

York Station Frontage

Illustrative Masterplan





Lidar Still of the York Station Frontage

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1 Our Ambition

York is a great city with a unique heritage and fantastic quality of life. York Railway Station provides a key gateway, connecting the wider world to the city.

The reorganisation of transport in front of the station will create a more welcoming, pedestrian-orientated arrival space in the city. The removal of Queen Street Bridge generates the opportunity to rationalise vehicle movements, improve connectivity and reduce conflict and congestion. It will allow for a more efficient use of space and enhance built heritage.

These proposals seek to transform the environment in front of the railway station and unlock the potential of this area.



Proposed transformation of the station frontage

2 Context

Opportunity

The first impression on departing the station is of vehicle dominance and congestion. This detracts from what should be an uplifting arrival experience which celebrates this city's history and unique character.

The current situation responds to the history of this area. When the railway passed through the city wall to the old station (now the City of York Council's offices), a bridge was built so that traffic on Queen Street could pass above the rail tracks. In 1877, the current station was constructed and the trains were re-routed. The rational for the Queen Street Bridge has disappeared, however, the bridge remains in place to this day. The restricted width of the bridge forces buses, taxis, drop-off traffic, parking access, pedestrians and cyclists to share a very constrained space directly in front of the station.

Removing Queen Street Bridge presents a major opportunity. By relocating bus stops, taxis and vehicle parking away from the station frontage, a major public space can be created which will improve connectivity for pedestrians and cyclists. It will also create an improved setting for the City Walls, Station and the York RI (Railway Institute) to better frame the heritage of this area.

As has been seen in Sheffield and at Kings Cross, the creation of a high quality pedestrian space in front of the station can have a catalytic effect, helping to transform the image and aspirations of a city. A similar opportunity now exists for York.

A Place for People

The station will often be the first experience people have when arriving in York. It is also an important point where people interchange between different modes of transport. Pedestrians must therefore be at the centre of the design proposals to reorganise the space in front of the station.

We must create a welcoming and pedestrian friendly gateway to the city, which is designed around where people want to go and in which wayfinding is clear and logical. Creating high quality public realm is vital to provide a good first impression and help the station become part of the local identity. York Station should be a place that people are proud of.

The design should be centered around a design hierarchy which prioritises pedestrians and cyclists, followed by public transport then private vehicles in order to promote York as a walkable and cyclable city. This approach follows current transport priorities for the city centre.

Integrating with other development proposals

It is recognised that this project must integrate with a number of other schemes which will change this area of the city. Proposals to upgrade Scarborough Bridge will bring significant benefits by improving pedestrian and cycle links to the station. York Central will deliver a new mixed use, city quarter, generating increased footfall and activity through this area and enabling better use of the western entrance to the station. The scheme must also align with the redevelopment of Hudson House.



Sheffield Station: Sheaf Square



Kings Cross Square

Designing for the future

This project must also respond to the growing numbers of people passing through this station area.

York's Local Plan sets out an ambition for the sustainable growth for York. Importantly the Plan focuses on increased use of buses with greater use of the Park & Ride network and improved bus services to existing and new settlements.

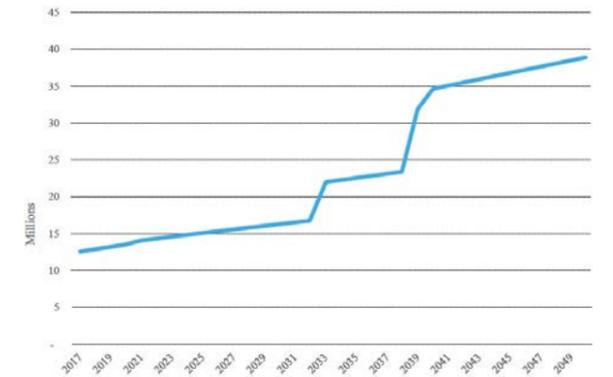
The number of passengers using the railway station will also grow dramatically. This is due to a combination of the growing popularity of existing rail services and the future arrival of HS2 and Northern Powerhouse Rail (NPR).

Changing travel habits will also influence the design. The growing popularity of cycling should be supported by improving cycle lanes and cycle parking facilities. Taxi usage is increasing and, in the future, automated vehicles will have an impact. The design will need to accommodate capacity to future proof against these changes.

Purpose of this masterplan

City of York Council, West Yorkshire Combined Authority, Network Rail, Virgin Trains East Coast and others all have a role to play in transforming this area in front of York Station. However, due to the different roles and responsibilities of these parties and the physical complexity of the site, this transformation will be delivered as a series of separate projects over time.

This masterplan sets out a framework for the overall scheme, establishing the key principles for movement, transport interchange and public realm. This framework will allow separate projects to be brought forward in a coordinated way which contributes to delivering the overall vision.



Forecast growth in the number of people moving through York Station (includes for York Central, HS2 & NPR)

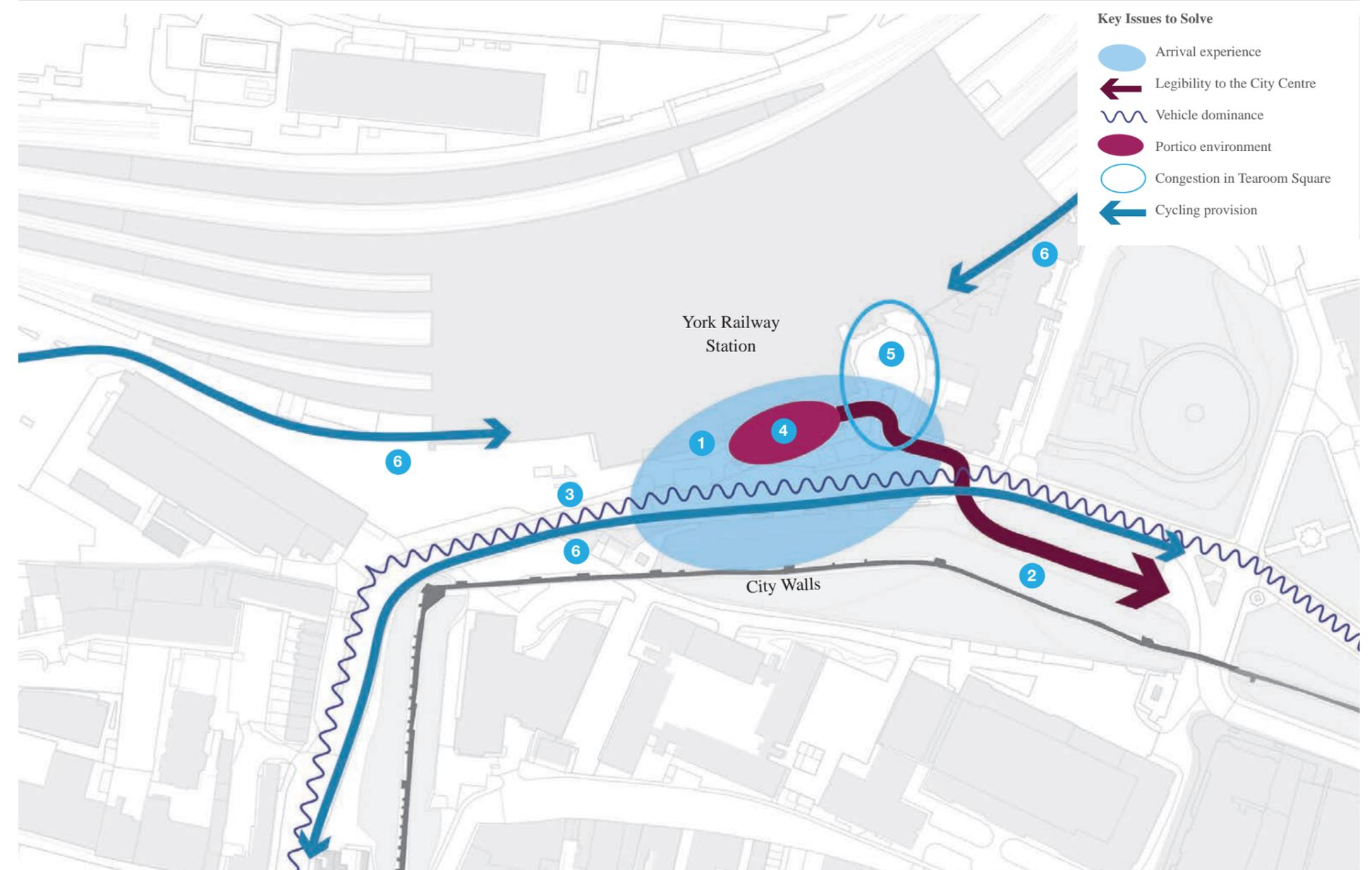


Scarborough Bridge: New pedestrian and cycle bridge

3 Issues to Solve

This scheme sets out to address a number of key challenges and issues to improve movement and improve the environment around the station. The key issues to solve are as follows:

- 1 Arrival experience**
Currently the area outside the station is a traffic dominated space not fitting for a world class city. Pedestrian movements are restrained by extensive guard railings and views, particularly to the Minster and City Walls, are restricted by traffic.
- 2 Legibility to the City Centre**
Pedestrian wayfinding is poor. Routes between the station and the city centre are not straightforward. The public realm is cluttered, poorly organised and unintuitive.
- 3 Vehicle dominance**
The volume of traffic on the Inner Ring Road and conflicting vehicle movements arriving and departing the station means that vehicles dominate the environment. Low priority is given to pedestrians and cyclists.
- 4 Portico environment**
The station taxi rank and private vehicular drop off are located within the "Portico". This obstructs pedestrian movement at the main station entrance and creates a place with some of the worst air quality in York.
- 5 Congestion in Tearoom Square**
Tea Room square is currently characterised by congestion between short stay vehicles arriving and departing; taxis departing, bus movements and pedestrian use of the two pedestrian crossings. This area frequently clogs up.
- 6 Cycling provision**
There is no physical segregation between vehicles and cyclists. Whilst recorded accidents are low, the perceived danger of this area inhibits greater use of cycling. There is opportunity to improve cycle parking facilities.



4 Building from a Rich Heritage

York has a rich history, with a layered story from the Romans to Victorian times and beyond. History has shaped this area of York and the scheme must respond positively to and enhance this heritage where possible.



Roman

The site lies between the main Roman settlement (located within the city walls) and Roman burial grounds located around the existing Station and Blossom Street. Works have discovered the remains of various buildings in the vicinity including a bath complex below the old station (now City of York Council offices), a high status building on Station Road and a temple on Tanner Row/Toft Green.



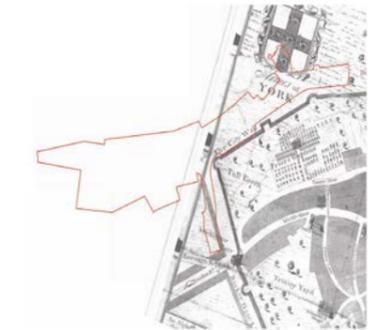
Original Railway Station - 1852 Map

Located within the city walls, the Old Railway Station (now York Council Offices) opened in 1839. To pass through the city walls, the Victorians reconstructed the wall with the two large arches which can be seen today. Sidings and depot buildings were located both within and outside the city walls – Ivy Cottage, the York RI, and the Water Tower were built around this time. To avoid conflict with train movements trains, the Queen Street bridge was built, partly on the rampart to the city wall, allowing traffic to cross over the railway.



Present Railway Station - 1892 Map

The old station was constrained for space within the city walls requiring trains to reverse out of the city through the wall arches. Therefore, in 1877 a much larger station was constructed to the west of the city walls to cater for the growing rail traffic. The new station resulted in industrial expansion of this area including terraced housing for the railway workers and a new road network. In the early 20th century the Queen Street Bridge was widened with reinforced concrete walkways added to accommodate increased flows of people.



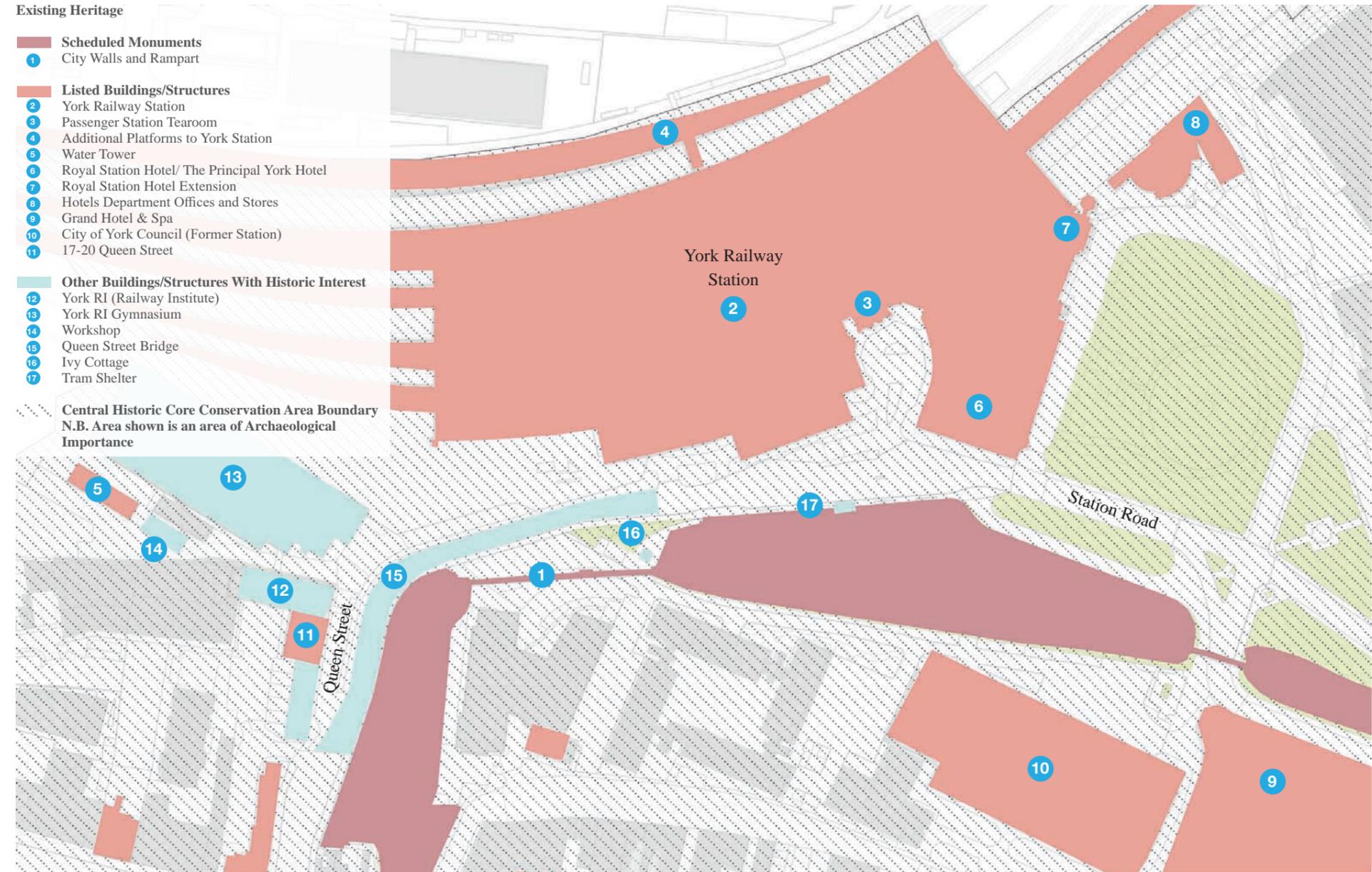
Medieval and Post Medieval

The medieval city walls were constructed between the early 12th to 14th centuries, and are the stone walls we see today. The site and most of the surrounding area outside the city walls were mostly rural and undeveloped until the late 18th to early 19th century. Queen Street can be seen on plans dating from the early 17th century passing around the outside of the city walls.

Existing Heritage

- **Scheduled Monuments**
- 1 City Walls and Rampart
- **Listed Buildings/Structures**
- 2 York Railway Station
- 3 Passenger Station Tearoom
- 4 Additional Platforms to York Station
- 5 Water Tower
- 6 Royal Station Hotel/ The Principal York Hotel
- 7 Royal Station Hotel Extension
- 8 Hotels Department Offices and Stores
- 9 Grand Hotel & Spa
- 10 City of York Council (Former Station)
- 11 17-20 Queen Street
- **Other Buildings/Structures With Historic Interest**
- 12 York RI (Railway Institute)
- 13 York RI Gymnasium
- 14 Workshop
- 15 Queen Street Bridge
- 16 Ivy Cottage
- 17 Tram Shelter

■ **Central Historic Core Conservation Area Boundary**
 N.B. Area shown is an area of Archaeological Importance



World War II

The Station was hit during a WWII bombing raid in 1942 which damaged and destroyed parts of the Station. “Parcel Square” was largely rebuilt around 1947 which included the area now occupied by the “Cycle Heaven” shop and station storage facilities. These rebuilding works were not undertaken in a sympathetic style and detract from the architecture of the original station.



Parcel Square after the bombing raid, 1942



'Extension' building in Parcel Square, 2017

Heritage Features

There are a number of buildings and structures within the vicinity of the Station which tell the story of this area.

City Wall & Rampart

The City Wall and rampart (1) is a Scheduled Ancient Monument and is a prominent feature when exiting the Station. It is one of the defining characteristics of York, rivaled only by York Minster and Castle.

Railway Heritage

The area surrounding the station accommodates a large proportion of York’s industrial heritage, with many buildings being grade II listed. The Water Tower (5) which served the Original Railway Station is one of the country’s oldest extant water towers. York RI (12) is an attractive brick building built for the railway men and their leisure activities, and the York RI Gymnasium (13) is a former locomotive workshop.

The Queen Street Bridge (14) replaced an original level crossing on the approach to the Old Railway Station, the original stonework is obstructed by the later built reinforced concrete walkways. The bridge blocks views of the Victorian Arches through the city wall and the RI and Gymnasium.

Tram Heritage

Opposite the Station entrance is the tram shelter (16), now a bus shelter, which is built in a Tudor revival style in the early 20th century.

Heritage opportunities

Whilst it is recognised that the removal of Queen Street bridge will impact on part of the history of this area, this move offers opportunities to enhance and celebrate the remaining heritage in this area through the following:

- Relocating Queen Street away from the city wall allowing the sloped rampart to be reinstated
- Opening up views to the Victorian Railway arches through the city wall
- Opening up views of the York RI and the York RI Gymnasium.
- Improving views of the City Walls when exiting the station by removing traffic
- Refurbishing the Station Portico and enhancing the original station architecture.



Victorian Railway Arches in the City Walls, 1911



The Water Tower



The Principal York Hotel



York Station and Queen Street Bridge, 1920



York RI



The Tram Shelter



City Walls



RI Gymnasium



Ivy Cottage

5 Existing Connectivity and Movement

York is a well connected city, with excellent strategic road and rail links. Bus services are frequent and patronage is growing. The size and topography of the city means that walking and cycling are very popular - over 30% of York employees walk or cycle to work.

York Railway Station forms the gateway to the city for many passengers travelling by rail and bus and this scheme needs to integrate with, and build upon, the existing transport infrastructure and movement networks. This section describes the key features of the transport infrastructure on the east of the station.

Pedestrians

The primary pedestrian movement is between the station and the city centre. Existing routes are heavily constrained and there is no legible and direct path. Pedestrians crossings in Tearoom Square interrupt traffic flows and contribute to the chaotic environment. Footpaths border the busy inner ring road with the exception of a short pleasant tree lined footpath along the ramparts. Pedestrian users range from commuters, tourists and visitors, with different speeds of travel and knowledge of the city.

Cyclists

Existing cycle provision includes narrow on-carriageway cycle lanes that run in both directions along Queen Street/ Station Road. The cycle lanes pass between bus stops in front of the station and the main carriageway, resulting in conflicts with bus movements crossing the cycle lanes. The main areas of cycle parking are located within the “northern train shed” adjacent to the short-stay car parking area, and within the “southern train shed” adjacent to Platform 1. However, a number of cycles are locked to guard railings in front of the station.

Buses

Existing bus stops are found directly in front of York Station, located along the station portico; within a central road island; and at the base of the ramparts. Queuing bus passengers obstruct pedestrian movement along the footways. Bus stops and signage results in a cluttered streetscape. Bus stops are restricted by available space, with frequent instances where a bus pulling in is blocked by an existing waiting bus which results in blockages to the carriageway.

Taxis and Drop Off

Taxis currently wait and pick-up within the station portico, with an additional five stacking spaces located at the entrance to the long stay carpark. Current provision does not meet capacity and, as a result, taxis often queue within the long stay car park.

Private vehicles also to drop-off within the Portico. Taxis

and drop-off vehicles exit the portico through Tea Room Square creating conflict with pedestrians and other traffic.

Parking

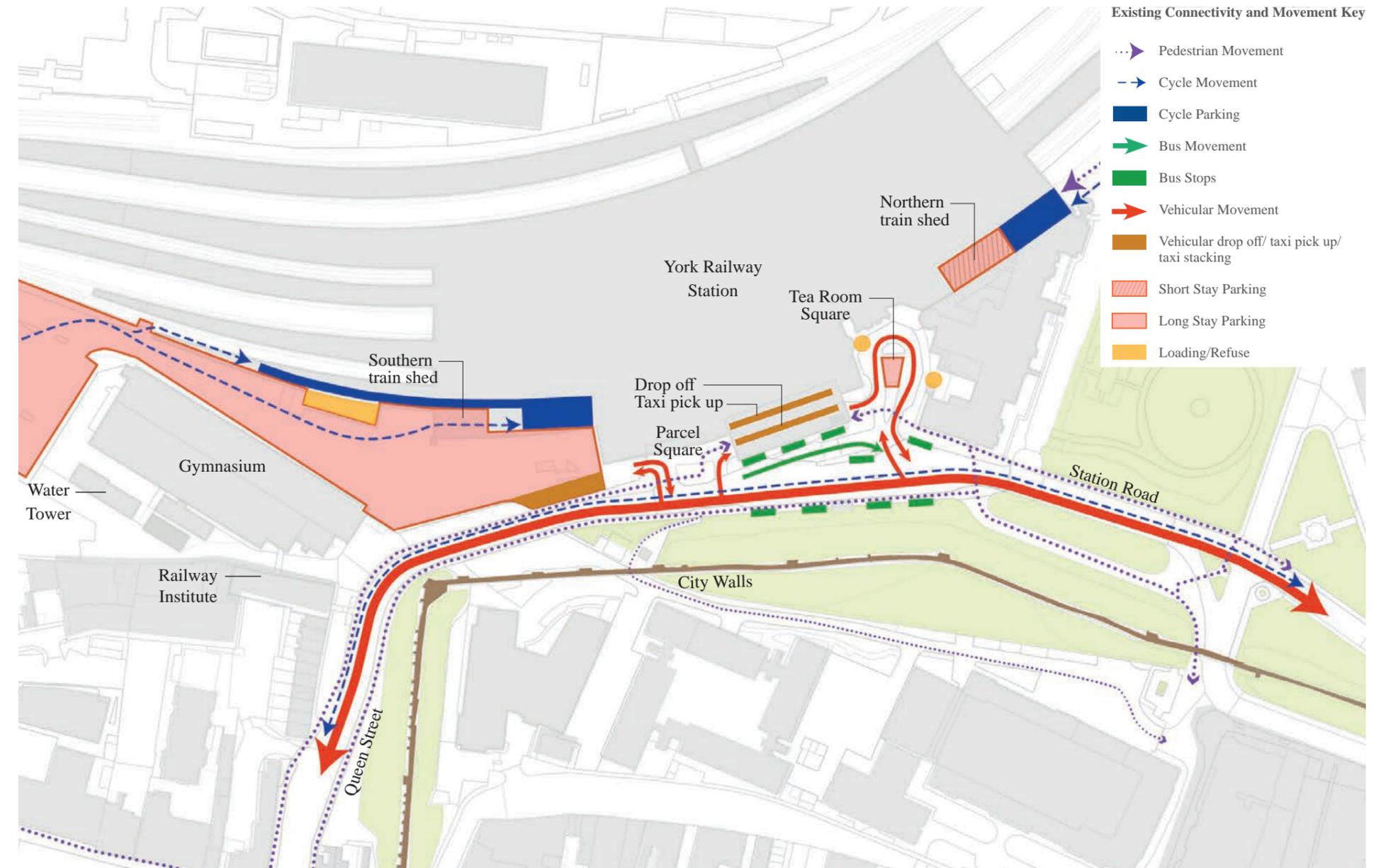
Private vehicle parking is provided via the following:

- Two long stay car parks - The VTEC long stay is located in open areas to the south of the station. The NCP long stay is located within former railway sheds and accessed via Queen Street.
- One short stay car park located within the northern train shed and accessed through Tea Room Square. Parking for station staff, British Transport Police and hire cars is also provided in this area.
- An Executive car park located to the south east of the Station and partly within the southern train shed.
- Additional commuter parking west of the Station.

Servicing

Existing arrangements for servicing of the station and surrounding buildings are as follows:

- Servicing laybys within Tearoom Square allow for deliveries to the Principal York Hotel and the Station. Loading currently occurs throughout the day often causing conflict with other traffic in Tea Room Square.
- Station refuse collection is located within the long stay car park to the south of the Station.
- Cycle parking, vehicle parking and refuse bins for Network Rail at George Stephenson House are provided below the Queen Street bridge.



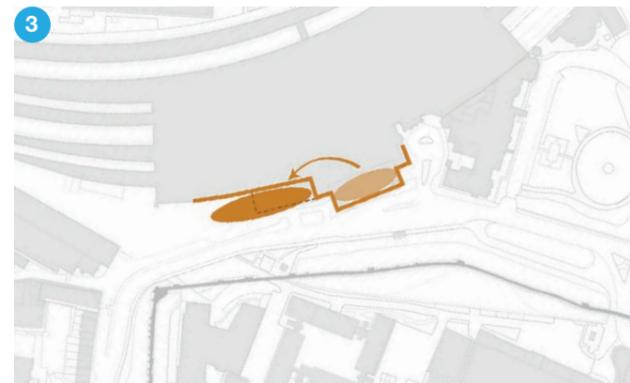
6 Key Moves

Eight key moves have been identified to achieve the ambition for York Station, delivering a functional transport interchange and creating a sense of place.

Demolish Queen Street Bridge and realign the highway
Queen Street Bridge is removed to rationalise and open up space around the station. The road is realigned away from the city walls to improve its historic setting.



Relocate taxis and drop-off vehicles from Portico to Parcel Square
The extension buildings in Parcel Square are demolished and the station facade restored. Vehicles are removed from the Portico and a new taxi rank and drop-off facility is provided directly to the south of the main station entrance.



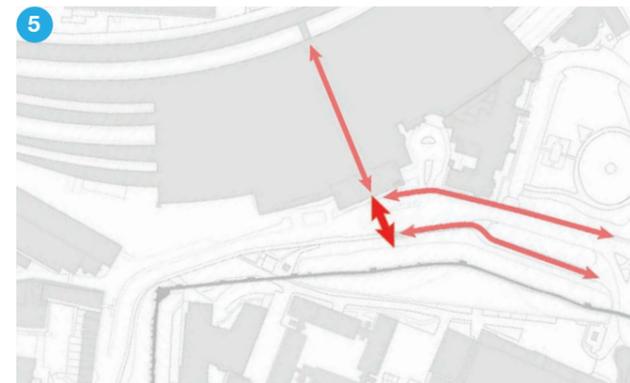
Relocate bus stops
Bus stops in front of the station are relocated to the south of the main station entrance where more space is available to create an efficient layout.



Move short-stay carparking
The short-stay carpark is relocated to the south of the station and accessed from the main highway. Vehicular movement through Tea Room Square is significantly reduced.



Relocate the pedestrian crossing and improve pedestrian routes to the city
A high quality, pedestrian crossing is created directly outside the Station entrance. With the main transport interchange located to the south of the station entrance, pedestrian routes northwards to the city centre are uncluttered and more legible.



Create Station Square
Rationalisation of the space in front of the station creates a new, high quality, public square transforming the arrival and departure experience to the city.



Transform Tea Room Square as a public space
A space for people is created in Tea Room Square with vehicular access limited to servicing only.



Enhance cycle routes and cycle parking
Segregated cycle lanes are provided where possible to provide safer routes for cyclists. Cycle parking facilities are improved to encourage cycling.

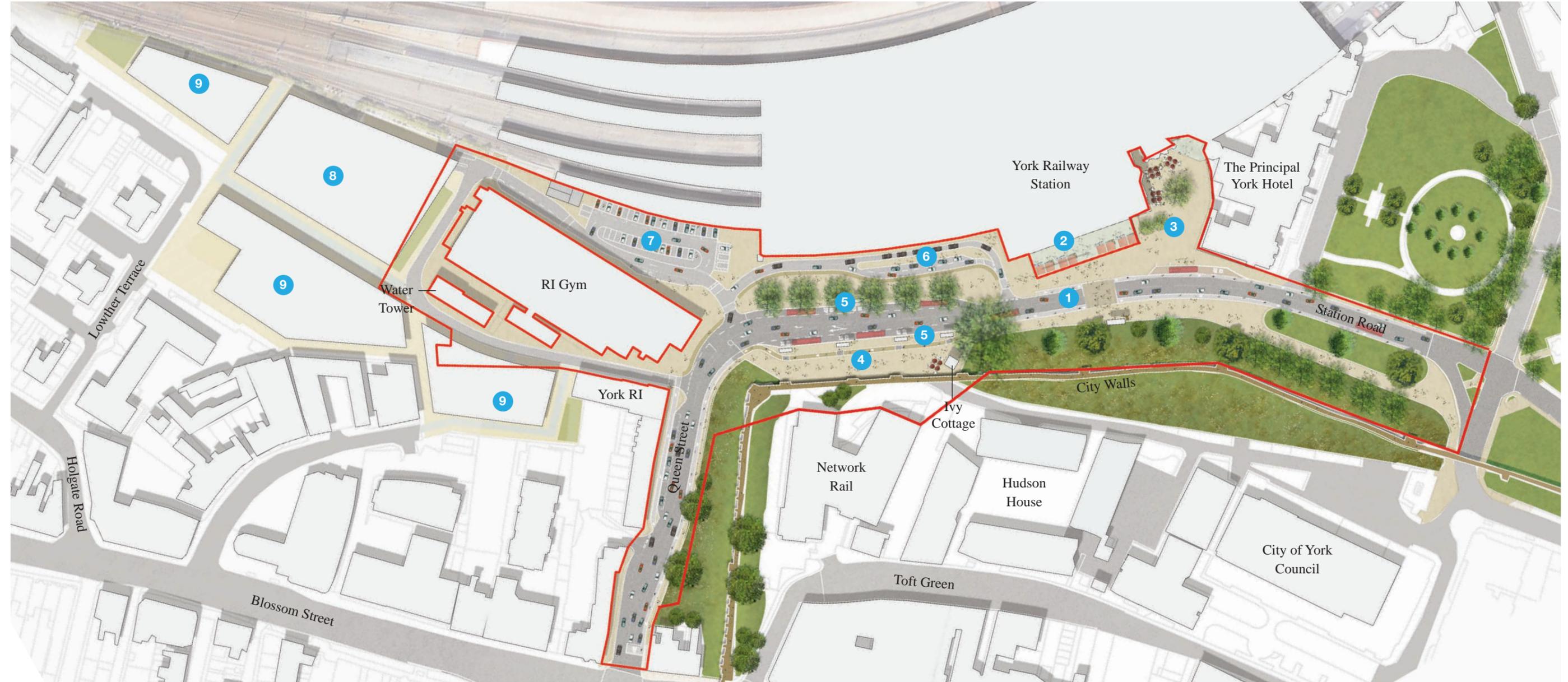


7 Masterplan

The overarching strategy for the York Station frontage is to create a place for people that functions effectively as a transport interchange enhancing connectivity and movement. The masterplan prioritises pedestrian movement and improves the gateway of York by consolidating transport interchange to the south of the station.

Key

- 1 Proposed pedestrian crossing to the front of York Station
- 2 Refurbished portico
- 3 Tea Room Square with cafe spillout
- 4 New public realm setting to the revealed arches
- 5 Bus stops
- 6 Taxis and drop off
- 7 Short stay carpark
- 8 Future multi storey carpark
- 9 Future development plots





The removal of Queen Street Bridge opens up views to the City Wall arches. A new transport interchange area is created to the south of the Station.



Reorganisation of the highway creates new and improved public spaces and a refurbished portico.

8 Masterplan Strategies

8.1 A Place for People

A series of new public spaces will be created as part of the masterplan, made possible by the rearrangement of transport infrastructure.

These new areas of public realm form the link between the transport system and the city. They offer movement space to accommodate large volumes of people, and provide social spaces to enable people to linger and enjoy the area. The four key areas of public realm are described below.

Station Entrance

The Station Entrance benefits from views to the historic City Walls which will be emphasised by ensuring sightlines are free from clutter. Routes from the Station entrance/ exit will be intuitive and direct, with a pedestrian crossing guiding visitors into the City Centre. Removal of vehicles from the portico will allow it to become a pedestrian space. The existing tram shelter will be retained in incorporated into the proposals.

Transport Interchange

The consolidation of buses, taxis, drop off and parking to the south of the Station will allow for a more logical layout which is less cluttered and vehicle dominant. Large public spaces are provided in this area to allow room for people to move or to wait for a bus. New public realm will enable a better setting of surrounding heritage buildings, such as Railway Institute and Gymnasium.

Setting of the City Walls

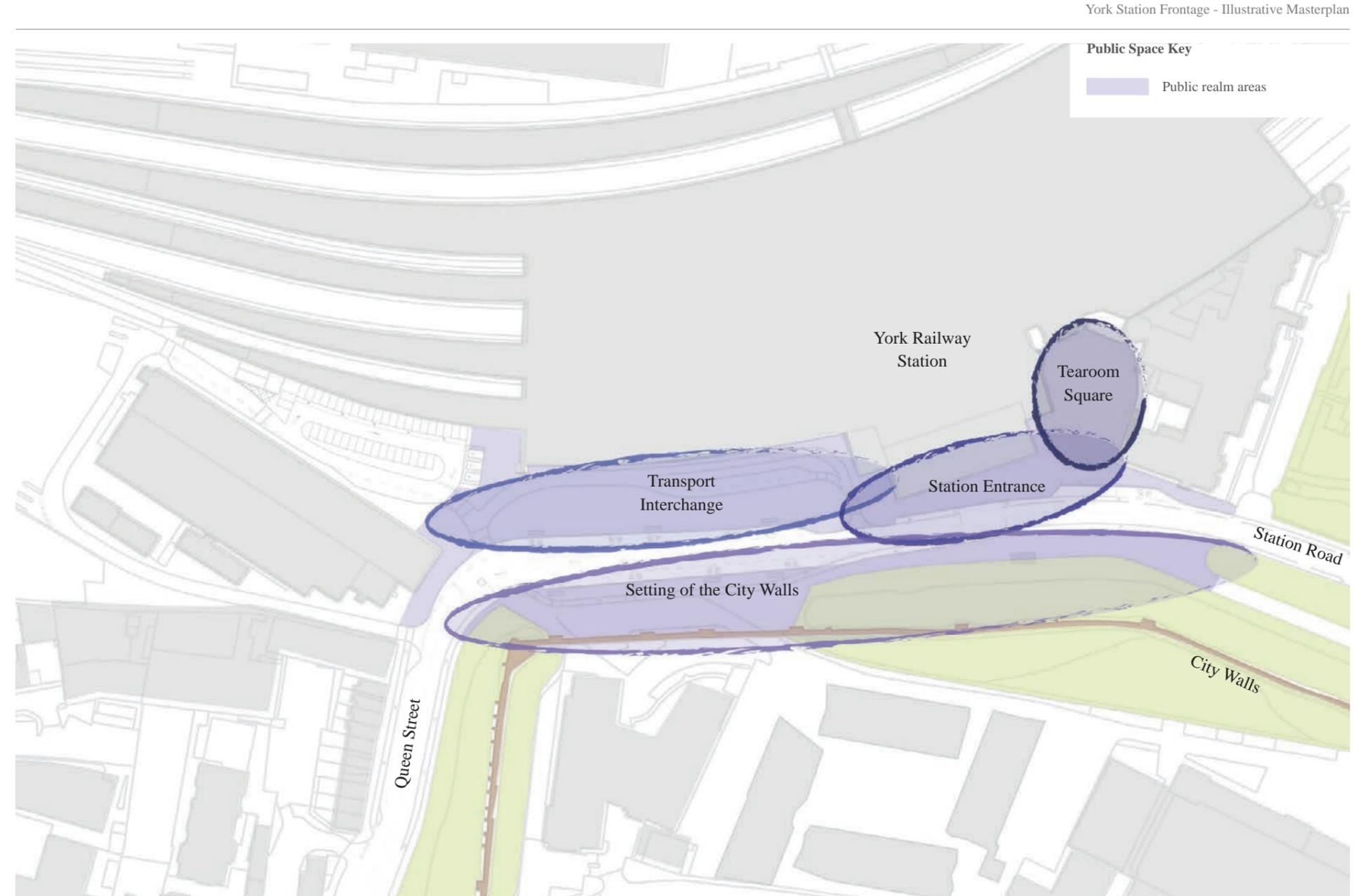
York Station faces the City Walls and ramparts which are an important piece of green infrastructure connecting to key parks and open spaces across York, as well as the historic core of the city. The masterplan proposes to reinforce the setting of the walls, reinstating the ramparts to the southern corner of the wall where Queen Street bridge is currently located. The historic archways in the wall are unveiled, allowing new movement routes and opening up views. The historic city walls are a key attraction in York and should be celebrated and enjoyed. Pedestrian routes into the City Centre will follow the City Walls, making maximum use of the green space, and creating an attractive alternative to sharing with traffic.



Precedent Image for pedestrian environment Tea Room Square *Neue Meile Böblingen. bauchplan).* (Clemens Franke)

Tea Room Square

Tea Room Square will become a pedestrian space with limited vehicle access. It will provide a place off the main thoroughfare for people to meet, dwell and relax.



8.2 Pedestrians

This design seeks to prioritise pedestrians over other transport modes. Improving the pedestrian experience is central to the masterplan strategy.

Orientation & Wayfinding

The public realm has been laid out to help pedestrians orientate themselves quickly, and intuitively find their way to their destination.

The new public space outside the station entrance provides an uncluttered view looking north towards the city walls and the Minster. This will help those people wishing to walk to the city centre quickly orientate themselves.

For those wishing to transfer onto a vehicle, looking south from the station entrance provides views to bus-stops, the taxi rank and parking areas.

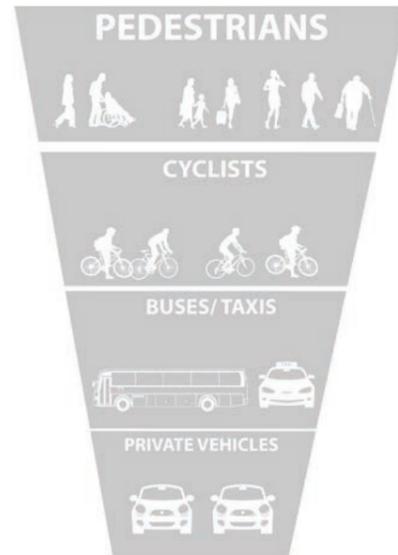
Relatively simple and low-key signage will be necessary to help people find their way.

Pedestrian Movements

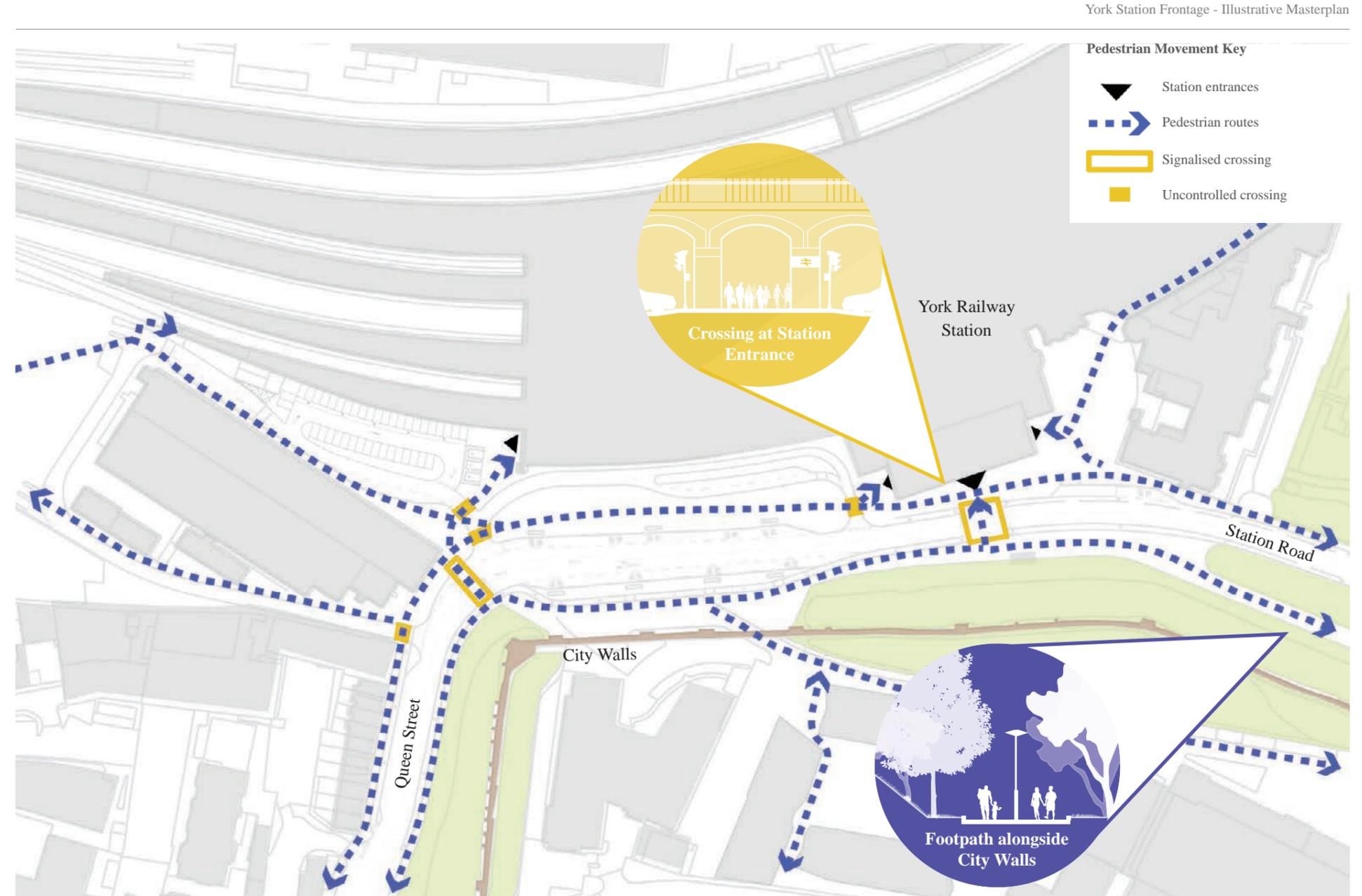
A key consideration for the design has been to improve the experience and clarity of the pedestrian route to the City Centre. A 10m wide, “super-crossing” is provided directly opposite the station entrance to guide pedestrians across Station Road and through the rampart gardens towards the city centre. The footway on the western side of Station Road is also improved to strengthen the pedestrian route to the city centre via the Memorial Gardens and over Lendal Bridge.

The footways along Queen Street, to the south of the station are also improved. Where these routes cross vehicular access routes to parking and taxi areas, raised tables are proposed to reinforce the priority for pedestrians.

Generally, footways have been widened and more space provided around bus stops and taxi/drop off areas to provide a more comfortable walking experience, even at peak periods. High quality paving, street furniture and landscaping together with a well-considered lighting scheme will help make these spaces more pleasurable for pedestrians.



Pedestrian and Transport Hierarchy



8.3 Cyclists

The scheme seeks to improve cycling facilities and increase safety to encourage more people to cycle to the station.

Improved Cycle Routes

There is opportunity to create cycle routes which are segregated from the main carriageway which will increase safety for cyclists by separating them from vehicles.

Where cycle routes cross pedestrianised areas, conflicts will be carefully managed by careful positioning of street furniture and use of paving to demarcate cycle routes.

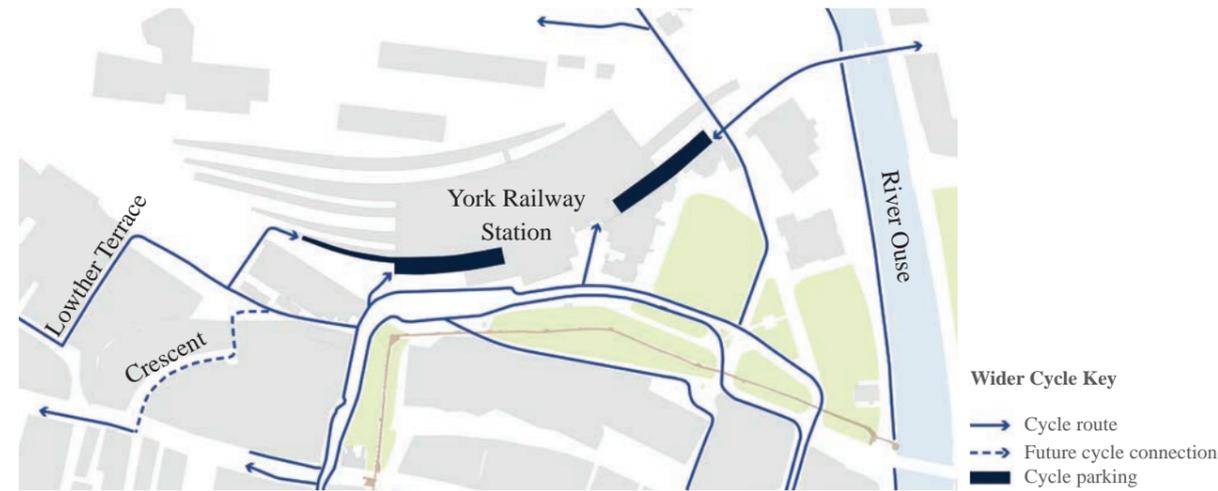
The layout of the cycle routes connect with the wider city network, and are designed to provide improved access to the main cycle parking areas within the station. Cycle access is maintained from Lowther Terrace, and importantly a new connection from the Crescent is proposed to provide relatively car-free routes to the station.

The new Scarborough bridge will also provide a much improved connection to the station from the north.

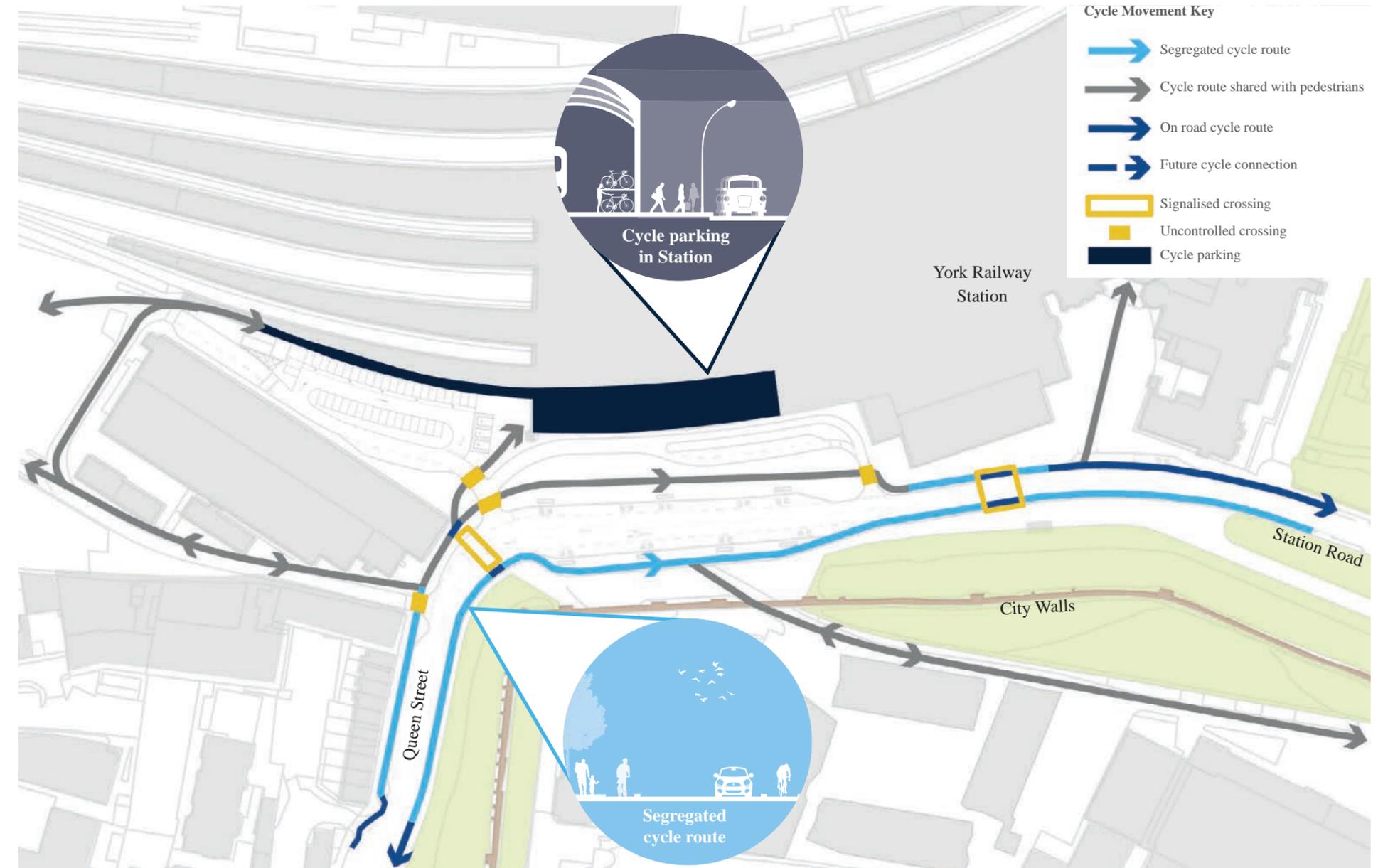
The route passing under the City Wall arches and alongside Hudson House and the City of York Council offices is also promoted. Subject to landowner approvals, this would provide an improved route to the city centre which helps cyclist avoid the congested Lendal gyratory beneath the city walls.

Increased Cycle Parking

By relocating the short-stay car parking and some of the long-stay car parking, the north and south train sheds can be dedicated to cycle parking. This will dramatically increase the number of cycle parking spaces provided at the station. There is also opportunity to improve the quality of the cycle parking facilities at the station which will further help to encourage usage.



Wider cycle connectivity



8.4 Buses

Relocating the bus stops south of the station, provides a major opportunity to improve the operation of the buses and the quality of the bus stops.

The masterplan proposes increasing the number of bus stops. This is based on the understanding that buses will play a vital role in growing York’s transport capacity in response to the growing number of passengers passing through the station and the growth in housing envisaged by York’s emerging Local Plan. There is also potential to re-route some bus services through York Central when this is developed to help balance out the bus requirements at each side of the station.

Bus stop design & layout

Longer bus stops are proposed which comply with current design standards and avoid buses blocking each other as they arrive and depart at bus stops. This will minimise the potential for buses to block the carriageway.

Stops for local, city buses are provided within sight of the station entrance making them easy and convenient to use. The arrangement of bus stops in a continuous line on the north and south side of Queen Street also provides greater flexibility in the layout and operation of the stops. Pedestrian crossings located at ends of the bus stops, allows passengers to interchange easily between buses or with other modes of transport.

	Existing	Proposed
Northbound bus stops	5 - 4 city - 1 tourist	9 - 5 city - 1 tourist - 3 layover (may be used by northbound and southbound buses)
Southbound bus stops	4 - 4 city	4 - 4 city

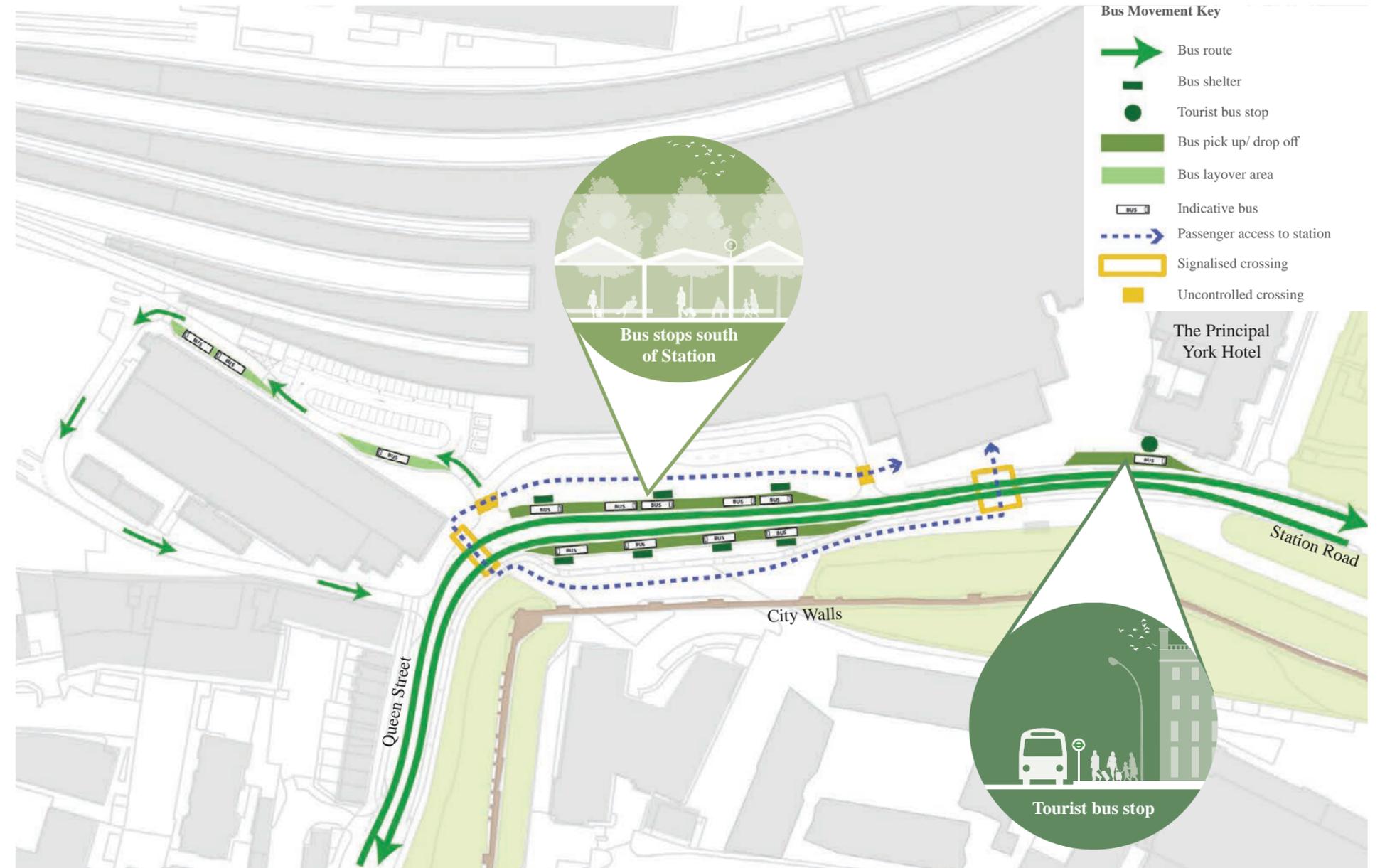
Existing and proposed bus provision

Additional bus stops and lay-over spaces have been provided adjacent to the Gymnasium for longer distance bus services and for coach use. This avoids these services conflicting with the city buses.

The “tourist” bus stop is retained in its current location which is highly visible for visitors arriving in York.

Bus shelters

There is opportunity for an innovative, architectural approach to the design of the bus shelters which reflects their location between the historic city walls and the listed station. The shelters should be fitted with the latest display technology to tell passengers when their next service is arriving.



8.5 Taxis and Drop Off

The removal of Parcel Square creates the opportunity to relocate taxis from the enclosed Portico - with poor air quality issues - to a more spacious location directly adjacent to the station entrance.

With the reinstatement of the wall following removal of Parcel Square, there may be opportunity to create a direct route from the station concourse to the new taxi rank which will help further improve the connectivity between taxis and rail passengers. A canopy could also be provided to shelter the taxi and drop off areas from the elements.

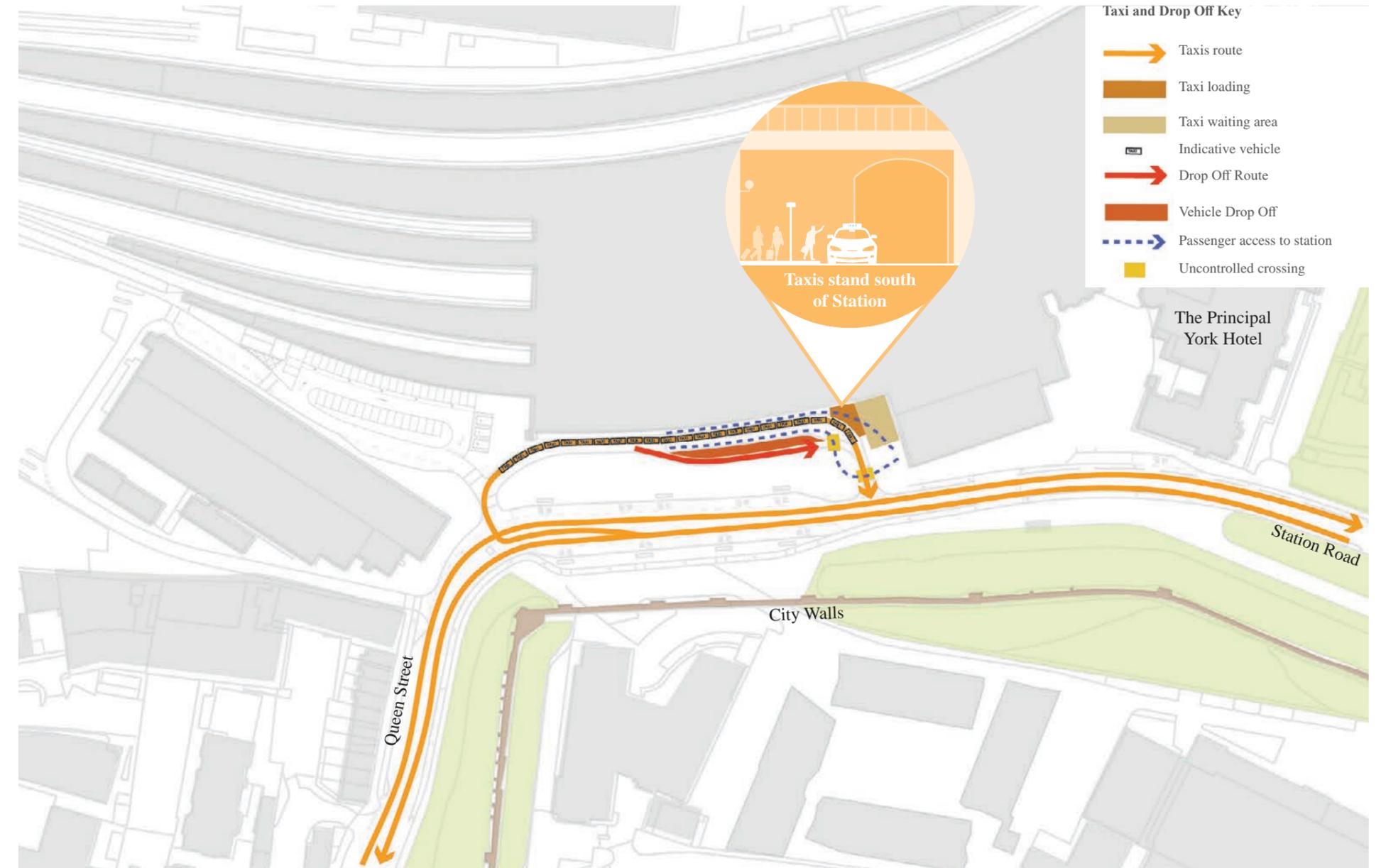
A much larger area is provided for waiting taxis. This will increase the capacity and the efficiency of the taxi rank. This is a great improvement on the current situation where taxis wait in the car park.

A drop off area is provided parallel to the taxi rank and very close to the station entrance. This area will allow both taxis and private vehicles to drop off passengers close to the southern entrance to the Portico within a short walking distance to the station.

	Existing	Proposed
Taxi pick up bays	13 - 6 pick up - 7 stacking	23 - 3 pick up - 20 stacking
Drop off (taxis and private vehicles)	5	5

Existing and proposed taxi and drop off provision

The exit from the taxi rank and the drop-off area is separate from the access to the parking areas and does not conflict with the main pedestrian routes to the city centre. This helps to resolve some of the congestion issues currently experienced in Tea Room Square.



8.6 Parking

Short-stay and Long-stay car parks are both accessed off a one-way loop road which encircles the York RI Gym.

Short-stay parking

The proposed layout provides a logical arrangement whereby the short-stay car park is located closest to the station, with direct access to the platforms via the south-train shed. If the short-stay car park is full, users can easily proceed to the long-stay car park.

Long stay parking

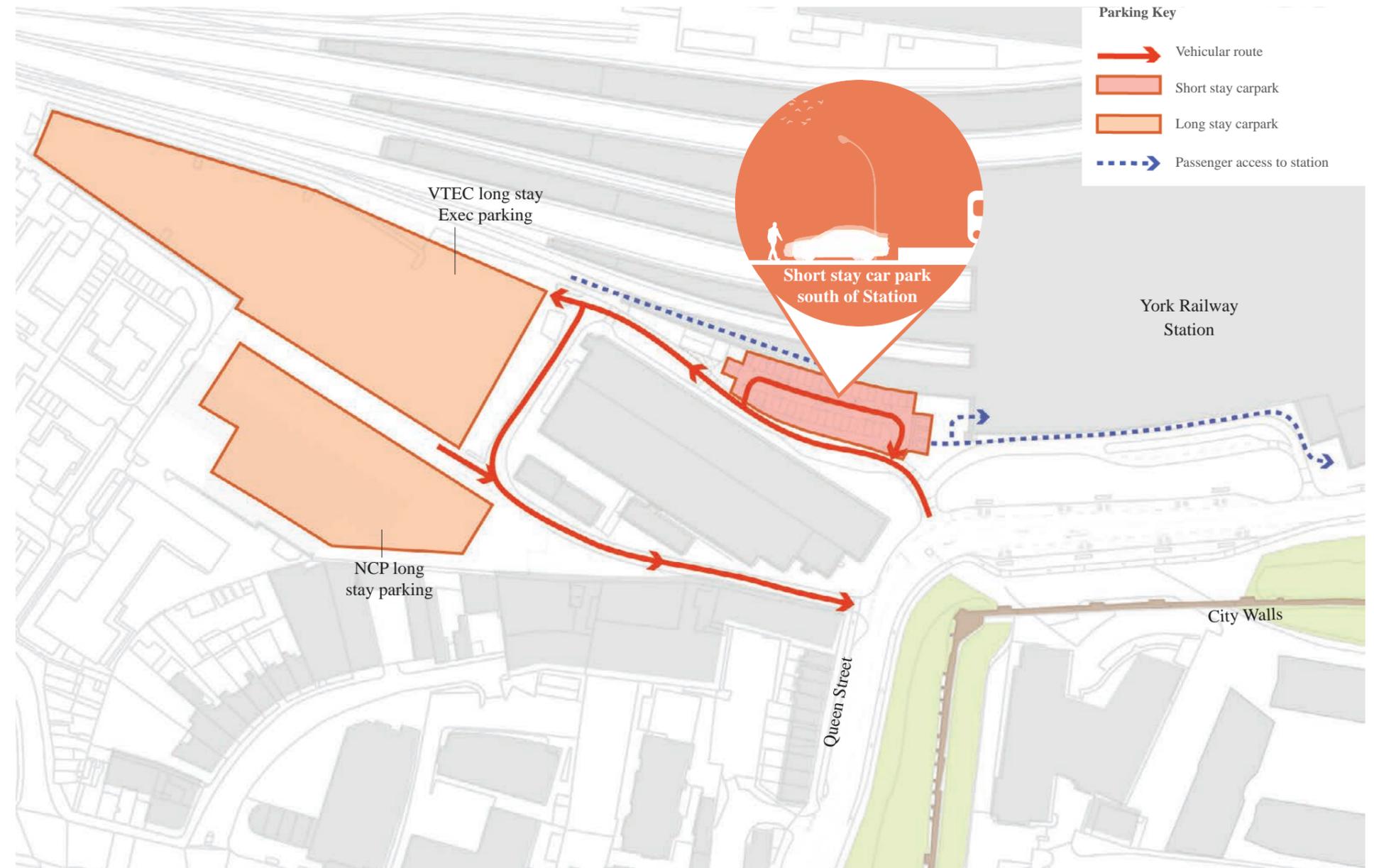
Long-stay parking is an important part of the station infrastructure, and it is noted that a large proportion of the long stay spaces are filled early in the morning - before the peak rush hour on the road network. To support the continued success of the station, it is proposed that the number of long-stay parking spaces remains at its current level.

In the short-term, the delivery of this masterplan reduces the size of the surface long-stay car park and suitable facilities will need to be provided to accommodate displaced parking to maintain the current provision.

In the longer term, a multi-storey car park could be constructed to the rear of the York RI Gym to replace the existing surface car park.

	Existing	Proposed
Short stay parking	46	40
Long stay parking	- 584 VTEC 720 - 136 NCP	- 341 VTEC 723 - 246 VTEC temp displaced - 136 NCP
Total station	766	760

Existing and proposed parking provision



8.7 Servicing

It is vital to ensure that the station and surrounding buildings remain operational and access for service vehicles has been integrated into the masterplan.

Tea Room Square

In Tea Room Square, the majority of the existing traffic will be removed and this area will be reorganised as a public square. However, deliveries to the Station and the Principal York Hotel will still take place from within the square, and therefore occasional servicing access will be maintained. Ideally, this situation will be similar to a pedestrianised shopping street where vehicle movements are limited to fixed periods which have minimum impact on pedestrians.

South of the Station

The main refuse collection point for the Station is located south of the station building at the end of Platform 1. This facility has been retained, but the layout and access reorganised to coordinate with the short stay car park and access road.

Station Operational Parking

Parking for Network Rail operatives, British Transport Police and Train Operating Companies is currently provided at the station. It is proposed that this parking is retained but relocated as part of the overall station parking provision.



9 Future Development

The rationalisation of space to the front of the station, would allow for more efficient use of the existing surface car parking areas.

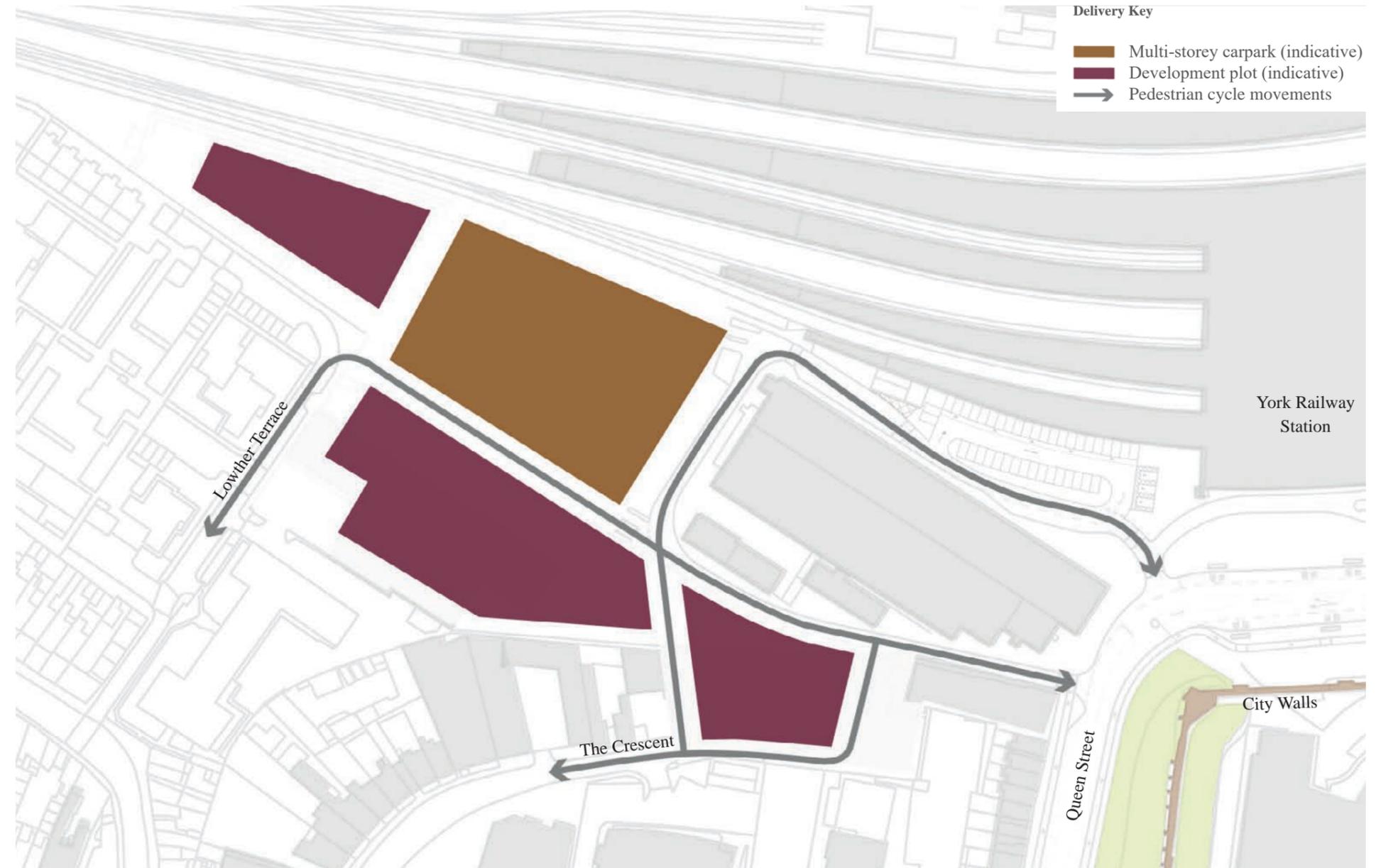
Multi-Storey Carpark

As described previously, the long-stay car parking spaces on the east side of the station could be re-provided within a multi-storey car park located to the south of the York RI Gym. This location provides car parking relatively close to the station whilst being in a position which is not visually intrusive. If required, various architectural features could be used to ensure the car park fitted in with its environment.

Development Plots

Construction of the multi-storey car park would release potential development plots which could be suitable for a variety of commercial, social and/or residential uses. These plots, and the multi-storey car park would be accessed from the one-way loop road provided as part of the highway scheme.

Should such development proposals come forward, there would be an opportunity to create a pedestrian and cycle connection from The Crescent through to the station and to reinforce the existing connection from Lowther Terrace. There would also be opportunity to refurbish and reinvigorate the listed Water Tower as a centrepiece of the development.



10 Delivery

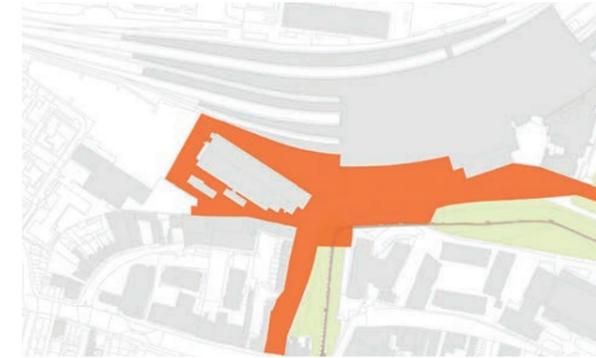
This masterplan sets out an integrated vision for the transformation of the area to the east of York Station. However, it is likely that this masterplan will be delivered as a series of separate projects which would each be brought forward by different promoters in different timescales. This is due to both, the availability of funding and the station franchising process.

The table and figures opposite, identify the main projects which would be implemented and the key parties promoting each scheme. It is envisaged that each of these projects will come forward as a separate detailed planning application.

Funding from the West Yorkshire Combined Authority and City of York Council has been approved for the Highway Works and Public Realm projects and it is planned that these projects will be implemented prior to 2021.

Project	Promotor
Highway Works (including Taxi rank, short-stay car park)	City of York Council working with Network Rail & Station Facility Owner
Public Realm	City of York Council working with Network Rail & Station Facility Owner
Portico	Station Facility Owner working with Network Rail
Cycle parking facilities	Network Rail / Station Facility Owner/ City of York Council
York RI Gym – potential refurbishment	Network Rail & York RI
Multi-storey car park	To be determined
Development Plots	To be determined

Separate projects which deliver the masterplan



Highway Works



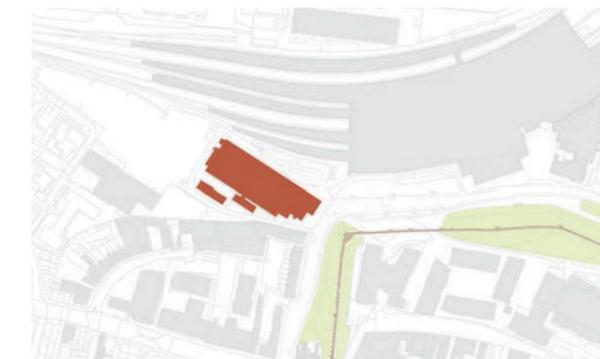
Public realm



Portico



Cycle parking



Railway Institute Gymnasium

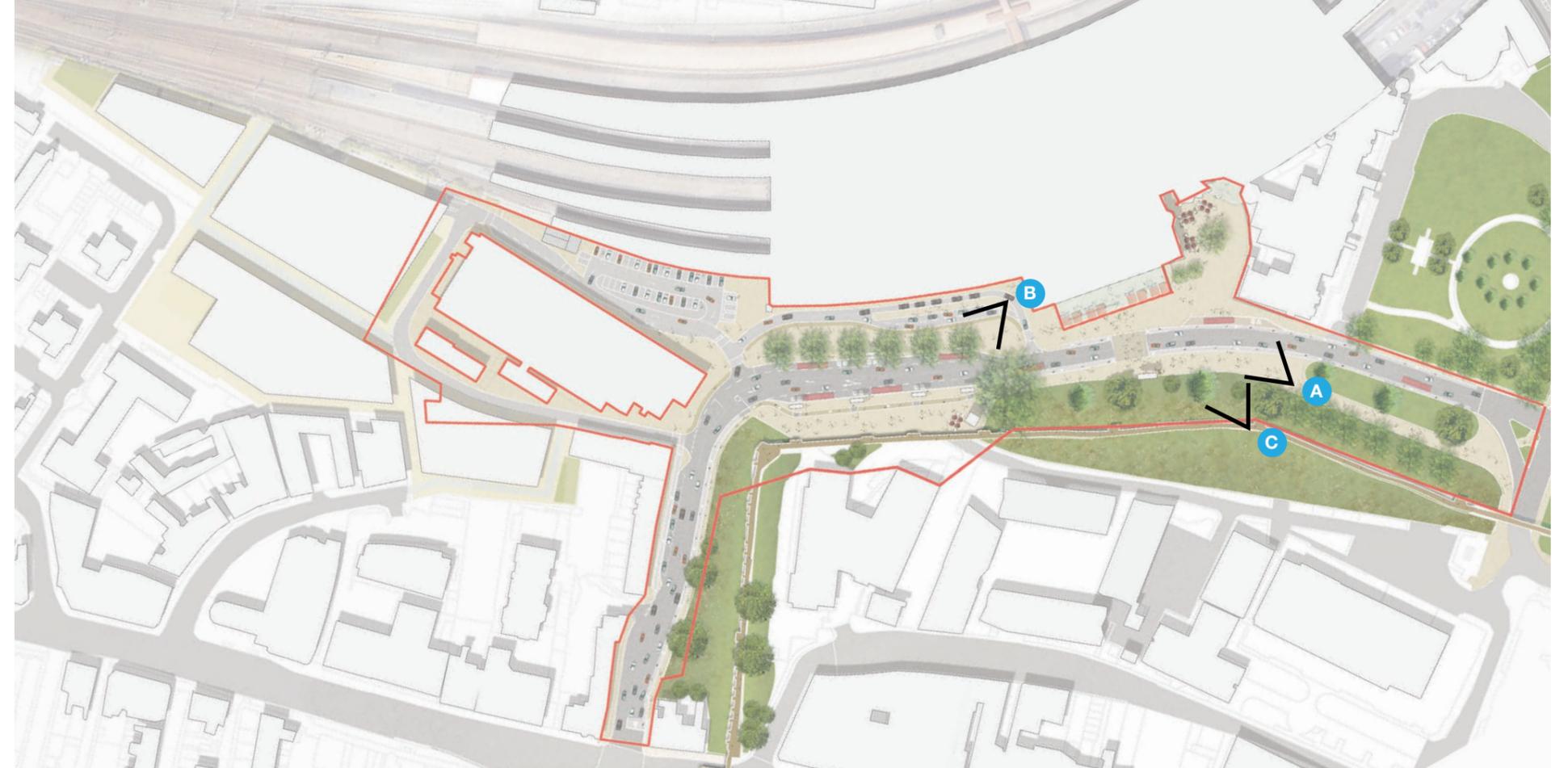


Multi-storey carpark and Development Plots

11 Visualisations



Key Plan - Existing Aerial



Key Plan - Proposed Masterplan



A Existing photograph of York Station Frontage



A Proposed Illustration of York Station Frontage



B Existing photograph of The City Wall and Queen Street Bridge



B Proposed Illustration of The City Wall following the removal of Queen Street Bridge



C Existing photograph of York Station Frontage from the City Walls



C Proposed Illustration of York Station Frontage from the City Walls

This information can be provided in your own language.

Informacje te mogą być przekazywane w języku ojczystym.
Polish

Bu bilgi kendi dilinizde almanız mümkündür.
Turkish

此信息可以在您自己的语言。
Chinese (Simplified)

此資訊可以提供您自己的語言。
Chinese (Traditional)

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