

# Transforming the front of York Railway Station



Visualisation of proposed transformation of the station frontage

## THE VISION

York Railway Station helped to transform the city. The largest in the world at the time it opened in 1877, the station connected York faster and more frequently to the wider world. It helped attract new businesses, create jobs and wealth for the region while opening up York's heritage to more visitors from across the country and beyond.

Now the railway station and surrounding area are set to play just as big a role in the first half of the 21st Century. The station will play a key role in connecting the city centre and surrounding communities with York Central; one of the largest city-centre regenerations in Europe. The York Central development will transform under-used land around the station into vibrant and distinctive neighbourhoods, cultural spaces, and a high-quality commercial quarter at the heart of York.

City of York Council, Network Rail and Intercity East Coast franchise operator are working together to make sure that the entrance to the station provides a fitting gateway to the city; one which reflects both York's stunning heritage and its bright future. The project aims to reorganise the roads and entrance to the station in order to:

- Remove conflict between vehicles and pedestrians, making it simpler and easier to interchange between modes of transport
- Create new public spaces and a more pedestrian friendly experience
- Create an improved setting for the City Wall, the railway station and other heritage buildings

Alongside York Central, the new pedestrian and cycle access over Scarborough Bridge and the Hudson House development, the station front project will play a key role in unlocking the potential of the area.

These proposals will help to transform York's economy; attracting investment, creating homes and jobs, providing much better transport links for residents and visitors, connecting communities and preparing the station for a tripling of passenger numbers as HS2 and Northern Powerhouse Rail take shape over the coming decades.

## MORE INFORMATION ABOUT THE PROJECT

In addition to these public consultation boards, the following information is available online at [www.york.gov.uk/stationfront](http://www.york.gov.uk/stationfront)

- The full York Station Frontage illustrative masterplan
- Fly-through video
- Details of walking tours of the masterplan area
- Interactive panoramic visualisations

## PUBLIC CONSULTATION

We have developed a masterplan building upon previous public consultations, one in 2016 and another earlier this year, which featured the broad proposals for the 'front' (eastern entrance) of the station.

We are asking your views about the masterplan and the main features of the first phase to be delivered. This will cover the changes to the road layout, transport arrangements and public spaces outside the station. The planning application should be submitted in Autumn 2018.

## JOIN THE CONVERSATION

We want to know your thoughts on the masterplan ideas, including:

- Do you think these proposals would make a fitting entrance to the city?
- Would they make it easier to access the station or to change modes of transport?
- What would you like to see or do in the new public squares?

This consultation launched on Monday 11 June and will close at midnight on Monday 9 July 2018. These boards are on display at York Railway Station, beside the lift adjacent to Platform 3 and the buffer ends of Platform 1, and in the foyer of the council's West Offices, Station Rise, YO1 6HT, where you can also view a full copy of the masterplan.

You can talk through the plans with members of the project team at these times:

York Railway Station	13 June 2018	3 - 8pm
City of York Council Offices	20 June 2018	10am - 3pm
York Railway Station	23 June 2018	10.30am - 3pm
York Railway Station	5 July 2018	3 - 8pm

You can give us your feedback and views in a number of ways:

- Add your thoughts on a post-it note and attach them to the available boards. (Please don't include personal information).
- Join the conversation on the City of York Council's Facebook and Twitter accounts, simply using the #yorkstation hashtag.
- Fill in the online questionnaire to help capture your views and comments. If you don't have access to the internet, hard copies are available from the customer service desk in the station foyer or at the City of York Council's Customer Centre Offices (West Offices).

Project Partners:



# HIGHWAY WORKS PLANNING APPLICATION



A plan showing the extent of works proposed as part of the Highway Works planning application with a red line

Following this consultation, City of York Council will submit a planning application for the first phase in the transformation of the front of York Station. This planning application will deal with the demolition of Queen Street Bridge, the reorganisation of Queen Street and Station Road parking and taxi areas and changes to the surrounding public spaces.

## SCOPE OF THE HIGHWAY WORKS PLANNING APPLICATION

The extent of the Highway Works Planning Application is shown by the red line on the map above. This application will cover:

- 1 Demolition of the Queen Street Bridge, reinstatement of the earth rampart at the corner of the City Wall, recreation of Queen Street 'at grade' (ground level).
- 2 Demolition of Parcel Square and the RI band building.
- 3 Sympathetic reinstatement of the station façade at Parcel Square
- 4 Realignment of the road and creation of new bus stops.
- 5 Provision of segregated cycle routes.
- 6 Creation of the new areas for station taxis, public drop-off and short stay car parking (includes public pick-up).
- 7 Creation of pedestrianised spaces in front of the station, in Tea Room Square and below the City Wall arches.
- 8 Reorganisation of parking for York RI and the RI Gym.
- 9 Provision of a temporary car park to the western side of the York Railway Station, so that the total amount of car parking spaces remains the same.

## WHY DELIVER THE MASTERPLAN IN PHASES?

There are different landownerships and potential funding arrangements for the proposed masterplan, so it will be delivered in separate phases. Each of these phases will be carried out as separate projects by different partners to different timescales, with a separate planning application for each phase. City of York Council has secured funding through the West Yorkshire-plus Transport Fund and the Leeds City Region Growth Deal for the highway works elements of the scheme.

Separate applications will also be submitted for Scheduled Monument Consent and Listed Building Consent for works around the City Wall and to York railway Station.

## DELIVERY OF THE HIGHWAY WORKS

The construction works to improve the environment in front of the station will cause short term disruption. The construction method is being designed to minimise this disruption, and to make sure that transport routes remain open and pedestrians and vehicles can continue to access the station.

## WHEN WOULD THIS HAPPEN?

Subject to obtaining planning approval, the scheme would be delivered to the following approximate timescales.



## PARCEL SQUARE

The removal of Parcel Square provides the opportunity to create an improved area for station taxis and public drop-off close to the station entrance.

We are talking to existing users of this area about relocating within the station.

The station façade would then be sympathetically restored. A canopy to cover the taxi pick up area, which will provide shelter for users, is currently being designed.

## PARKING ARRANGEMENTS

In the long term, the masterplan sets out how the existing car parking on the eastern side of the station could be combined into a new multi-storey car park. This multi-storey car park would be delivered subject to a separate planning application.

During the first phase, as much car parking as possible will be retained on the eastern side of the York railway Station. In addition, at this early stage, we are seeking temporary permission for extra car parking on the western side of the station, to make sure that there is no change in the total number of car parking spaces.

This temporary parking is separate from and does not include any parking in the York Central masterplan.

# WHAT ARE WE TRYING TO ACHIEVE?

**Current Issues**

- 1 Poor arrival experience
- 2 Unclear pedestrian route to city centre
- 3 Station frontage dominated by vehicles
- 4 Poor air quality in Porte-Cochere
- 5 Tea Room Square congestion
- 6 Greater demand for better cycle facilities

**Issues to solve - This project aims to resolve the above key issues**

The Scarborough bridge project provides an improved walking & cycling route between the station and the city centre

York Station and Queen Street Bridge, 1920

Victorian Railway Arches, 1911

RI Gymnasium

Parcel Square after the bombing raid, 1942

Replacement building constructed in Parcel Square, 2017

## WHY DO WE NEED TO MAKE CHANGES?

### REORGANISE THE ENTRANCE AND ROADS

Improving the layout of the area outside the station needs space. Much of the available space is dominated by the redundant Queen Street Bridge. The Victorian bridge was built when trains used the lines through to the old railway station (now the council's West Offices), so has not been needed since the 1960s. The bridge is built very close to the rampart of the City Wall, and hides a large section of the walls from view. It also obscures several of the Victorian railway-era York RI buildings.

### CONFLICT BETWEEN VEHICLES, CYCLES AND PEDESTRIANS

Arriving at and leaving the station can be awkward and confusing. The very busy area is dominated by vehicles, with no public space to enjoy an area which features some of the city's most striking heritage.

The station entrance and exit is very difficult to understand, with visitors often unsure where to go next. Taxi ranks, bus stops, drop-off points and pedestrians are all crammed into a small area with narrow walkways, which creates congestion.

Tea Room Square frequently 'clogs-up' while the covered Porte-Cochere, which acts as a taxi rank and drop-off point, obstructs pedestrian access and has created an area with poor air quality.

### A CONFUSING TRANSPORT INTERCHANGE

You have told us during two York Central consultations that the station front could be significantly improved, and needs to provide a better transport interchange, in particular for buses.

While recorded accidents involving cyclists are low, improved cycling facilities would encourage much greater use of cycling.

## THE PROPOSALS

These boards provide more detail about the proposed changes to the front of the station to create a better gateway to the city. The key features include:

- Removing Queen Street Bridge to provide the space needed to make changes to the road layout.
- Creating a better transport interchange by separating arrival points for each type of transport.
- Making the area more pedestrian-friendly, with a new pedestrian crossing
- Move the taxi rank, creating a 'Station Square' involving the Porte-Cochere (the current taxi rank/ drop-off point) and Parcel Square area. What do you think should happen here?
- Create a new, high quality public space in Tea Room Square (currently the turning circle for deliveries and entrance to the short stay car park). What would you like to see this space used for?
- Segregated cycling routes and improved cycle parking

Once you have looked at the proposals, please remember to join the conversation. We want to know your views on the proposals, and what you would want to see or do in the new public spaces.

Add your thoughts on the boards, fill in the questionnaire (hand in at the customer service desk at the station), or go online at [www.york.gov.uk/stationfront](http://www.york.gov.uk/stationfront) or through social media using #yorkstation.

## BUILDING ON THE HERITAGE OF THE SITE

Removing Queen Street Bridge would create space for the highway changes. Its removal also offers the following opportunities to better celebrate the heritage of the City Wall and the archways:

- The sloped earth rampart to the City Wall can be reinstated to improve the setting of this ancient monument.
- The views of the City Wall and the Victorian arches through the City Wall will be opened up.
- There will be more space around the remaining buildings from the Victorian railway era including York RI, the railway worker's cottages, the RI Gym, Water Tower and Ivy Cottage, improving the views of them.
- The removal of vehicles from the York Railway Station's Porte-Cochere will allow the Porte-Cochere to be refurbished and the architecture of the station to be enhanced.

The "Parcel Square" area to the south of the York Railway Station's entrance was badly damaged by a bomb during World War II. The replacement building does not match the original architecture of the station. Removing it would make more space for taxis and allow for a more sympathetic reconstruction of the station facade.

## DESIGNING FOR THE FUTURE

The number of passengers will increase from 13 million to 38 million over the next 30 years due to the growing popularity of rail travel, the York Central development and the arrival of HS2 and Northern Powerhouse Rail.

City of York Council's draft local plan sets out an ambition for the sustainable growth of the city, which includes increased bus services.

These proposals respond to both of these opportunities, allowing for more bus services and future aspirations for more cycle parking within the station, as well as more station taxi pick-up and public drop-off space.

# MASTERPLAN



## MASTERPLAN STRATEGY

The masterplan for the York Station east entrance is designed to create a place for people, which functions as an effective interchange for all types of transport. The proposals will make arriving and using the station simpler and easier for pedestrians, cyclists, drivers or those on public transport.

The masterplan prioritises pedestrian and cyclist movements and creates new public spaces, to provide an improved gateway to York.

Public transport, including buses and taxis would move to a transport interchange directly south of the station entrance. Short and long stay parking for private vehicles are located further south, accessed from a one-way loop road. Longer term, the car parking could be combined into a multi-storey car park and development brought forward on vacant plots.

Please see the website ([www.york.gov.uk/stationfront](http://www.york.gov.uk/stationfront)) for a fly through animation of the proposed scheme, together with interactive panoramic views from different locations.

## KEY FUTURE DEVELOPMENT OPPORTUNITIES

- 1 Station Square and new pedestrian crossing
- 2 Refurbished Porte-Cochere
- 3 A new pedestrianised public space at Tea Room Square
- 4 New public space below City Wall arches
- 5 Segregated cycle routes
- 6 Bus stop cluster
- 7 Station taxi rank & public drop-off
- 8 Short stay car parking & public pick-up
- 9 Station refuse collection areas
- 10 Future multi-storey car park
- 11 Future development plots



The removal of Queen Street Bridge opens up views under the City Wall arches.

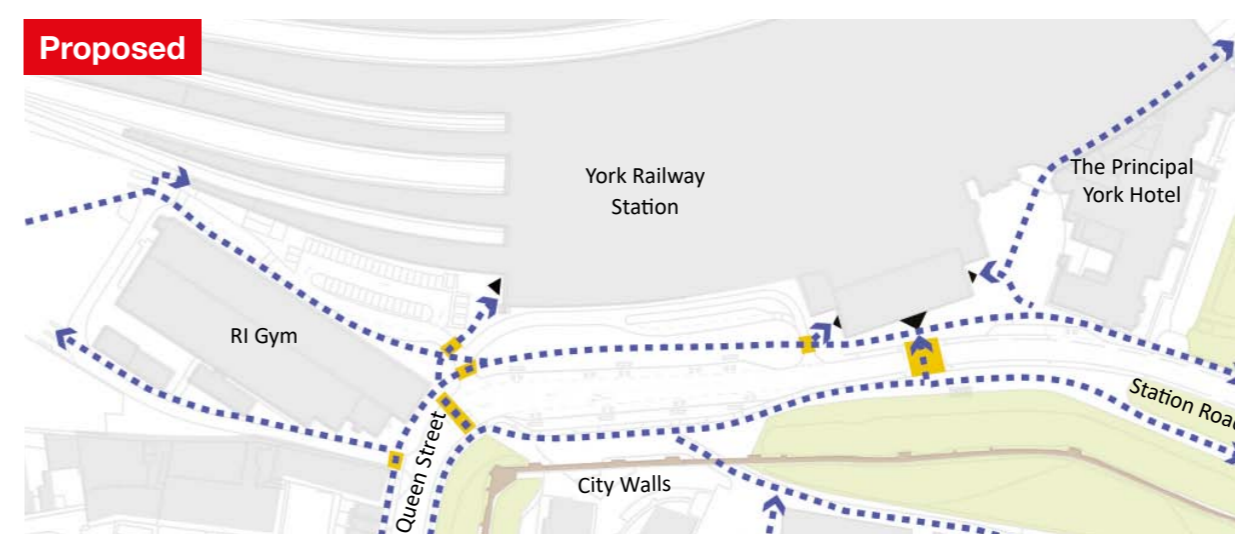
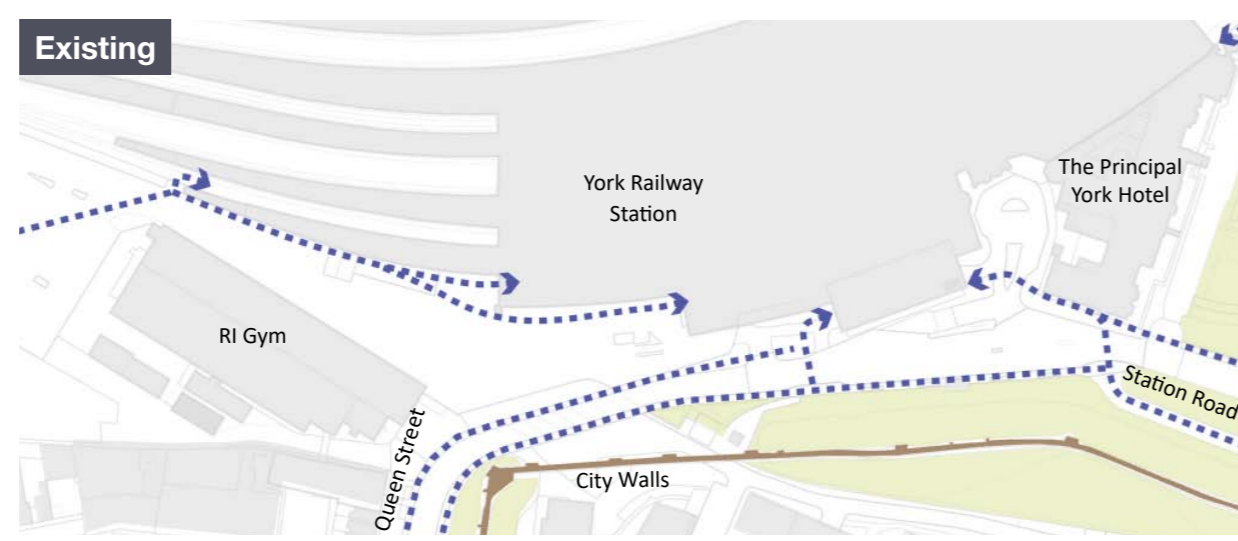
# MOVEMENT STRATEGIES

## PROPOSED CHANGES

The maps below show how the proposed changes would affect users of each mode of transport.

### PEDESTRIANS

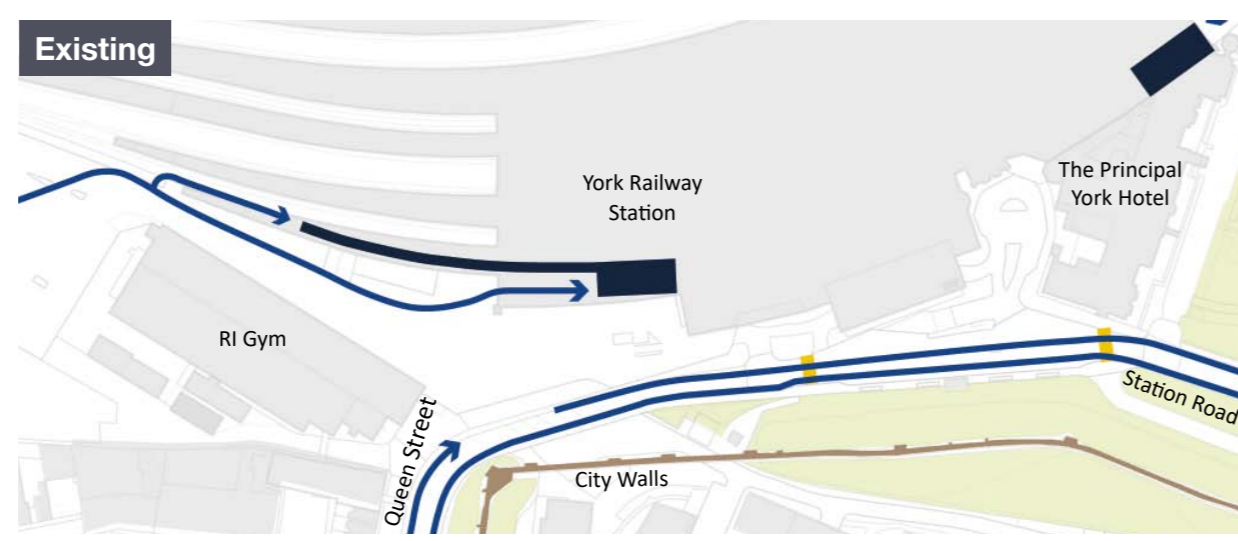
The wide pedestrian crossing in front of the station entrance and wider pavements improve the experience and clarity of the pedestrian routes to the city centre.



- Station entrances
- Pedestrian routes
- Pedestrian crossing

### CYCLISTS

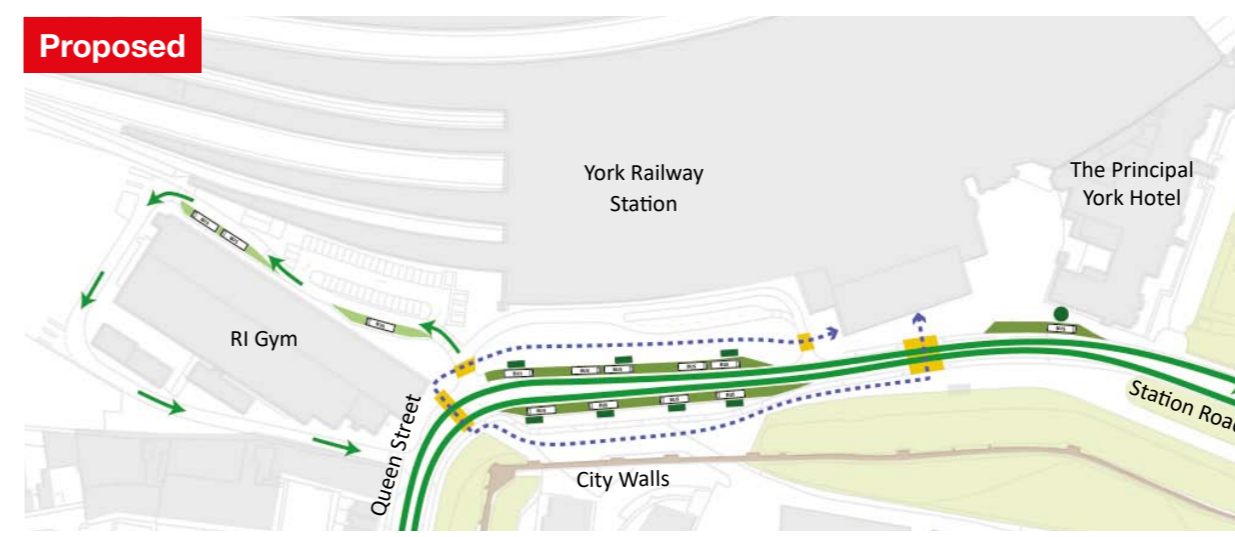
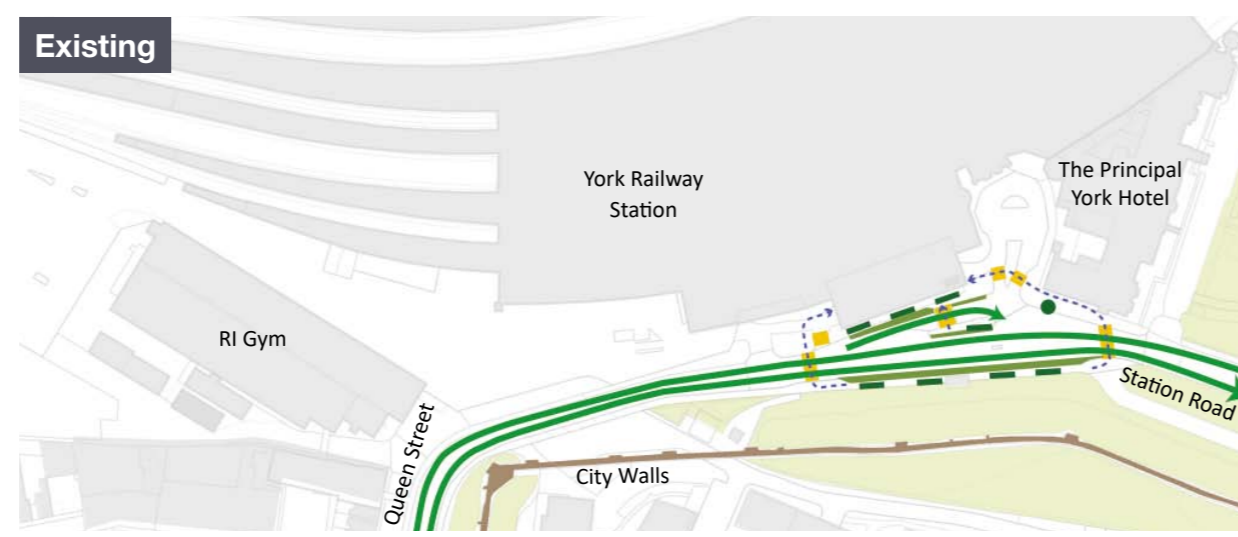
New segregated cycle routes and wider shared cycleways along with increased cycle parking increases safety and encourages more people to cycle to the station.



- Segregated cycle route
- Cycle route shared with pedestrians
- On road cycle route
- Pedestrian crossing
- Existing cycle parking
- Potential cycle parking

### BUSES

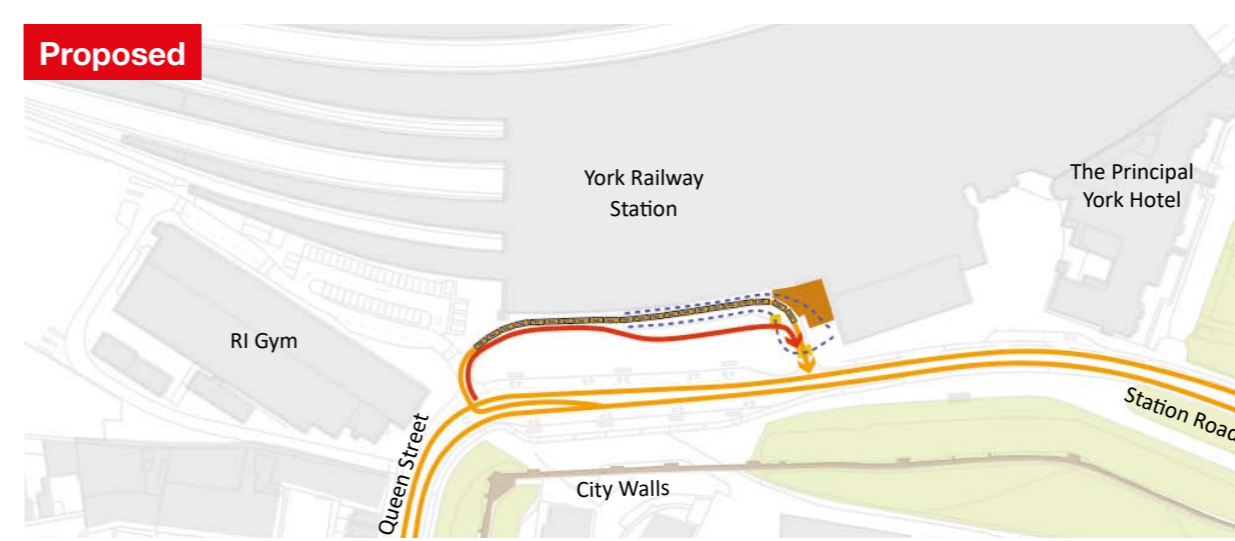
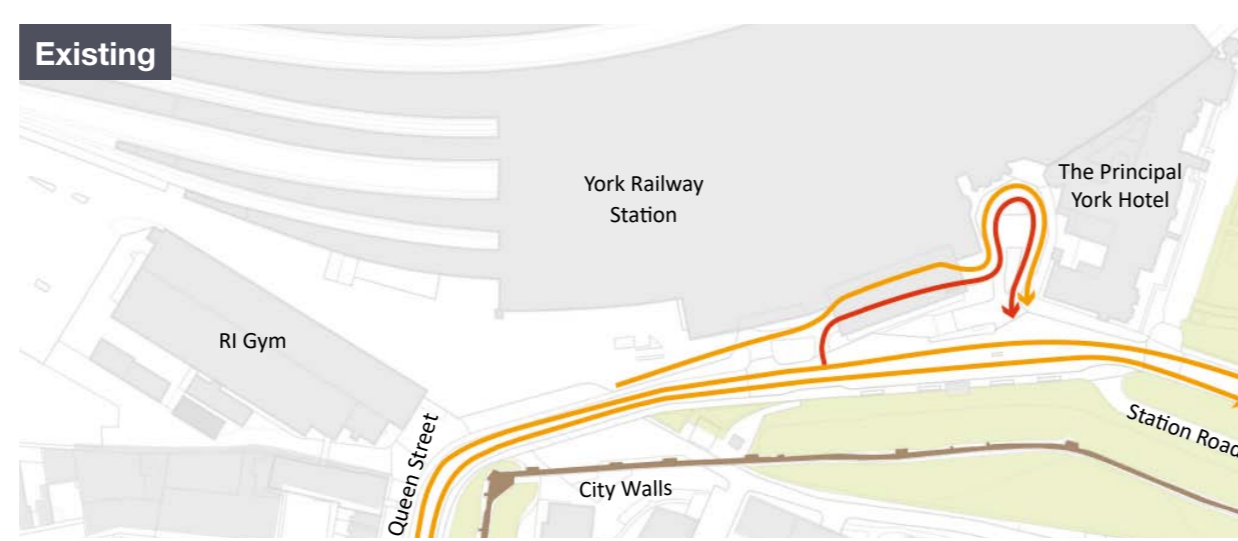
Increasing and relocating the bus stops within sight of the station is an opportunity to improve the operation of buses and the quality of bus stops.



- Bus route
- Bus shelter
- Tourist bus stop
- Bus pick up/ drop off
- Bus layover area
- Passenger access to station
- Pedestrian crossing

### STATION TAXIS AND PUBLIC DROP OFF

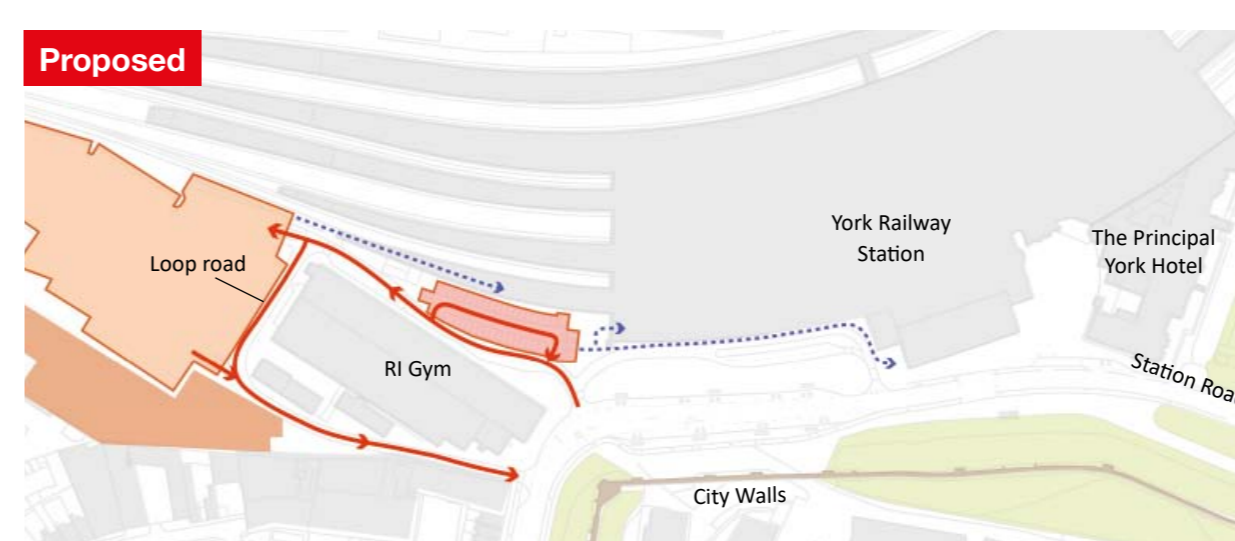
Station taxis and the public drop off are moved to an open and spacious area adjacent to the station entrance, reducing conflict with pedestrians and congestion.



- Taxis route
- Taxi loading/ waiting area
- Drop Off Route
- Passenger access to station
- Pedestrian crossing

### PARKING

Short-stay and long-stay car parks are both accessed off a one-way loop road encircling the RI Gym. Public pick-up will be retained at the short stay car park. Relocating parking to one side of the station reduces conflict with pedestrians and congestion.

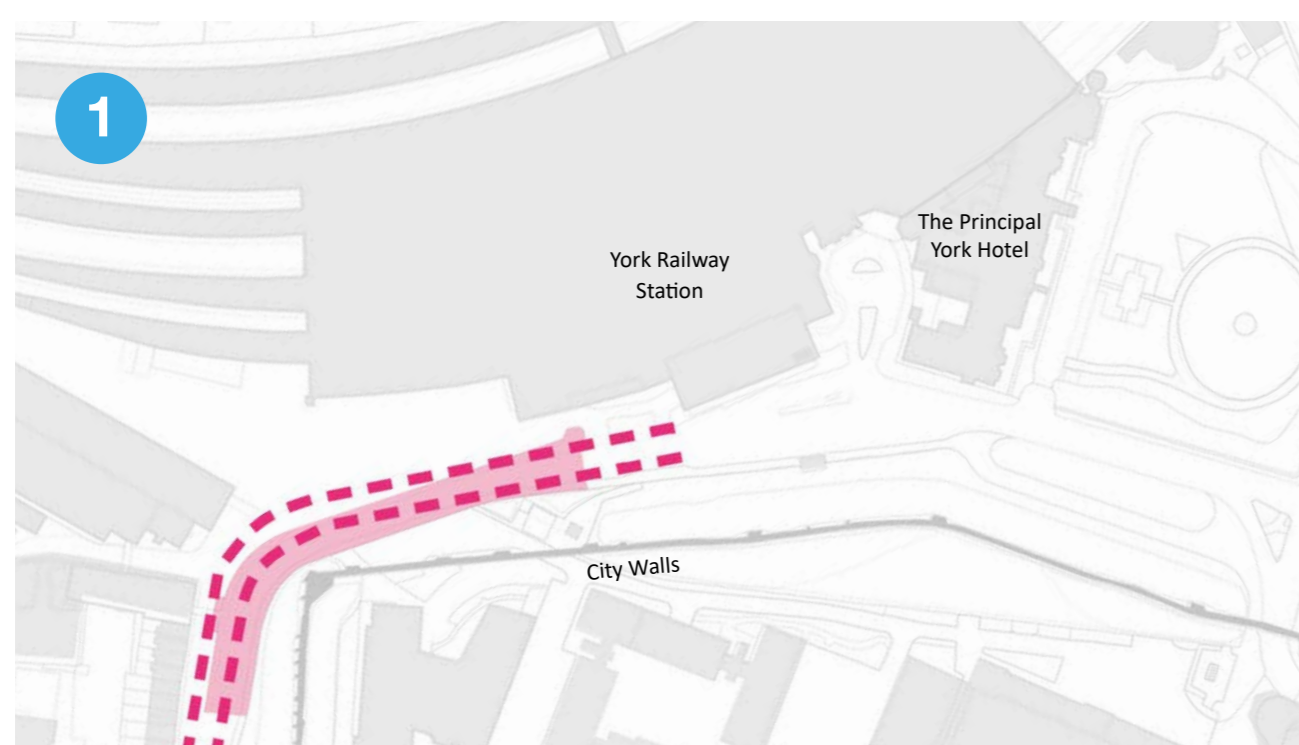


- Vehicular route
- Short stay carpark
- Long stay carpark
- NCP carpark
- Pedestrian route

# MAIN FEATURES

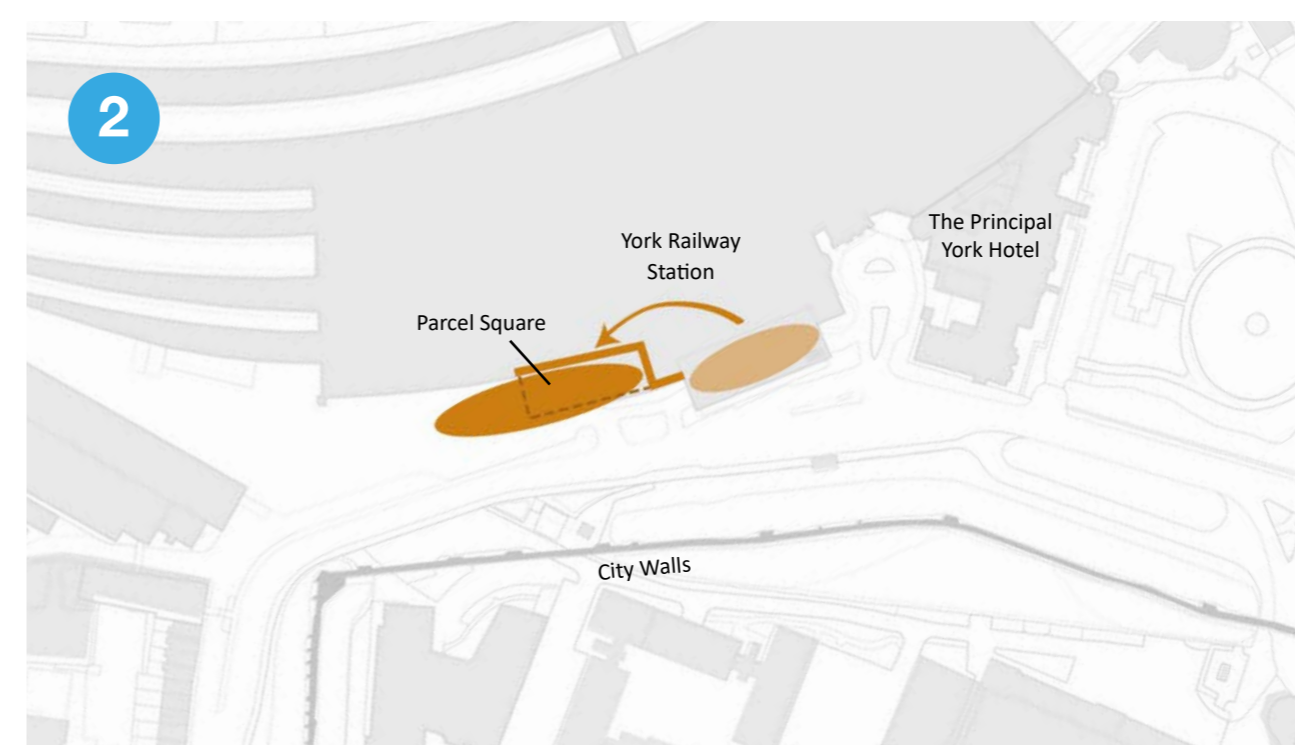
## EIGHT KEY MOVES

These masterplan proposals are based on eight “key moves”, which work together to better use the space in front of the station. This allows for a simpler and clearer layout of public spaces, roads and pedestrian crossings. These “key moves” are described below, with the darker elements indicating the proposed changes:



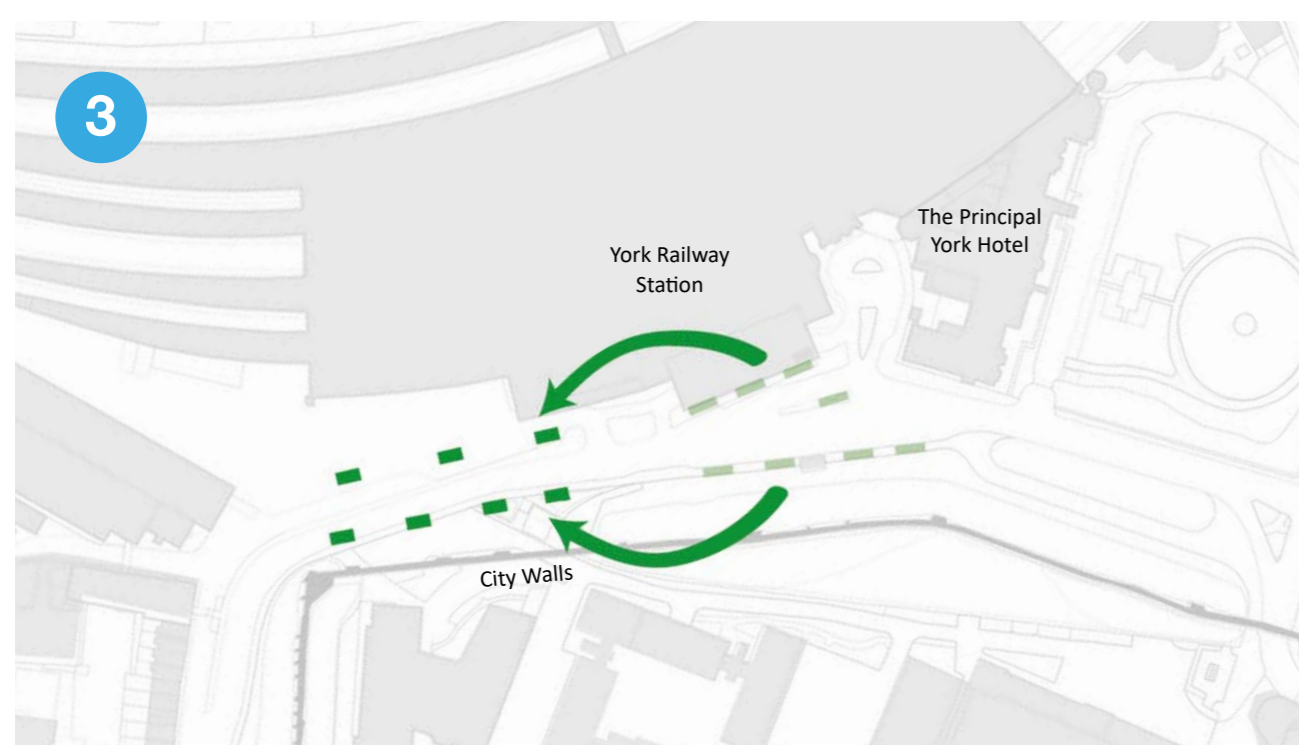
### 1 DEMOLISH QUEEN STREET BRIDGE

Queen Street Bridge is removed to create more space around the station. The road is realigned away from the City Wall to improve its historic setting.



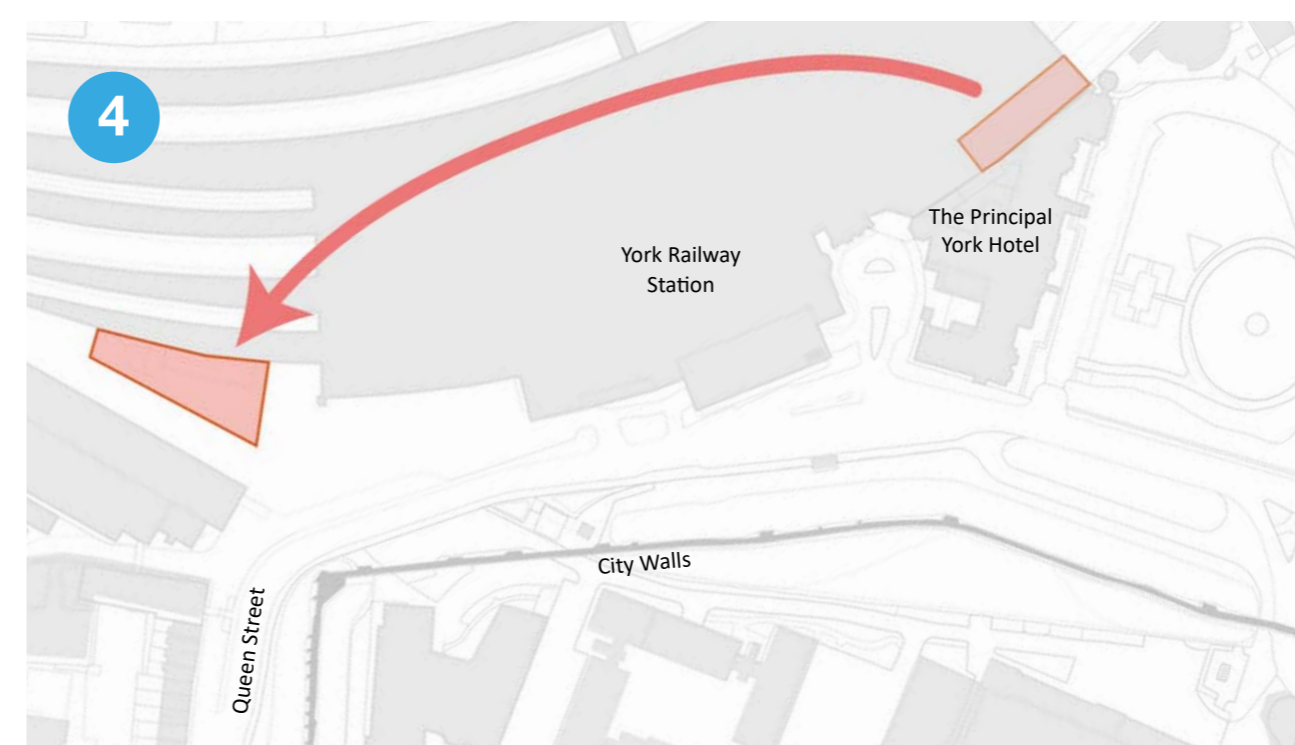
### 2 RELOCATE TAXIS AND DROP-OFF VEHICLES

The existing Parcel Square building is demolished and the station façade restored sympathetically. Vehicles are removed from the Porte-Cochere and a new taxi rank and drop-off facility is provided directly to the south of the main station entrance.



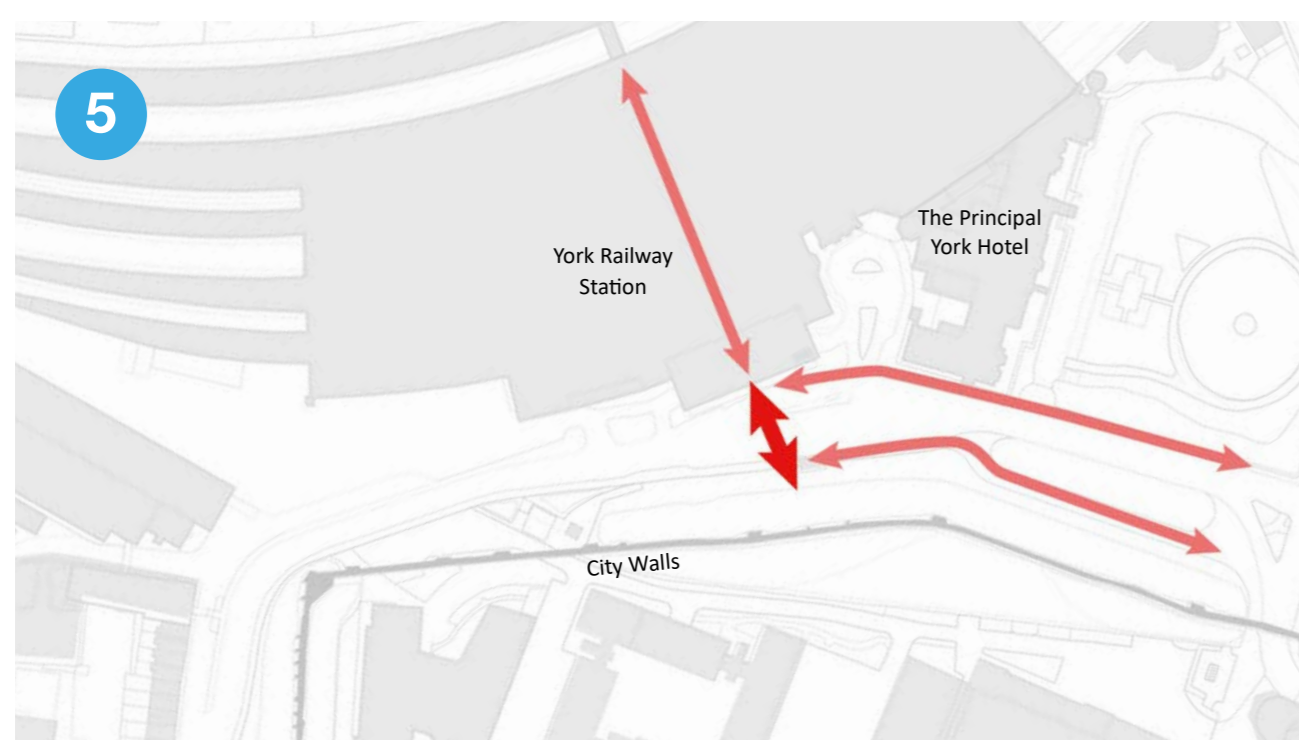
### 3 RELOCATE BUS STOPS

Bus stops in front of the station are relocated to the south of the main station entrance to create a better waiting environment for passengers and bus drivers.



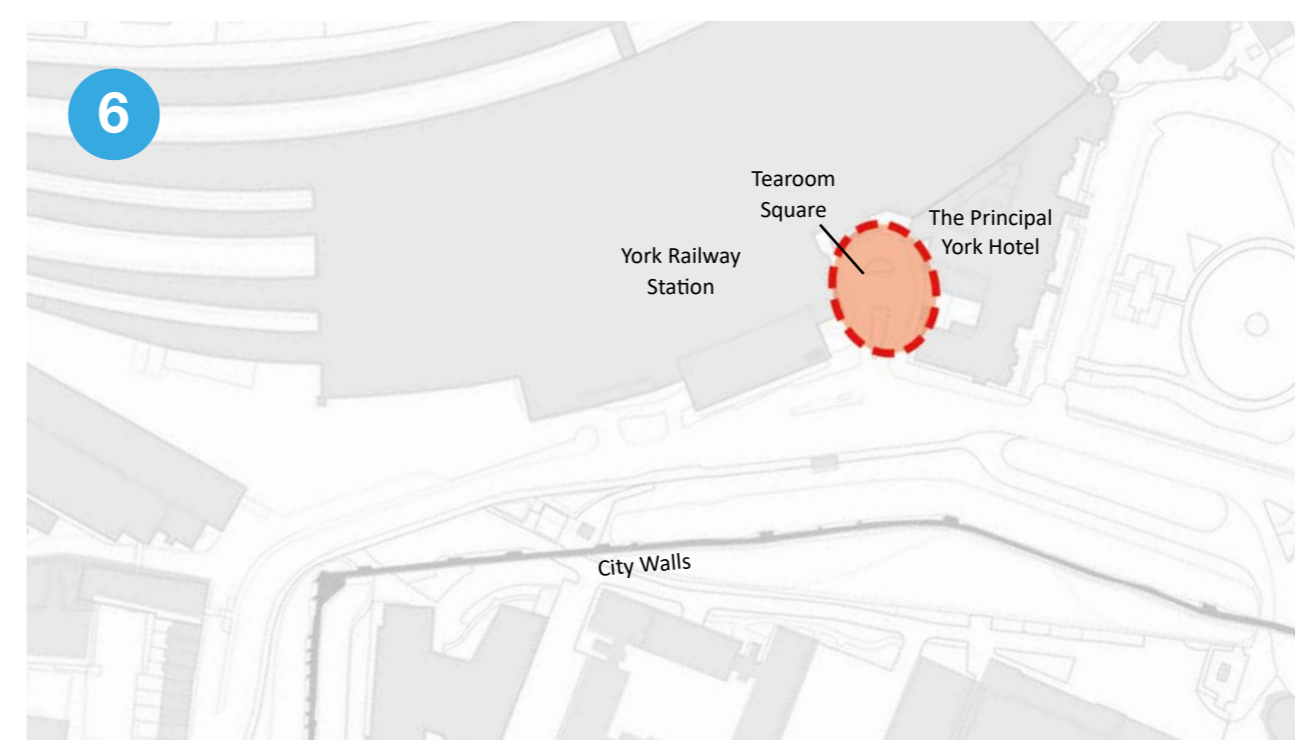
### 4 MOVE SHORT-STAY CAR PARKING

The short-stay car park is relocated to the south of the station and accessed from Queen Street. Public pick-up will be retained at the short stay car parks.



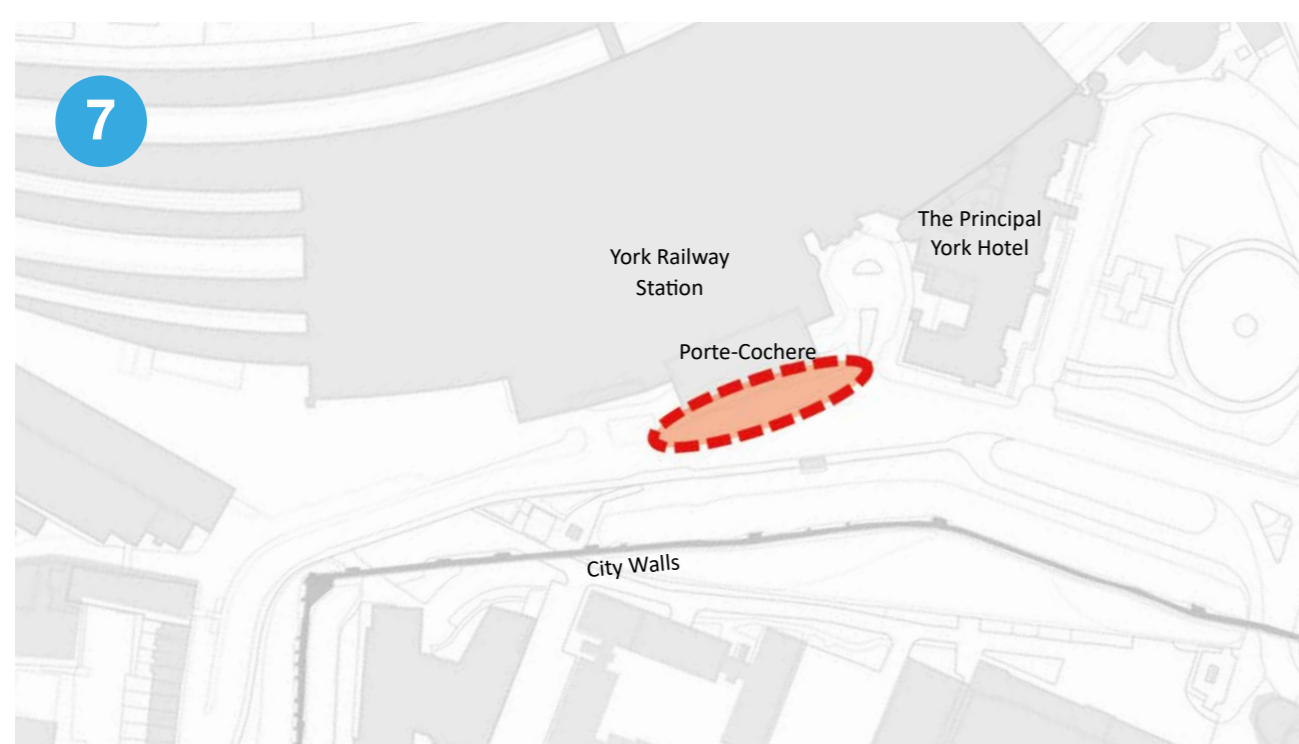
### 5 RELOCATE THE PEDESTRIAN CROSSING

A wider pedestrian crossing is created directly outside the York Railway Station entrance, making it easier for pedestrians to navigate and to find routes northwards into the city centre.



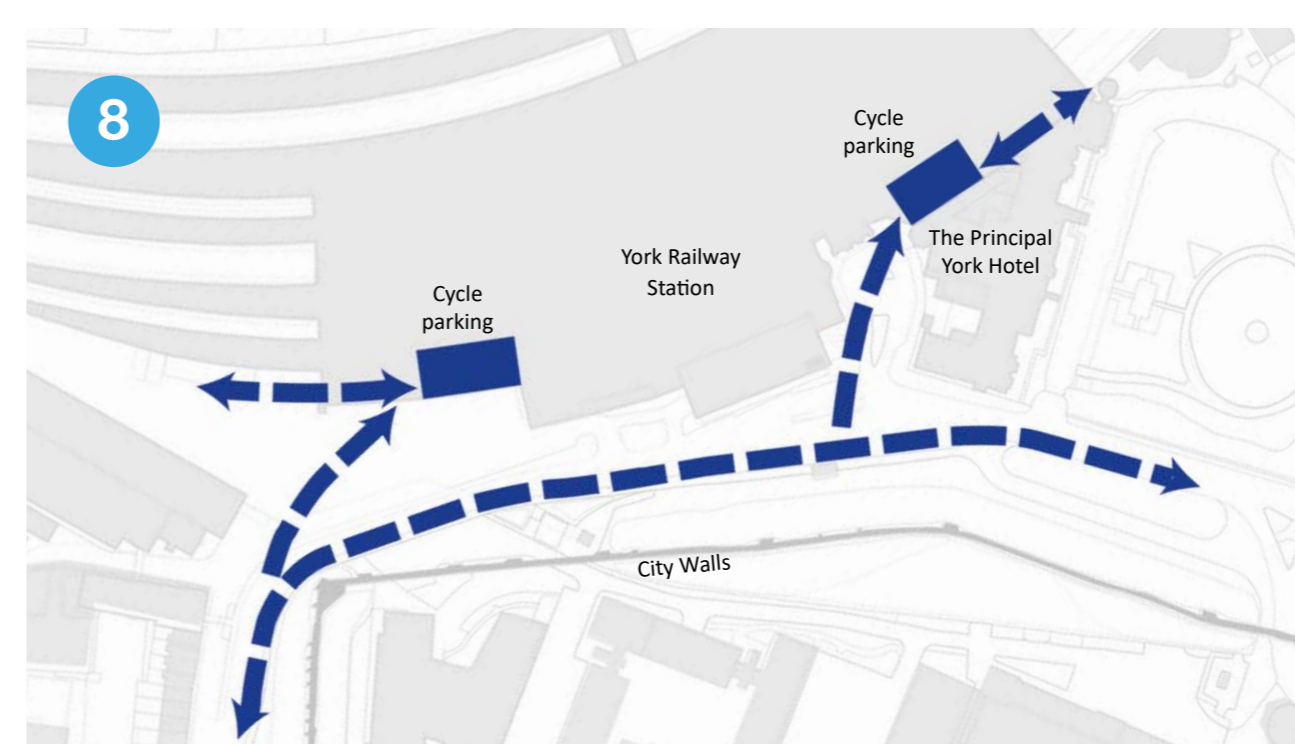
### 6 TRANSFORM TEA ROOM SQUARE INTO A PUBLIC SPACE

A high quality public area is created in Tea Room Square with only limited access by delivery vehicles.



### 7 CREATE STATION SQUARE AREA

Create a new, high quality public area transforming the arrival and departure experience to York, in front of the station. The Porte-Cochere development will be in another phase and will be led by the station.



### 8 ENHANCE CYCLE ROUTES AND CYCLE PARKING

Segregated cycle lanes are provided where possible to provide safer routes for cyclists. Future aspirations to provide increased cycle parking facilities inside the station will encourage more cyclists.