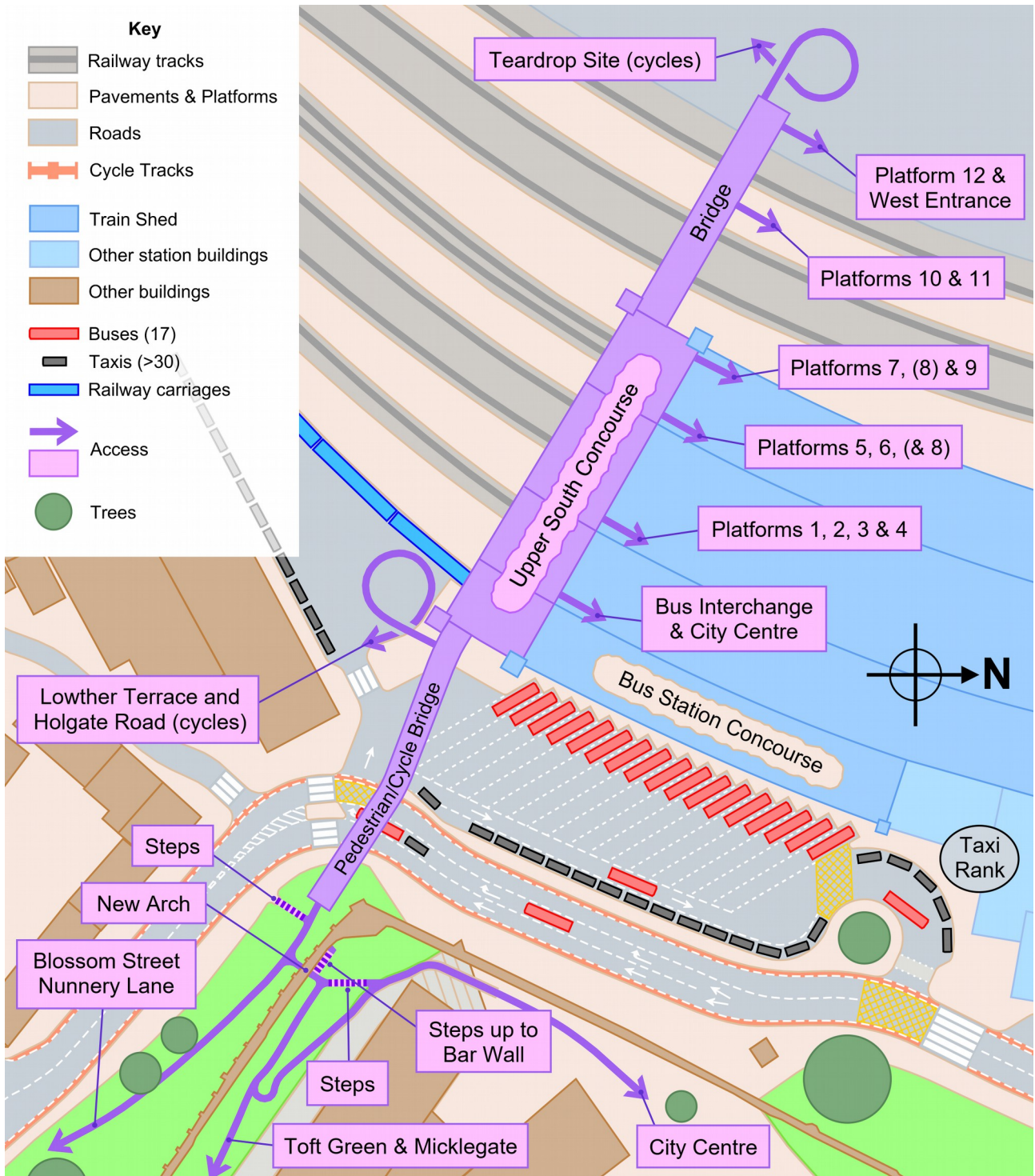


# Possibilities for York Station?

This discussion paper contains outline suggestions for bus, taxi, cycle, and pedestrian provision at the south end of York station, and is meant to stimulate discussion of how the council's current proposals might be improved upon.

This sketch map covers two sets of ideas, the first for a bus station and taxi rank, and the second for a bridge connecting Queen Street, the bus and railway stations, and the Teardrop site. The bridge proposal is distinguished by its general pink/violet/purple theme.



## **General**

1. Demolition of Queen Street Bridge is assumed.
2. CoYC currently proposes large-scale pedestrianisation of the resulting open space. These proposals aim to make better use of some of it.
3. The proposals for the bus station and the new ridge are largely independent of one another, but are intended to work together.

## **Bus Station**

4. Given the projected *three-fold* rise in railway passenger traffic, and the aspiration for greater public transport use, CoYC's Station Front Consultation proposals make inadequate provision for buses at the railway station.
5. Whether York needs a bus station is a separate but related question. This proposal assumes there should be one.
6. This proposal is for a larger hub in broadly the same area as the relocated bus stops in CoYC's proposals.
7. This seems the only place for a bus station. One on the west side would be further from the city centre. Double deckers cannot pass through Leeman Road tunnel.
8. Proximity to the railway station is ideal from an integrated transport point of view.
9. The map shows space for 17 bays, but this is to illustrate what might be possible. It is not based on any assessment of the number required.
10. The bus station concourse goes inside the train shed, with access through the currently bricked-up arches in the train shed wall.
11. It is very doubtful whether there is enough space for a bus station and dedicated building between the train shed and Bar Walls. Putting the concourse inside the train shed makes enough space available.
12. There is a precedent for this at Hull Paragon Station.
13. The concourse takes up space by the disused former platforms 1 and 2. These could be brought back into railway service, but the former platform 1 would be shortened.
14. Cycle parking here would be displaced. Enough alternative locations exist, including at the new west entrance and where the short-stay park park now is.
15. Maximum integration: access between the railway and bus stations is entirely under roof cover, with no need even to walk via the Portico main entrance.
16. Absence of a dedicated bus station building reduces cost and visual impact.
17. *Queen Street Interchange* would be an unambiguous and geographically accurate enough name.

## **Taxi Rank**

18. The rank itself is in broadly the same area as the taxi rank in CoYC's Station Front Consultation proposals, but the queue is relocated to make space for the bus station.
19. There is room for a long queue, which ends close to the rank, and the rank is clearly visible from the head of the queue.

20. Further extension of the queue alongside the current Railway Institute buildings would be possible if need be. The total length of the queue in the map (over 30 taxis) is meant to show what would be possible, not how much is actually needed.
21. The taxi rank and bus station share space efficiently.
22. Road junctions are simpler because buses and taxis share the same entrance and exit.
23. Safety: queuing drivers can get out and chat to each other on the pavement, conveniently located on their offside.
24. Separating the drop-off (not shown – it might perhaps be outside the Portico) from the taxi rank makes it possible to fit the bus interchange in.

### ***Pedestrian/Cycle Crossings***

25. Because the railway is already crossed by the Marble Arch and Leeman Road bridge at the north end, plus a footbridge and two pedestrian subways inside the station, the most beneficial location for any new crossing would be at the south end.
26. Relocation of the bus hub further south strengthens the case for a crossing here because it gives a direct route between the hub and the Teardrop site.
27. Tunnelling under operational railways is expensive and disruptive. A bridge would be more economical.
28. Extending the two existing pedestrian subways to the new west-side entrance (and platform 12?) would however be fairly practicable because the extensions only pass under one track at platform 11, and works access would be easy.
29. The subways and footbridge inside the station are unsuitable for cycles, and anyway most would want to cross to the other side of the station rather than enter it. A new crossing is the only way to enhance provision for them.
30. Current proposals do not include a good cycle route between the Teardrop site and Queen Street/Micklegate Bar area. A south-end crossing would serve that purpose.
31. Connectivity is potentially very high: this proposal interconnects all of:-
  - a) The teardrop site and station west entrance, plus associated bus hub,
  - b) Platforms 1, 3, 5, 6, 7, 9, 10, and 11 (plus a new platform 12?),
  - c) The bus interchange,
  - d) Holgate Road, via the long-stay car park and Lowther Street, and
  - e) Queen Street and Hudson House environs.
32. Since the bridge gives access to all the south end platforms, the scheme could be expanded to include an Upper South Concourse for the railway station, including ticket machines, waiting areas, and somewhere to buy coffee and a bun.
33. Extending the bridge towards the Bar Walls would give pedestrians and cycles a grade separated way to cross the road between the station and the walls.
34. The bridge deck height would be similar to Queen Street Bridge (a little higher in the middle), and below the tops of the Bar Wall ramparts.
35. The extension is located so as not to obscure the view of the Bar Walls from the station front area.

## ***A Proposal too Far?***

36. It would be beneficial to provide access from the end of the bridge to the area immediately inside the Bar Walls, and thereby Hudson House and the city centre.
37. Use of the existing Tudor Arches nearby is possible, but steps are the only way to go directly from the bridge end to the arches without running a path across the outside face of the walls and arches. A sloping path for cycles and wheelchairs threatens to be an eyesore.
38. A sloping path down the ramparts by Queen Street is possible, but to get from there to inside the walls requires a bidirectional cycle track between the walls and the road. It is doubtful whether this could be fitted in.
39. From a purely functional point of view, a good solution would be a new arch through the walls. This is the solution shown on the map.
40. As an added bonus, this could give pedestrians direct access from the railway and bus stations to the top of the Bar Walls, up a new flight of steps.
41. While modifying the walls is clearly undesirable, my own personal view is that this would be better than a sloping path obscuring the view of the walls and Tudor Arches looking from outside the station. Given the major Victorian modifications nearby, one more arch – and small and comparatively unobtrusive at that – could be acceptable.
42. But others will no doubt disagree. There are various options:-
  - a) don't extend the bridge to the Bar Walls, and abandon the idea of a grade-separated crossing;
  - b) extend the bridge but don't provide cycle access to the inside of the walls,
  - c) access the inside of the walls via an obtrusive slope across the face of the walls and arches,
  - d) access the inside of the walls via a new arch, as shown in the map, or
  - e) something else – any ideas, anybody?

## ***Further Information***

This summary is based on a more comprehensive document submitted to the Station Front Consultation, which can be found here:

<https://www.yorkbusforum.org/wp-content/uploads/2018/09/AR-2018sepStation-Front-Response.pdf>

and here:

[tinyurl.com/YBF003](http://tinyurl.com/YBF003)

An earlier version, submitted to the Teardrop site consultation, is incorporated into York Bus Forum's *Better than a Bus Station?* and contains the proposal for the bus interchange, but not the taxi rank or new bridge. It can be found here:

<https://www.yorkbusforum.org/busstationreport/>

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