

# Transforming Cities Fund

## Harrogate Station Gateway

Delivered in  
partnership by:



Funded by:





# Zone 2: Station Parade (central and south), Station Square, Station Bridge and East Parade (south)

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We believe the Station Gateway should play a major role in 'welcoming' people traveling into Harrogate and the environment around the station influences how people experience working in and visiting the town. We have proposed significant changes within the area to improve the quality of the public spaces and enhance access for people walking and cycling.

As outlined for Zone 1, we are considering two major options at this stage.

- The one lane option
- The two lane option

## The one lane option

For the one lane option, we are proposing the following package of measures for Zone 2:

### **Station Parade – between the Bus Station exit junction and Victoria Avenue**

- A new pavement on the east side of Station Parade, adjacent to the Bus Station.
- A new segregated cycle track. General traffic would still be able to access this section of Station Parade, with one lane provided for motor vehicles.
- New living pillar lighting columns, which would provide extra green features along the street.

### **Station Square**

- Creation of a more flexible public space, with the potential to host a range of events and activities.

- Introduction of water jet fountains and a reflection pool to provide a link to Harrogate's spa town heritage and create new visual interest, appealing to a wide range of age groups.
- New planting and trees.
- Potential site for a new public art feature.

### **James Street – east of Princes Street**

There are three potential options for making improvements to James Street. These are:

- *Option A* – Some on-street parking will be removed to create more space for pedestrians. Motor vehicle access at all times is retained. Pedestrian improvements including resurfacing with natural stone and new trees and rain gardens. A visualisation has been provided to help communicate these changes.
- *Option B* – Motor vehicle access will be controlled by rising bollards and signage. This allows this section of James Street to become a pedestrianised street at agreed times of day. As for Option A, some on-street parking will be removed to provide more space for pedestrians. Pedestrian improvements including resurfacing with natural stone and new trees and rain gardens. A visualisation has not been provided for this option which will combine elements of option 1 and 3.



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- *Option C* – Motor vehicle access onto the eastern section of James Street will be prohibited using bollards and signage. This allows this section of James Street to become a fully pedestrianised street. Traffic will need to use alternative routes and vehicles will need to park in an off-street car park or on other streets. Pedestrian improvements including resurfacing with natural stone and new trees and rain gardens. A visualisation has been provided to help communicate these changes.

## Station Bridge

- New segregated cycle tracks. General traffic would still be able to access Station Bridge with one lane provided for motor vehicles in each direction.
- Walking and cycling improvements at the Station Bridge / East Parade roundabout.
- Albert Street one-way direction changed to eastbound and right turn only exit onto Station Parade. This reduces traffic using Station Parade and allows for shortened pedestrian crossing distances at the junction.

## East Parade – between Station Bridge and the Victoria Car Park Access junction

- New segregated cycle tracks. General traffic would still be able to access East Parade with one lane provided for motor vehicles in each direction, and additional lanes at junctions where needed.

## The two lane option

The changes proposed are as per the one lane option with the following exception. As more space is retained for motor vehicle use under this option, the space available for protecting pedestrians and creating a stronger sense of place is reduced.

**Zone 2 Plan A:** Communicates some of the issues and challenges we are aware of in relation to these streets and this space.

**Zone 2 Plan B:** Communicates the changes proposed as part of the one-lane option.

**Zone 2 Plan C:** Communicates the changes proposed as part of the two-lane option.

**Zone 2 James Street Option A Visualisation:** Communicates the changes proposed as part of James Street Option 1

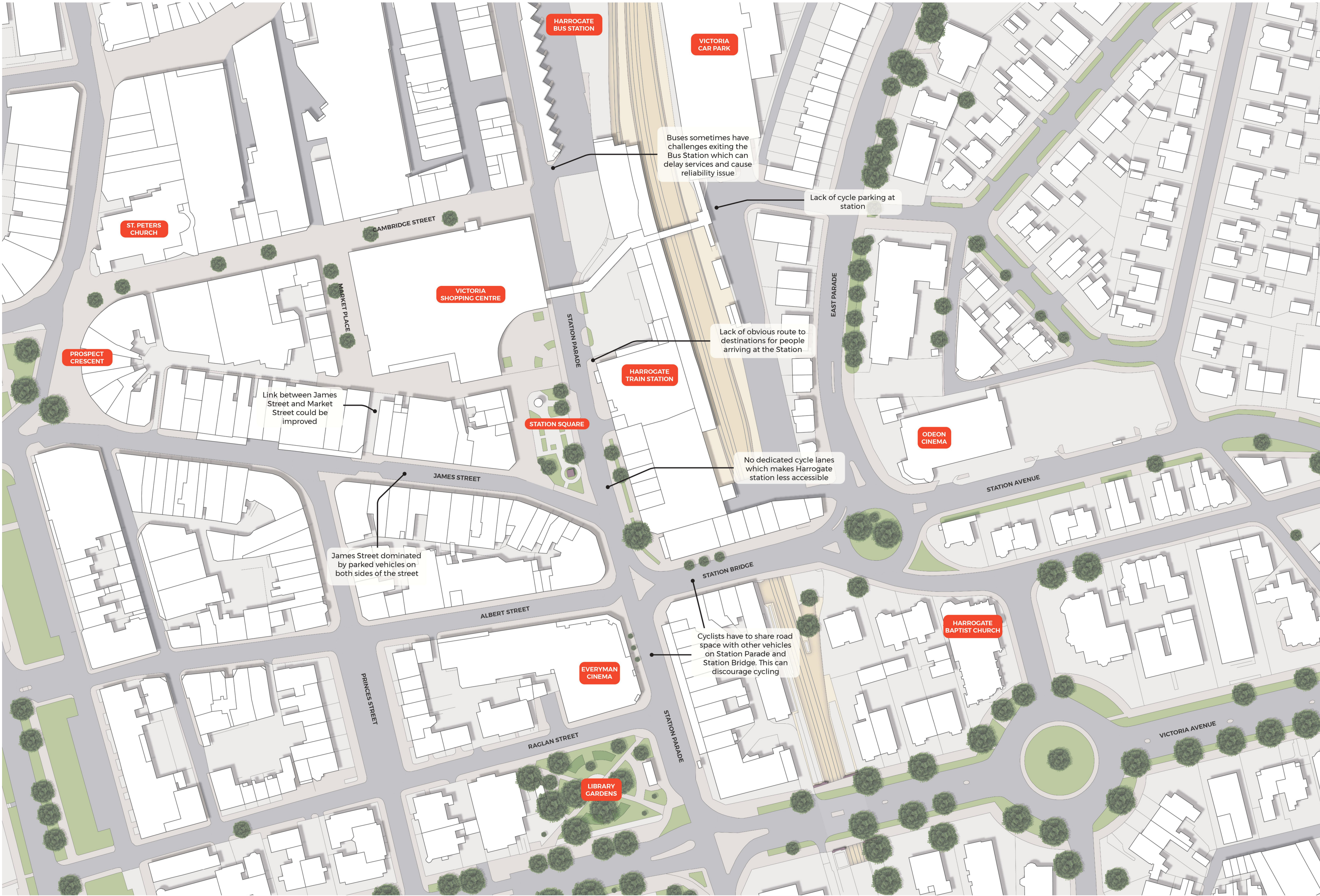
**Zone 2 James Street Option C Visualisation:** Communicates the changes proposed as part of James Street Option 3

**Zone 2 Station Square One Lane Option Visualisation:** Communicates the changes proposed as part of a one lane solution for Station Parade.

**Zone 2 Station Square Two Lane Option Visualisation:** Communicates the changes proposed as part of a two lane solution for Station Parade.



# Zone 2: Plan A: Station Parade (central and south), Station Square, Station Bridge and East Parade (south) - Existing





# Zone 2: Plan B: Station Parade (central and south), Station Square, Station Bridge and East Parade (south) - One-lane option





# Zone 2: Plan C: Station Parade (central and south), Station Square, Station Bridge and East Parade (south) - Two-lane option





# Zone 2: James Street option A visualisation



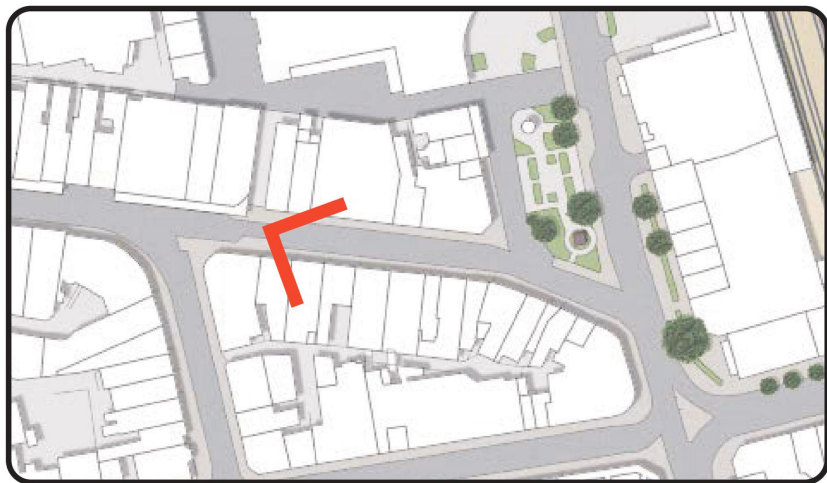
Before



After



# Zone 2: James Street option C visualisation



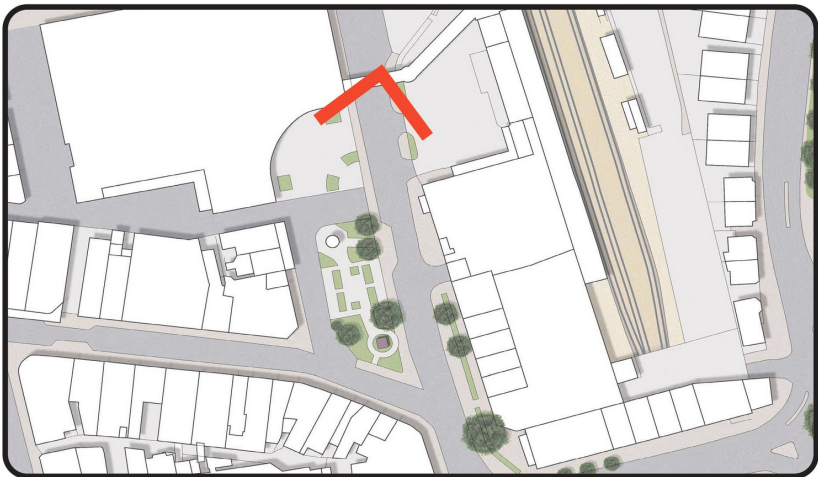
Before



After



# Zone 2: Station Square one lane option visualisation



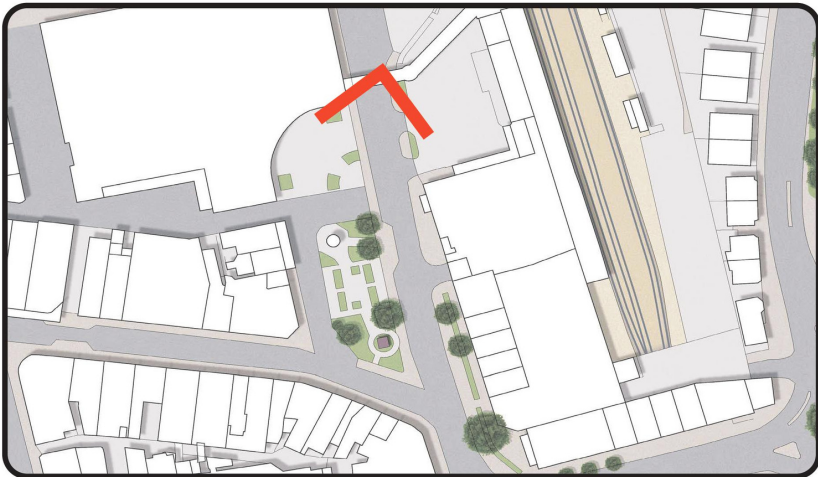
Before



After



# Zone 2: Station Square two lane option visualisation



Before



After