

RESPONSE TO THE WYCA THORPE PARK RAILWAY STATION CONSULTATION

OVERVIEW

Railfuture Yorkshire welcomes the much-needed provision of a new station at Thorpe Park. We are particularly pleased that the design is such that four tracking of the railway line can be accommodated in the future. We have some concerns about your proposals regarding both the facilities on the station and the proposed service pattern.

BUS INTERCHANGE/TRANSPORT HUB

The station should be a transport hub, yet there is no mention in the design proposals of interchange with buses, despite the objectives for the station including “integrated public transport....” This is a serious omission. Given that both WYCA, through the Weaver Network, and the Government are committed to integrated public transport, we recommend in the strongest terms that the station be re-designed to incorporate bus stops with covered, seated waiting areas.

WAITING AREAS AND SEATING

We cannot find any detailed information about waiting facilities for passengers. In our view it is important that passengers are able to wait in warm, dry areas with proper seating (not perches) as well as there being adequate seating on the platforms. Waiting shelters must be designed to protect from wind and rain. The site looks large enough to accommodate a proper station building, with facilities for it being staffed and containing a toilet block. A proper transport hub needs these facilities and staffing.

TOILETS

We are concerned that the station will not have toilets. Given that most Northern trains only have one toilet, and that is often out-of-use, we urge that this is changed. This is even more important if it is a bus/train interchange. Access to a toilet is a basic human right.

CAR PARKING

We note that the size of the car park is being reduced from 500 to 300 spaces. Is scope for increasing the size of the car park built in as, given that most commuter station car parks fill up very early? We are concerned that this car park may in time become too small for demand.

TRAIN SERVICES

Two trains an hour is the proposed service and we appreciate the difficulty of fitting extra stops into train timetables. Clearly both services will serve Leeds, but where will the east/north bound services go to? In our view, one must be the Northern stopping service to Selby that continues to Hull, and the other the stopping service to York.

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Thorpe Park station