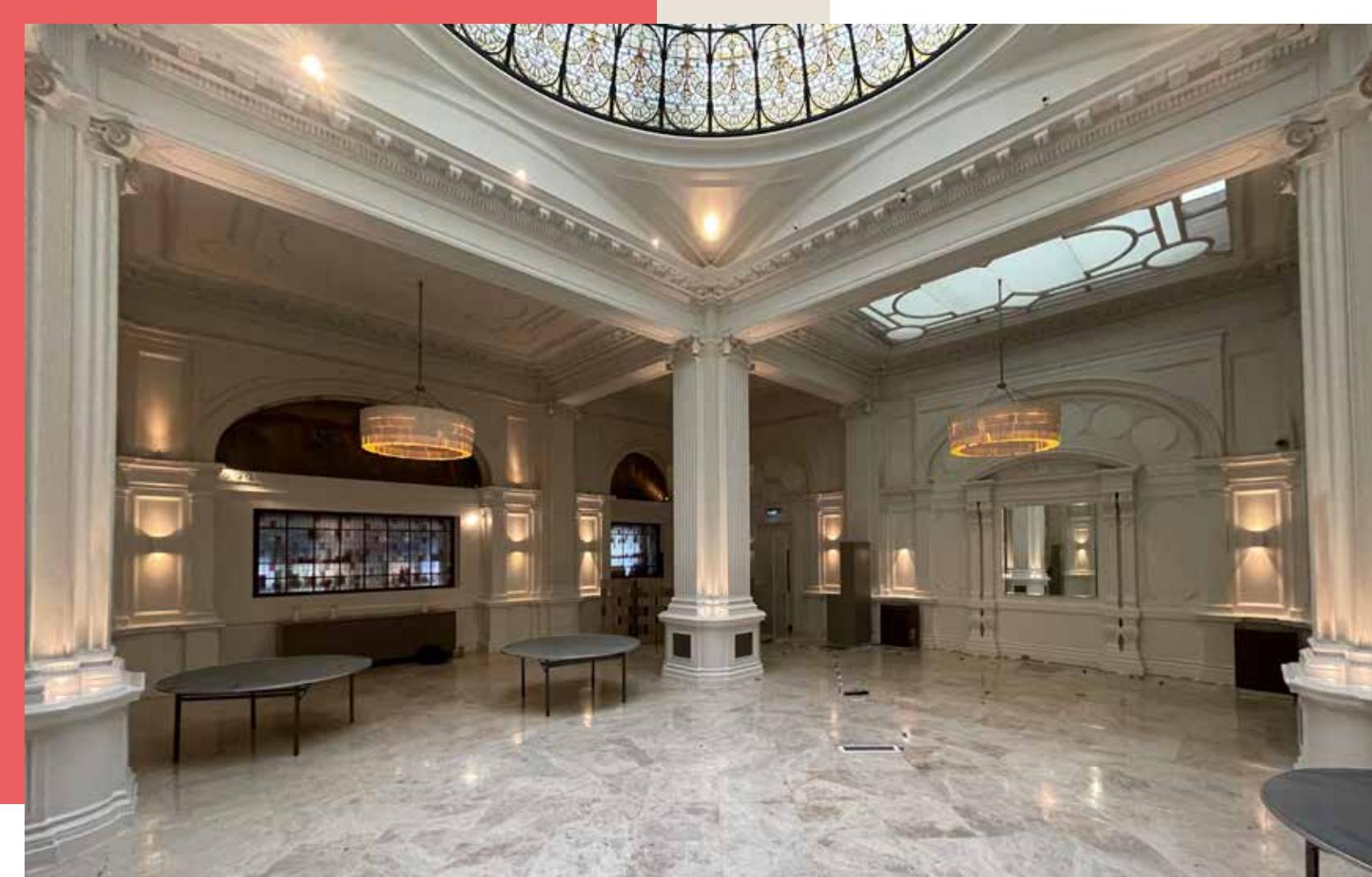
1997 - 2000

The building underwent extensive renovation, with a new a roof extension in 1997. The Hamilton Hall, now Wetherspoons pub, and the basement Cambridge Room, now a WHSmith and Starbucks, were cut off from the hotel and connected to the station.

2022

Some of the original plans and interiors survive despite the many alterations.

One of the finest rooms is the dining room with its stained-glass dome designed by C.E. Barry in 1884. This room is now the hotel's ballroom.



Masonic Temples

The hotel has two masonic temples, now incorporated into the hotel as an event space and a gym. The Greek Masonic Temple was forgotten and boarded up for years until it was found during later construction.

Built in 1912, this chamber is richly decorated, with carved mahogany chairs, candelabras and twelve different types of marble in the floor, columns, and ceiling.

The site context

Liverpool Street station is a significant transport hub serving four Underground lines, alongside the Overground and Elizabeth line, as well as acting as the terminus for national rail services from destinations including Norwich, Cambridge, and Stansted Airport. It lies in Bishopsgate between the areas of Broadgate and Spitalfields. The area is named after one of the gates in the City's ancient defensive wall close to Ermine Street, the historic Roman road that ran from London to York.



On the other side of Bishopsgate, the historic network of alleyways and street lanes form a compact urban grain. This is complemented by the larger-scale buildings around the north, south and east of the site. This includes iconic buildings such as One Bishopsgate Plaza, Heron Tower, and 100 Bishopsgate.



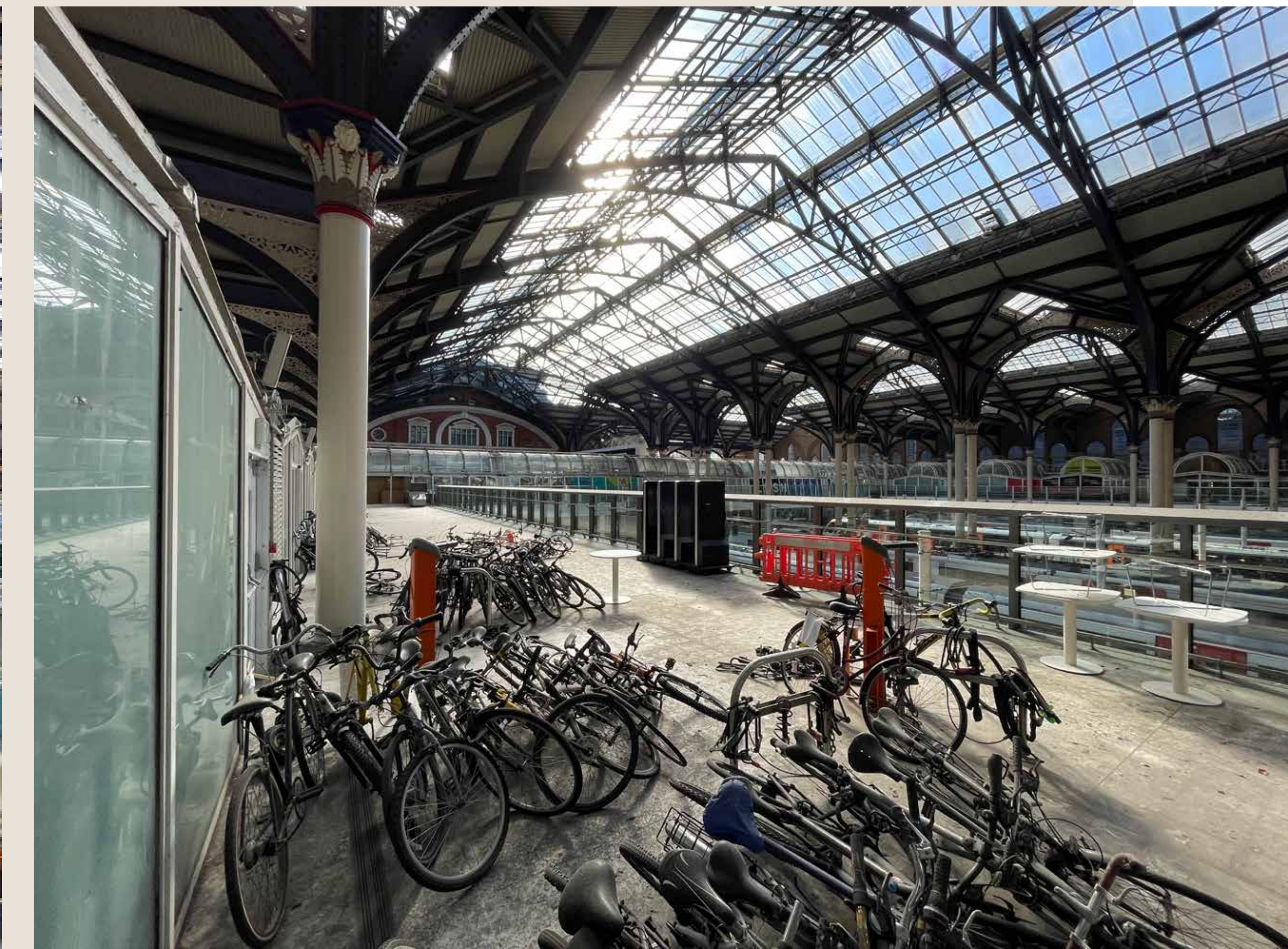
The southern section of the site is inside the Bishopsgate Conservation Area, which is distinct in the Eastern part of the City of London for its scale of buildings and diversity of use.

Many of the buildings in the area are Victorian and Edwardian, with the predominant use being for commercial operations.

The current site consists of two Grade II listed buildings – the station, and the hotel. The 1980s building at 50 Liverpool Street forms part of the Liverpool Street station listing but was built after the original designation in 1975. The list description of the hotel also has not been updated since the major demolition and alterations in the 1990s. We have commissioned Historic England to update both designations to provide clarity on the significance of both heritage assets.



The station today



Major issues facing Liverpool Street station

Liverpool Street station has barely changed in 30 years. The last upgrade, completed in the early 1990s, came at a time when there was no expectation that passenger numbers would grow, yet in recent years, Liverpool Street station has become London's busiest station.

Now, up to 135 million people have used the station annually in recent years. While numbers dropped during the pandemic, overcrowding still occurs at peak times, and these conditions are expected to worsen as more passengers return.

The station also suffers from poor amenities and facilities which prevent it from being the social and economic hub it could be.

The station currently acts as a barrier to connectivity between Broadgate, Spitalfields and Bishopsgate.

Current challenges



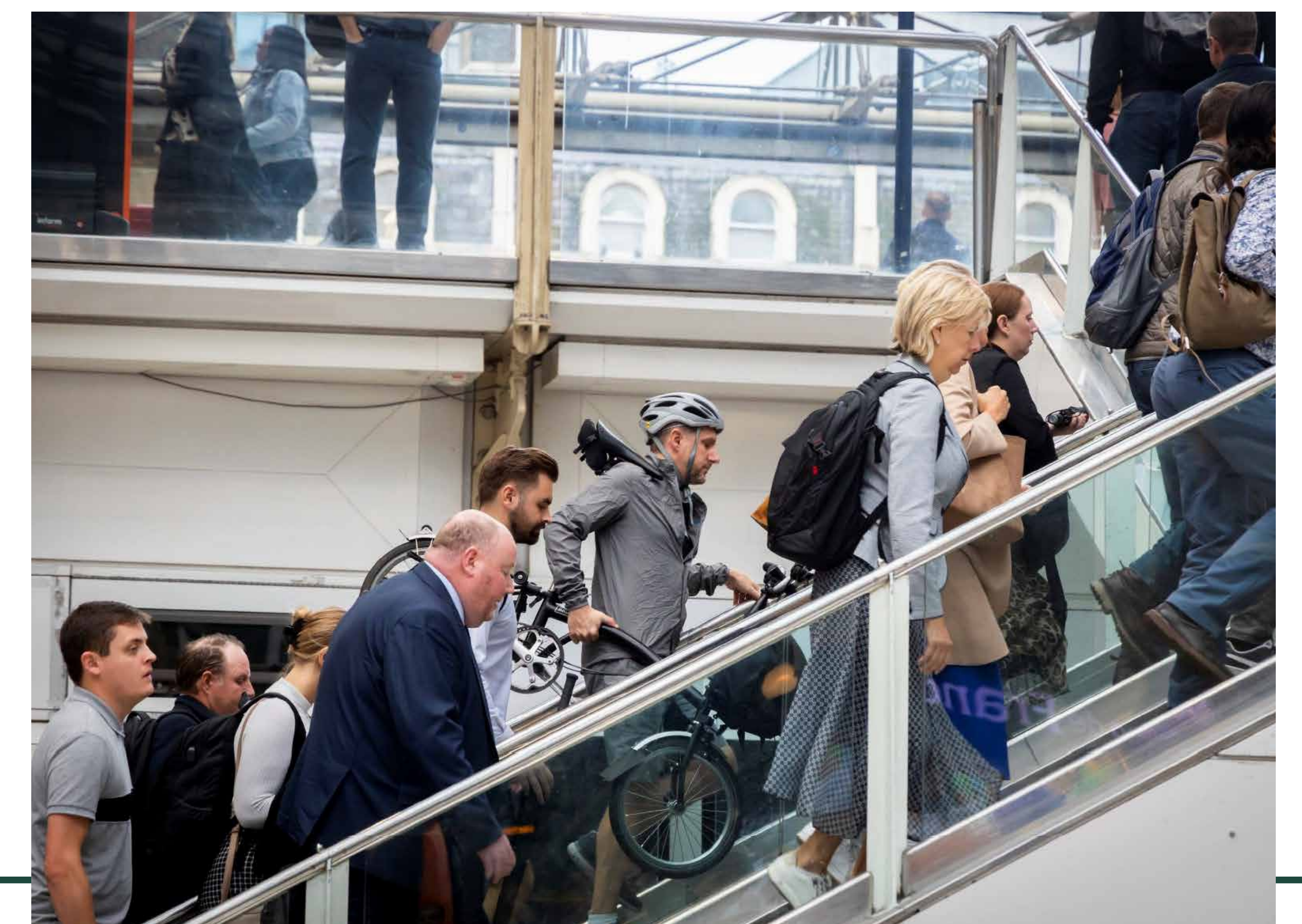
Overcrowding



Limited concourse capacity



Poor accessibility

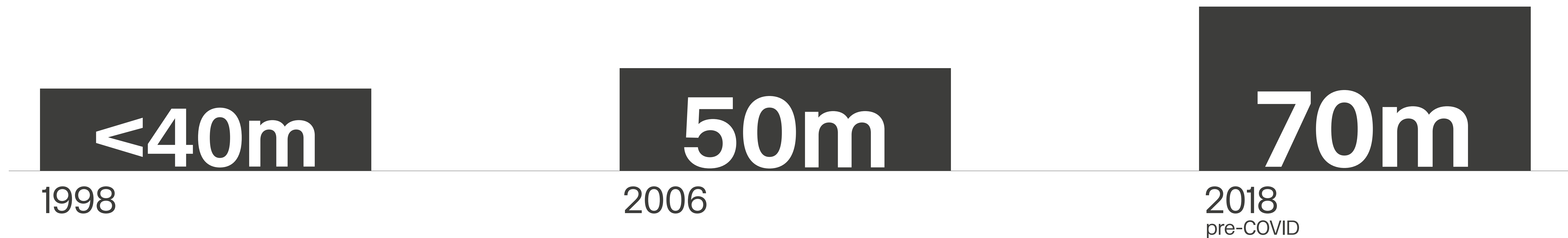


Lack of step-free access

London's busiest station

Up to 135 million people have passed through the station annually in recent years when you include Tube passengers and those visiting retail outlets

Annual rail passengers



Accessibility

The station is difficult to access for people with disabilities, luggage and small children. There is only one fully accessible lift serving the main line station, and there is no step-free access to Central line platforms or westbound on the Circle, Hammersmith and City and Metropolitan lines.

Overcrowding

Due to the size of the existing concourse, there is significant overcrowding at the station during peak times.

Onward travel

Cycling is one of the most important modes of transport for passengers but the station has only limited cycle parking and is not connected to the local network of cycle routes.

Urban barrier

The station currently acts as a barrier and hinders access to neighbouring areas, such as Bishopsgate and Spitalfields. Around the station pavements are narrow and can become crowded.

Poor passenger experience

The station's layout can be confusing for passengers making it difficult for them to navigate through the station as well as locating interchanges for onward journeys.

Passenger facilities

The station suffers from poor amenities and facilities which limit passenger and visitor satisfaction.

A transformational vision

The intention is to deliver a new fully accessible and inclusive integrated travel hub with a best-in-class passenger experience, and a landmark seven-day-a-week commercial and leisure destination.

We have worked with Network Rail and Transport for London to develop this proposal. The upgrades necessary to achieve the vision, which include step-free access throughout, require an investment of c.£450 million and will be funded by the construction of a new office building and replacement hotel on top of the existing station concourse, its entrances and the existing Andaz hotel.



Provide a **world-class fully accessible** transport hub



Create new jobs and **boost economic growth**



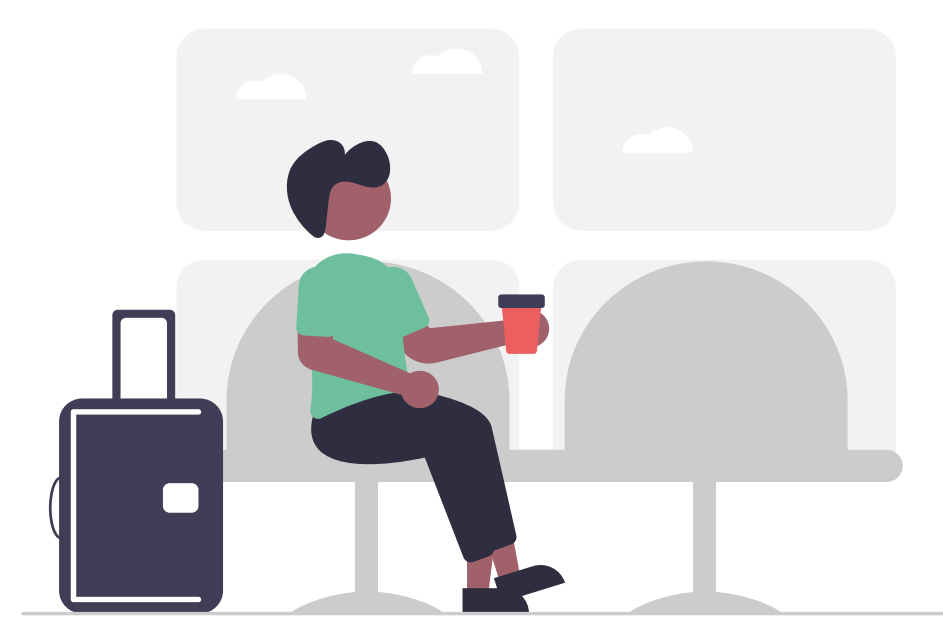
Create a **24/7 destination** for visitors, passengers and the local community



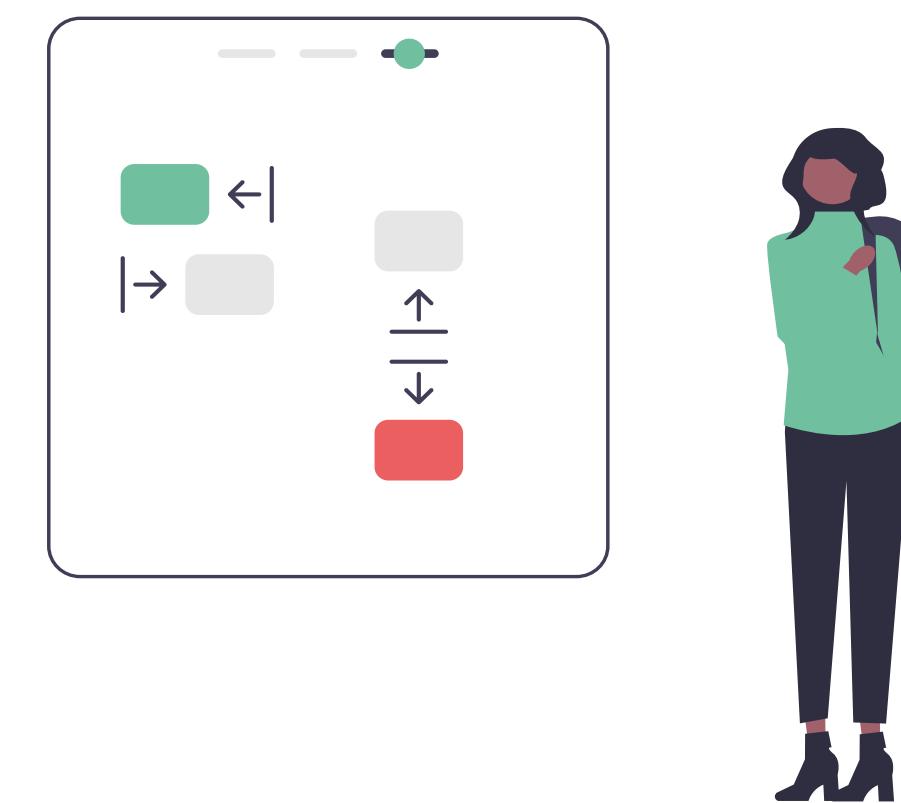
Provide a new **sustainable gateway** to the City



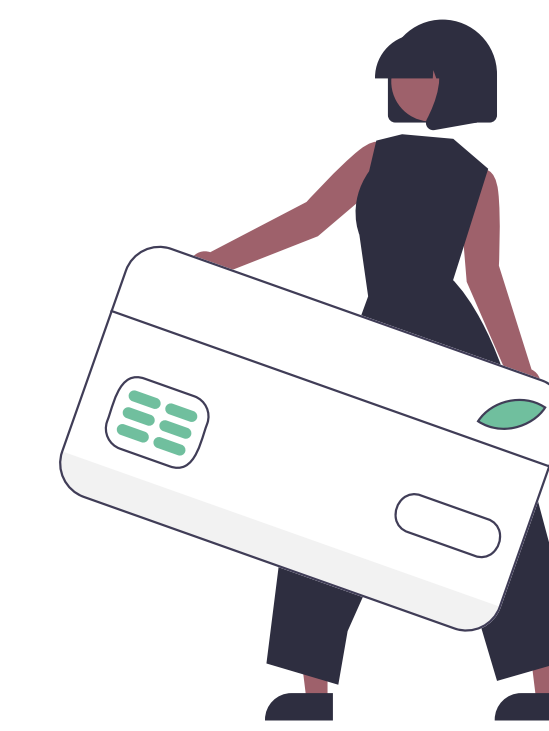
Provide new **green spaces** for public use



Keep the station **open and functioning** throughout the project



Ensure the station can **cope with projected growth** in passenger numbers



Deliver at **no cost to passengers or the tax payer**

Increased station capacity and improved accessibility

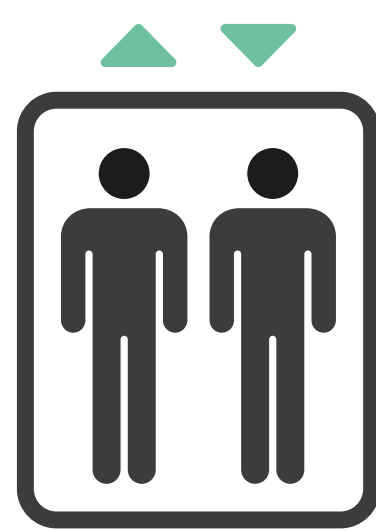
Reducing congestion, offering greater connectivity and enhanced accessibility

Upper concourse

← x2 →

to **double** in size

Lifts



From **1** (fully accessible)
to **7** (all fully accessible)

Escalators



From **4** to **10**

Step-free access



Throughout **entirety** of station

(Rail, underground and the Elizabeth Line)

Gateline capacity



to increase by **60%**



The design approach

There are three fundamental elements we have considered in the transformation of Liverpool Street station.

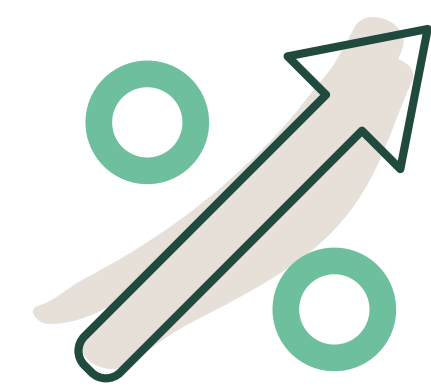
Liverpool Street station



Andaz London Liverpool Street Hotel (formerly Great Eastern)



The public spaces



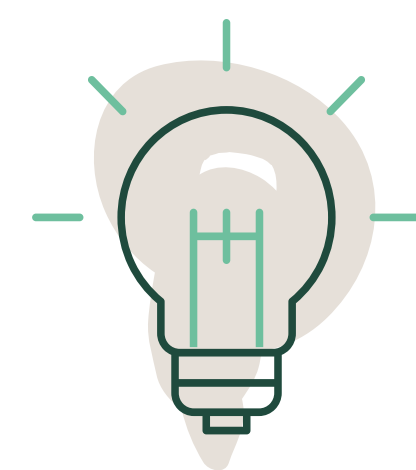
Increased capacity

The transformation of the station will increase capacity and create a more efficient layout, including step-free access to make the station more accessible and easier to use.



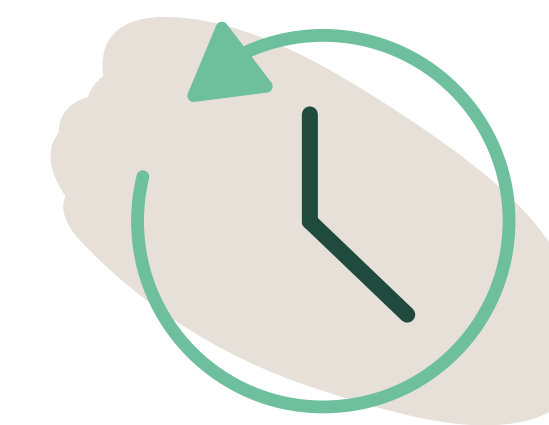
Seven days a week

The creation of a seven-day-a-week destination through the delivery of smart and sustainable workspaces with retail and leisure amenities supporting the needs of residents, workers and visitors.



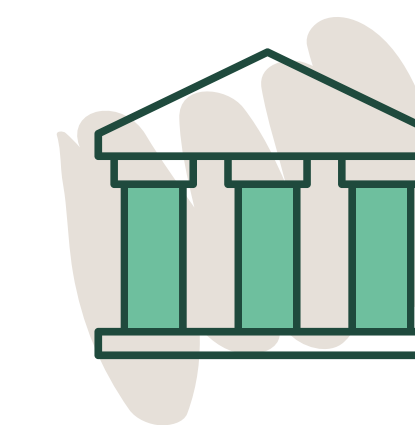
Innovative designs

Innovative designs will enhance connectivity inside and outside the station, with new public and green spaces to significantly improve the public realm.



Preserving history

The preservation and opening up of the hotel's original Victorian features to the public for the first time, such as the 1884 Ballroom and 1912 Masonic Temple.



Original features

Historic fabric in the hotel will be sensitively refurbished. Within the station, Victorian elements will be protected and enhanced.



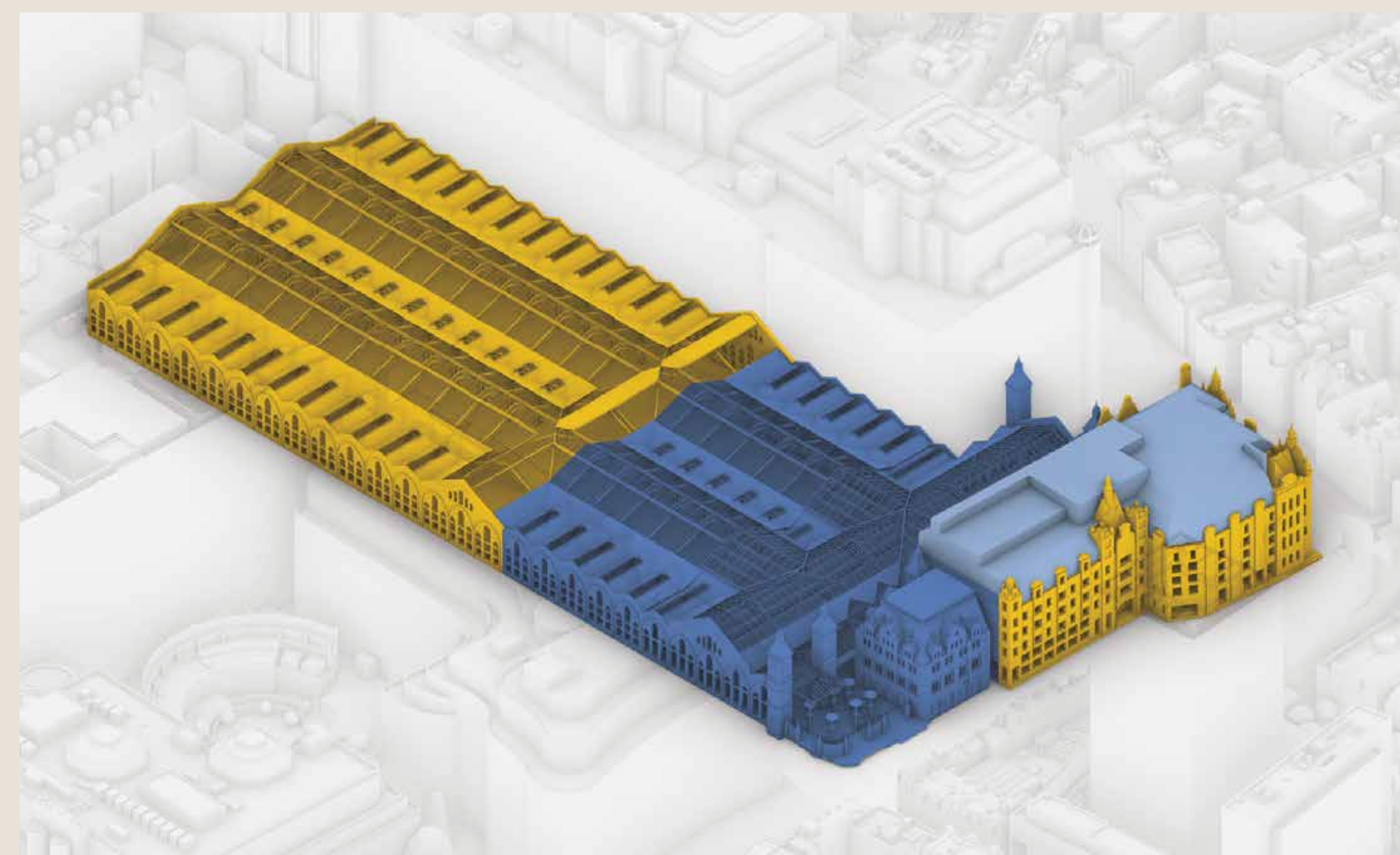
Sustainable construction

The incorporation of new sustainability features, both during construction and operation, are being implemented to achieve the highest possible sustainability accreditation.

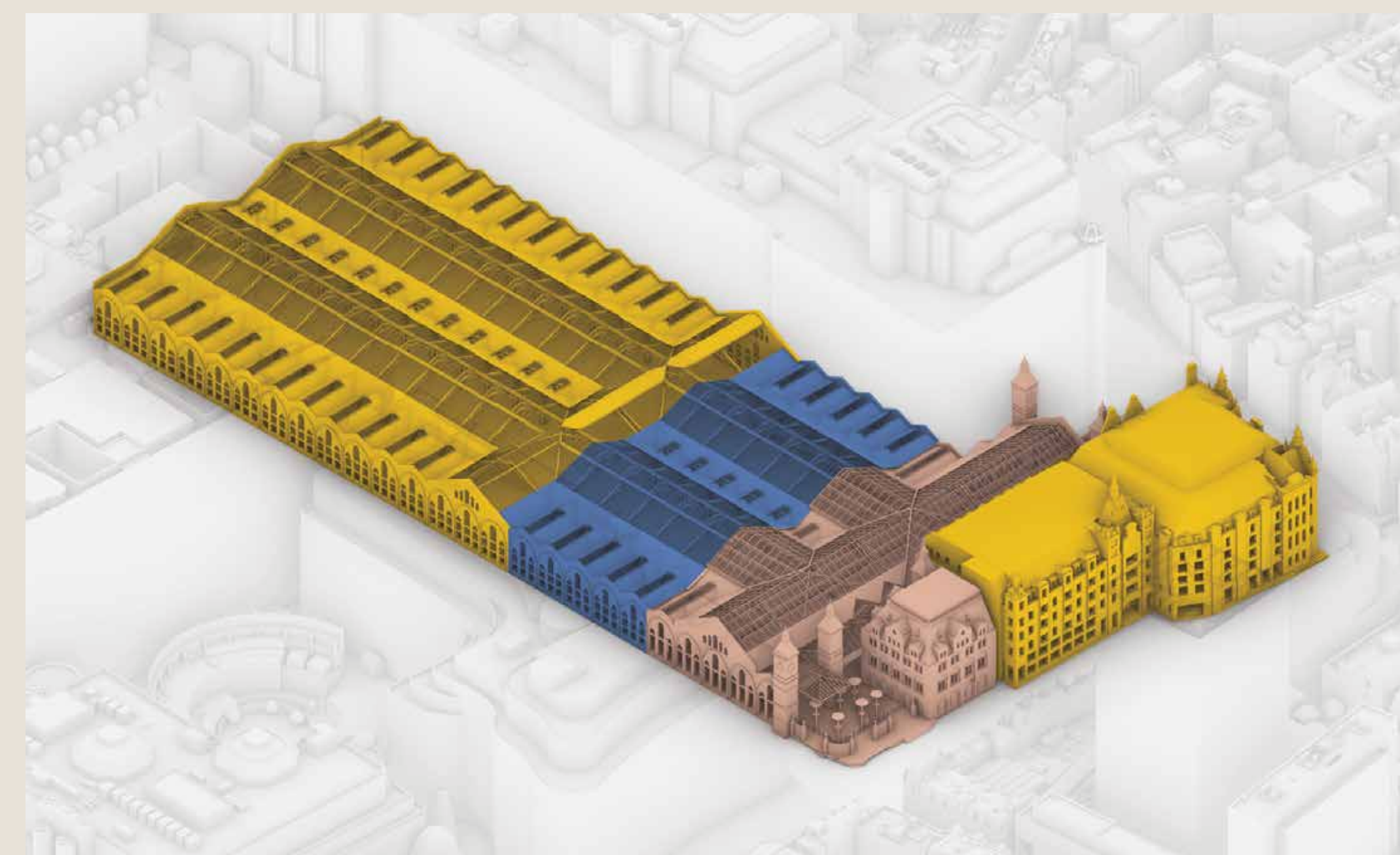
Adapting a constrained station

The station is landlocked, with limited opportunities to expand the station capacity outwards. Therefore, the decision has been made to site the proposed development, which funds the station improvements, above the existing concourse, station entrances and part of the hotel. This requires the demolition of 47% of the 1980s trainshed, the modern 50 Liverpool Street and the removal of the modern roof extension on the hotel.

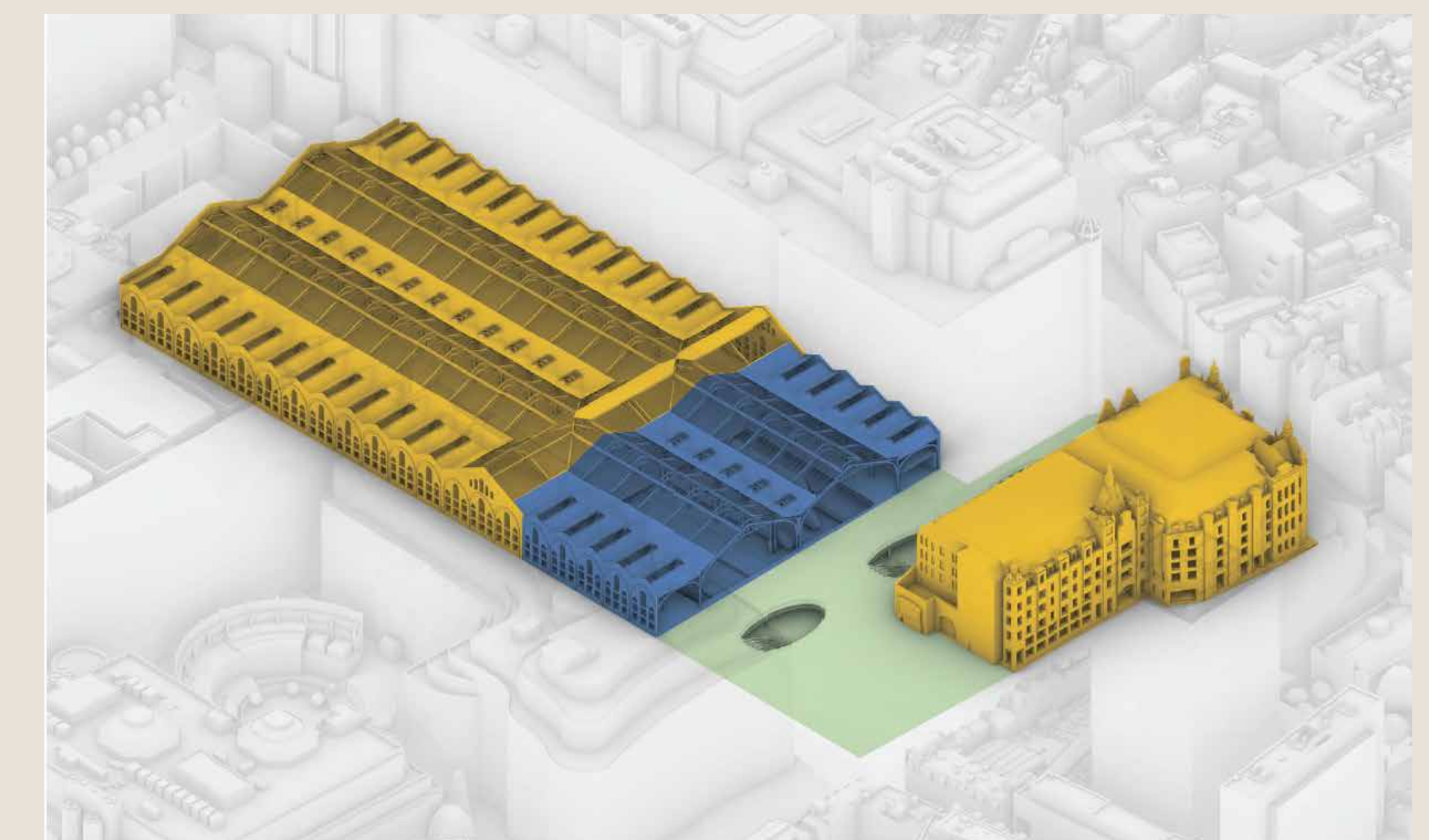
Existing condition showing extent of modern fabric



Modern concourse and entrance area to be demolished



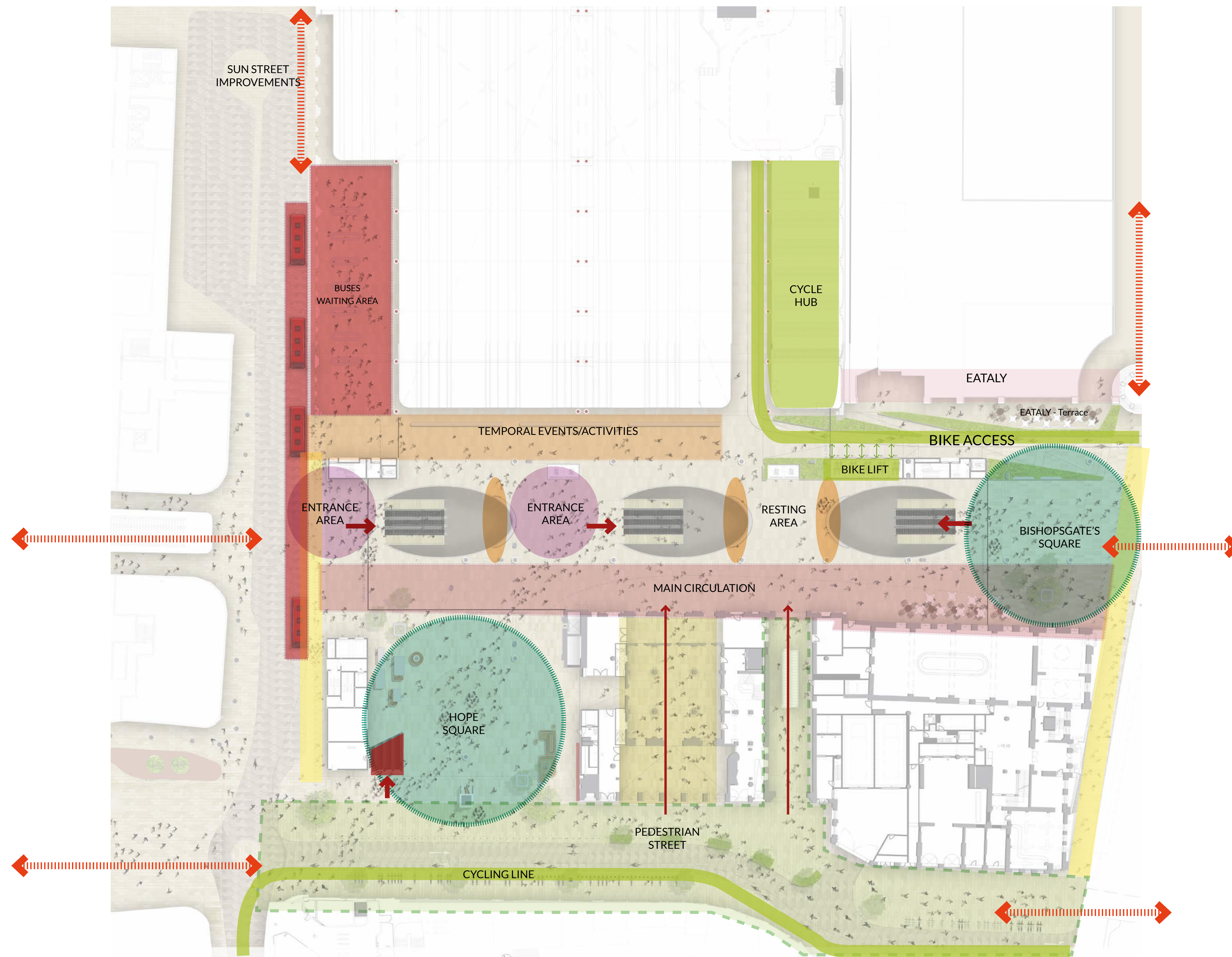
Creating space for the new upper concourse



● 19th Century Historic buildings
 ● 1991 Liverpool Street station modernisation
 ● 1997 Great Eastern Hotel refurbishment
 ● Area to be demolished
 ● New concourse

Transforming Liverpool Street station

The key objective of the station's transformation is to reduce overcrowding, improve permeability, connectivity, and accessibility, whilst also planning for future passenger number growth. This will remove barriers to travel and ensure Liverpool Street station is fit to meet future challenges.



Align the proposals with the City of London's plans to improve accessibility around the station and enhancing connectivity of the station to the wider neighbourhood by opening up clearer routes to the bus station and through the ballroom and carriage way.



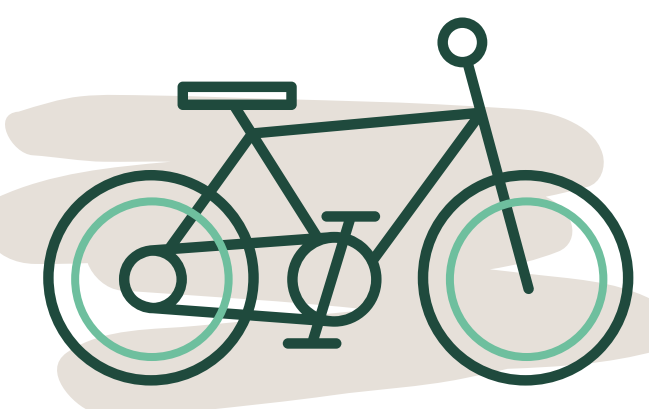
Introduce step-free access throughout the station and to all London Underground platforms, through the construction of new lifts and new escalators.



Creating a new upper concourse level, to create a combined public street and concourse space at ground level. This will soften station boundaries and provide additional capacity for station users.



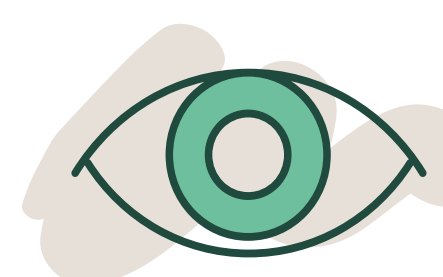
New openings to the lower concourse will maximise the space available to avoid overcrowding and help differentiate between modes of transport, reducing congestion and simplifying journeys.



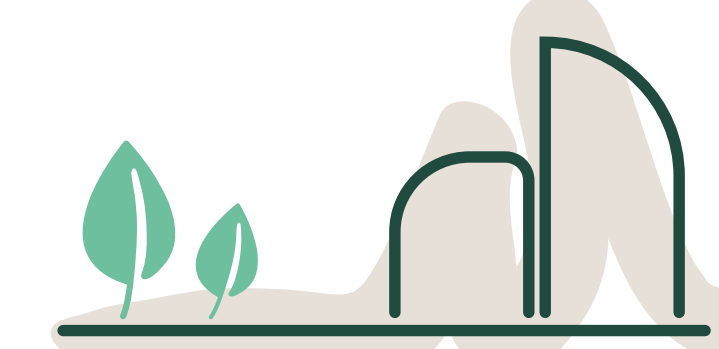
Enhance cycling features by providing more dedicated cycle facilities at the station and improving connections to existing cycle networks.



Improve the retail offer, integrating it with neighbouring developments to create a seven-day-a-week destination, and grow additional revenue streams for Network Rail.



Improve visibility and access to platforms by removing concourse clutter, increasing the number of ticket barriers by 60%.



Create new social public spaces for station users and the local community, making the station a destination with better amenities, which are easier to access and more comfortable to spend time in.



Proposed ground floor concourse looking towards Bishopsgate



Proposed lower concourse with reduced clutter, increased numbers of ticket barriers, and new escalators

The Andaz

London Liverpool Street

Formerly known as the Great Eastern Hotel, and now known as the Andaz, the hotel is at the centre of our vision to create a seven-day-a-week destination, as well as a fully accessible integrated travel hub with a best-in-class passenger experience.

The historic elements and façade of the Grade II listed building will be thoughtfully restored and the building will be sensitively and sustainably adapted so it connects to the concourse and adds to the public realm.

The plans will allow its historic rooms to be more accessible to the public, providing landmark meeting, leisure, and exhibition spaces. Rooms such as the Hamilton Hall, currently in use by Wetherspoons, will be restored to their historic appearances.

The Ballroom will be opened up as a new public grand entrance hall to the station from Liverpool Street, and the old cab access route, known as the carriageway, will be re-opened to create a pedestrian route to the station.

A new 5-star hotel, operated by the Hyatt, will be provided within the commercial development.



New entrance to the station via the restored Carriageway



Removing modern clutter from the historic Hamilton Room



The ballroom would become a grand new entrance to the station, with impressive views to the Victorian trainsheds

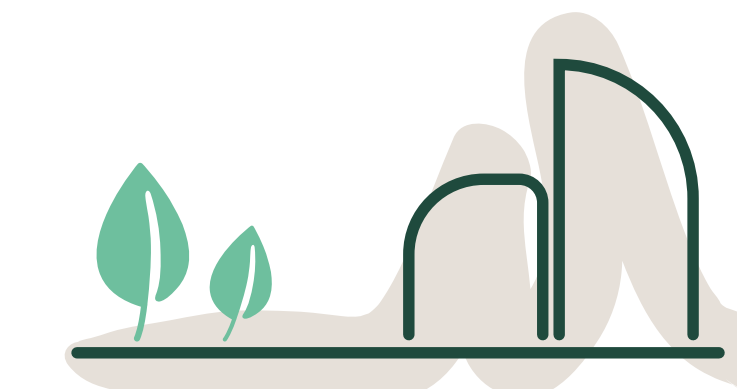
Creating a new commercial and leisure destination



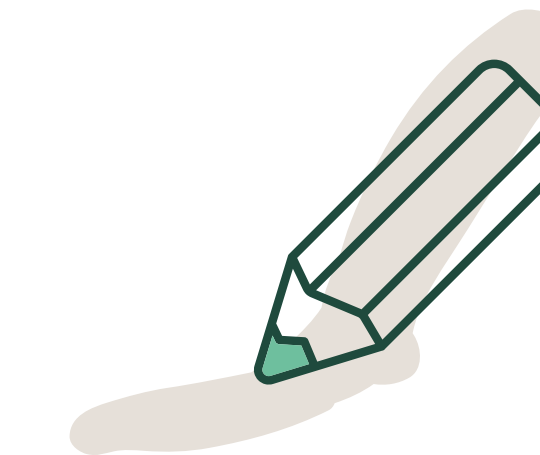
The new commercial proposals seek to create an open, distinct, welcoming and culturally vibrant destination for residents, workers and visitors alike.



The development of this mixed-use commercial building ensures station and public realm improvements and heritage refurbishments are delivered at no cost to passengers or the taxpayer.



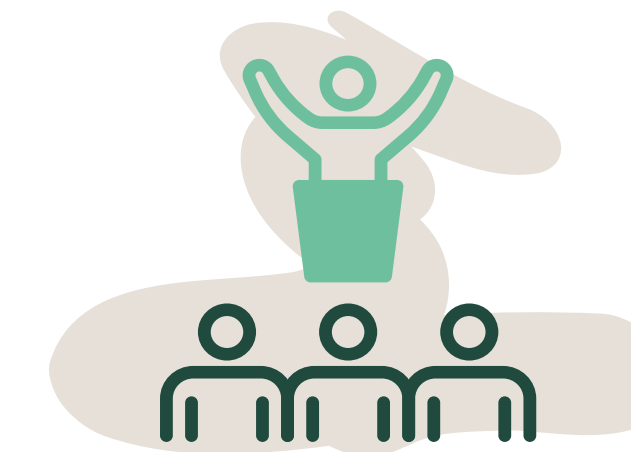
The public roof garden, winter garden, and public realm spaces alongside the new hotel, and retail spaces will create a new destination for London.



This new commercial development above the concourse comprises up to 10 floors of workspace below a six storey hotel, which will be the new home of the Andaz.



At concourse level and level one, new retail spaces and restaurants, within an enhanced public realm with new landscaping and winter gardens will create a space for leisure activities.



The upper stories of the Andaz hotel are repurposed for events and meeting spaces, as well as offices and their associated facilities.



Sustainable and wellness-focused office space is being designed to complement modern and flexible ways of working with unique floorplates that will attract new tenants to the City of London.



Offices will incorporate collaborative spaces, including external terraces with access to green space and biodiversity.

Public Realm

The station is poorly integrated with the surrounding area and a barrier to bringing people together. An integrated public realm and urban environment would link the areas of Broadgate, Spitalfields, and Bishopsgate.

1

Our vision for the station will be a vibrant centre for the movement of people. It will involve the creation of a more expansive, open, legible, safe and inclusive environment, that integrates seamlessly with the surrounding streetscape.

2

Heritage will be celebrated, with the historic ballroom and carriageway within the Andaz hotel becoming publicly accessible for the first time.

3

Existing memorials such as the Great War memorial and other plaques will also be conserved and given more prominence.

4

The 'Kindertransport - The Arrival' statue that serves as a memorial to the thousands of unaccompanied European Jewish children who fled to London on the Kindertransport in the Second World War will be restored and will maintain its prominence in an upgraded Hope Square.

5

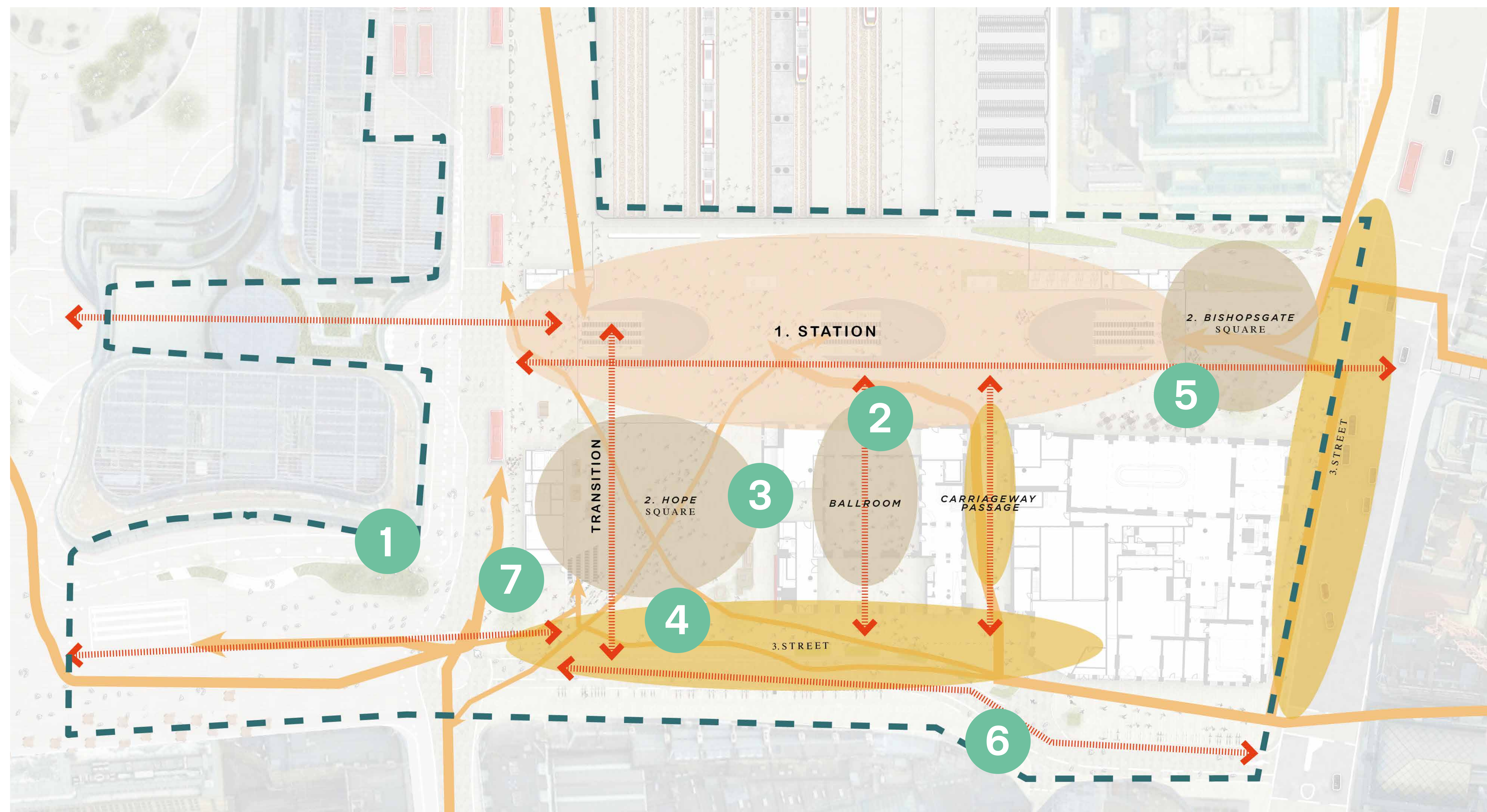
Innovative designs will enhance connectivity and create new communal and green spaces to dramatically improve the public realm. Our scheme proposes to create a genuine space for people to enjoy, with a new square, winter gardens and roof gardens fully accessible to the public.

6

Surrounding streets will be upgraded or pedestrianised to make a more pedestrian friendly environment.

7

By introducing additional areas of planting, we will contribute to the local biodiversity and air quality of the city. Our plans seek to reduce the Urban Heat Island Effect and create a more pleasant environment for people not only to travel through, but to spend time.





The proposed Hope Square now becomes a new public space



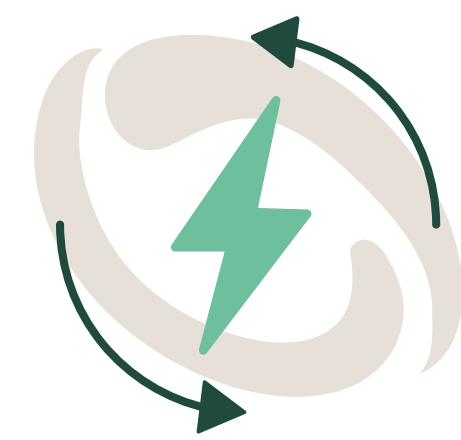
The new ground floor connects seamlessly into the bus station



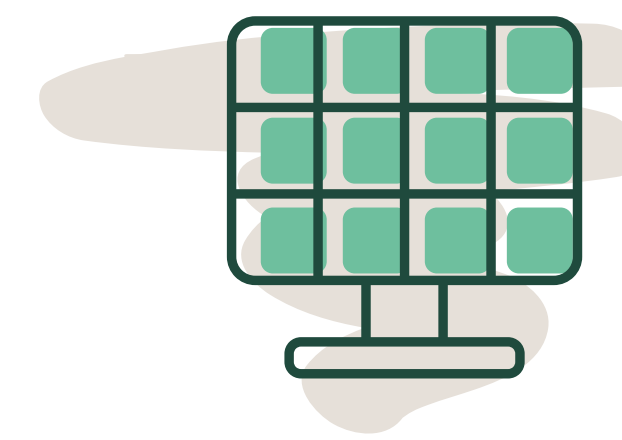
Proposed publicly accessible roof garden

Sustainably smart

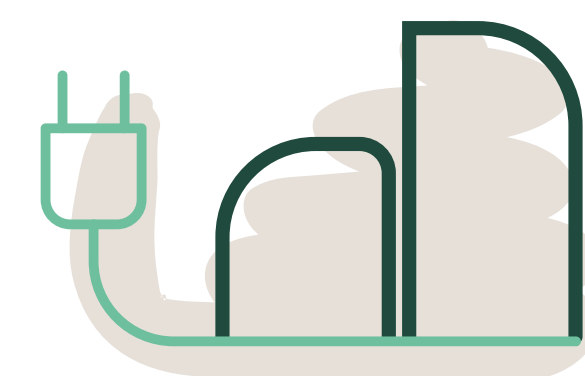
The proposals have been carefully designed to ensure that they align with sustainable principles and minimise CO2 emissions throughout the whole life cycle of the building. This is in addition to the benefits of upgrading Liverpool Street station and supporting the growth of the railway which is a low-carbon mode of transport, and fully integrating the site with sustainable transport, such as cycling, buses, and London's underground tube network.



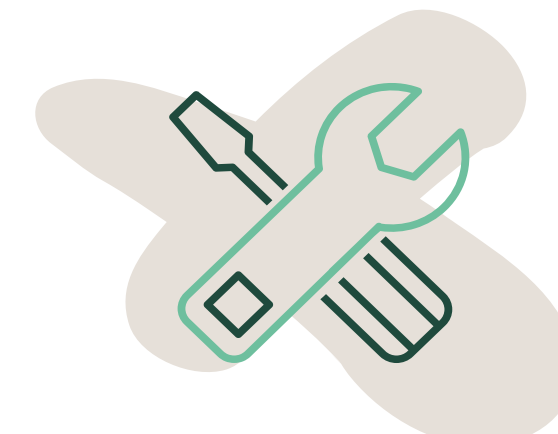
Super energy efficient and carbon efficient hotel and office accommodation that are targeting BREEAM Outstanding.



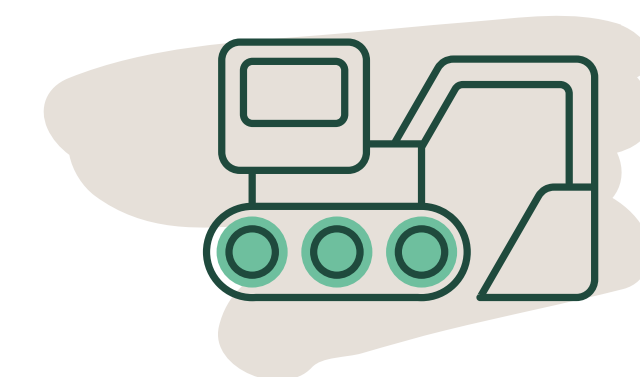
Solar panels on the roof will harvest the sun's energy to generate renewable power.



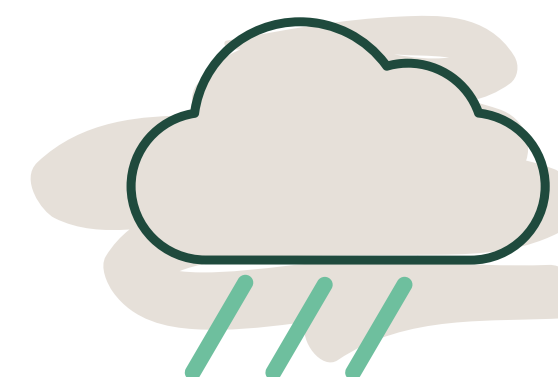
All-electric building with innovative heat sharing between the office and hotel reducing energy consumption.



All retained elements will be re-serviced as part of their refurbishment to modern energy and water efficient standards, vastly improving performance.



Limited demolition, reducing the need for new embodied carbon. All new build materials are being selected to reduce embodied carbon in construction.



Water consumption will be minimised through grey water recycling and rainwater harvesting.

Sustainability ratings

In considering the sustainability of the development, we have selected three of the most rigorous schemes which provide ratings on sustainability to guide our design activities.



BREEAM

This is the world's longest established method of assessing, rating and certifying the sustainability of buildings. To reflect the sustainability aspirations of the scheme, the proposals are currently targeting Outstanding certification, the highest level possible.



WELL

We will be seeking WELL Platinum certification to reflect our vision for a health and wellness-focused office and hotel accommodation.



NABERS

NABERS is a recently adopted scheme for rating the operational energy efficiency of offices. NABERS bridges the performance gap between design and in-use energy performance, providing accurate measurements for actual energy use. We believe by being an early adopter of NABERS, we can ensure that Liverpool Street station's commercial spaces are energy efficient with a minimal environmental impact.

Considerate Construction

The careful management of construction is key to both attaining the high environmental credentials of the development and minimising impact on neighbours. We will transcend the latest guidance on consideration construction, prioritising measures to combat dust, noise and vibration, and work to the standard construction working hours, as we believe it is important to cause as little disruption as possible.

It is too early in the design process to have detailed information on timescales, but we will share more details at our next exhibition. The initial development programme estimates construction beginning in 2024 with completion in 2028/2029.

The station will remain open throughout construction, with the minimisation of disruption to journeys a priority. We will establish a construction liaison group to ensure neighbours are involved in the development of the construction management plans, and able to advise on specific sensitivities.



Nov 2022

Consultation Period

2023

Planning application submission

2023 - 2024

City of London Corporation planning decision

2024

Construction starts

2026

Station improvements complete

2029

Construction completion



Summary

The proposals will be delivered at no cost to passengers or the tax payer through the construction of a new office building and hotel on top of the existing station concourse, its entrances and the existing Andaz Hotel. This will create a landmark seven-day-a-week destination with new retail, leisure and cultural spaces for passengers, visitors and the local community.

Transforming Liverpool Street station

resolving its current issues and ensuring it is fit for the future.

Creating a landmark seven-day-a-week destination

with sustainable wellness focused workspaces, culture, retail and leisure, new five-star hotel and enhanced public realm.

Protecting and preserving

important historic fabric within the station and hotel, enabling public access for the first time.

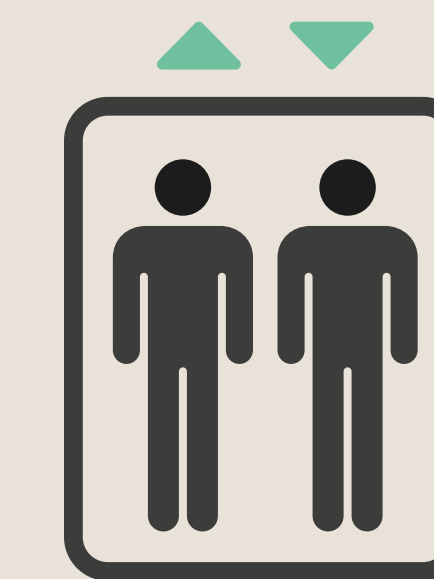
Aspiring to the highest possible sustainability accreditation

contributing to the City's response to the climate emergency, whilst creating pleasant and enjoyable public spaces.

>£450m

on transport infrastructure

Lifts



From **1** (fully accessible)
to **7** (all fully accessible)

Step-free access



Throughout **entirety** of station
(Rail, underground and the Elizabeth Line)

Upper concourse



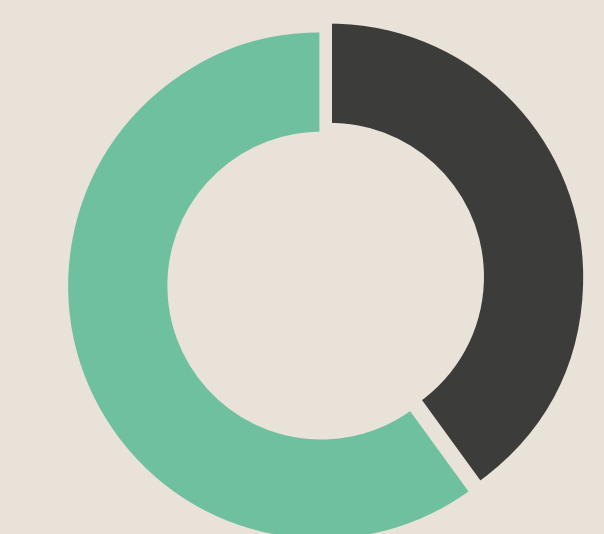
to **double** in size

Escalators



From **4** to **10**

Gateline capacity



to increase by **60%**

Next steps

We are delighted to be sharing our initial proposals with you and would encourage you to fill out feedback forms available at this exhibition or online at www.upgradelss.com.

This will enable us to develop the proposals further, and we intend to share more details of the evolving plans at further consultation events in the coming months, before submitting a planning application to the City of London Corporation in 2023.

Rail infrastructure will play a leading role in decarbonising the City, as one of the most sustainable ways to travel. In bringing forward this new integrated transport hub and commercial development, we are determined to help make the City's recovery a green one, whilst ensuring the Square Mile remains an attractive place to work and visit.

If you would like to discuss the proposals further or have any questions, please speak to the project team members here today. You can sign up online to keep up to date with all the latest news at www.upgradelss.com

Thank you for attending our exhibition.

