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REDEVELOPMENT REPORT

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Prepared for:

The Friends of Ilkley Railway Station

Ilkley Railway Station
Ilkley

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Revisions

TABLE OF CONTENTS

Aim of Report 5

Introduction and Historical Context 6

COMMENTARY AND RECOMMENDATIONS 7

Rail Users 7

Accessibility & Signage 9
1.0 Mobility
2.0 Seating
3.0 Visual Impairment
4.0 Cognitive Impairment
5.0 Signage
6.0 Toilets

Connectivity 16
1.0 Bus Station
2.0 Taxis
3.0 Pedestrians
4.0 Cycling

Aesthetics and Historical Context 18
1.0 Paint & Colour Scheme
2.0 Planting, Planters & Station Furniture
3.0 Repair/ Maintenance
4.0 Artwork & Advertising

NEXT STEPS 24

LIST OF FIGURES 25

Continued overleaf

AIM OF REPORT

The aim of this report is to provide advice, ideas and proposals for improvements to Ilkley Railway Station for the Friends of Ilkley Railway Station. The purpose of the improvements is to enhance the user/ visitor experience of Ilkley Railway Station

This will be done by analysis and commentary on the current railway station in terms of aesthetics, accessibility, connectivity and context. Followed by recommendations for improvements to the station, including relevant precedents. The report will look at key areas including:

- Users (Commuters, Tourists & Bypassers)
- Accessibility/ Signage
- Connectivity
- Aesthetics
- Historic Context

The report will then look at the next steps that can be taken to further develop the proposals, including areas of potential further research and possible other specialist parties to consult.

INTRODUCTION & HISTORICAL CONTEXT

Ilkley Railway Station was opened in 1865 as a terminus station initially offering routes to Leeds via Otley and Guiseley and shortly after to Bradford Forster Square via Shipley (Platforms 1 and 2). At the time of the station opening the town was already a renowned and fashionable spa town, with an established tourism industry for people to come 'take in the waters' at the towns numerous hydro establishments. The opening of the railway accelerated development in the town and contributed significantly to the expansion of the town in the 19th Century.

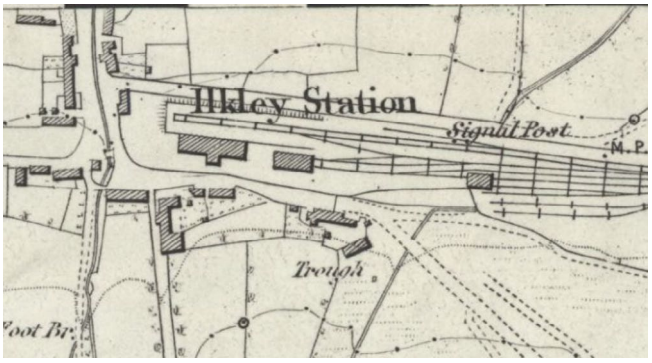


Figure 1 - OS Map mid-19th Century
Before the extension to Addingham & Skipton was built

An extension to the line was added in 1888 serving Skipton via Addingham converting the station from a terminus to a junction station (Platforms 3 and 4). A bridge was constructed over Brook Street where the present Banyan Bar & Kitchen and Grove Promenade are located. There was also pedestrian access to Railway Road via a subway under Platforms 3 and 4. The station also handled goods traffic in a yard comprising sidings, engine sheds and offices located on the site of the present-day Tesco Supermarket.

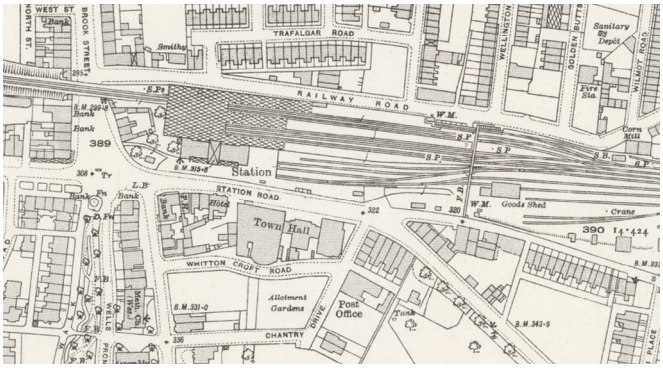


Figure 2- OS Map c.1919
Showing the new line extension and increased development in Ilkley

In the mid 1960's the station was significantly affected by Dr Beeching's Reshaping of Britain's Railways report. This resulted in the closure of the Skipton extension line, the closure of the route to Leeds via Otley and the cessation of goods traffic at the station. The station itself was also initially earmarked for closure along with all other stations in Wharfedale and Aireborough, however was saved by a campaign by the Ilkley Rail Defence Association.


Bradford Museums & Galleries

Figure 3- Satellite Image c.1970
Showing the demolition of the bridge over Brook Street.

After the closure, parts of the station, including the goods yard and platforms 3 & 4 entered a period of dilapidation, as the disused railway line through Ilkley was demolished in the 1970's and the pedestrian subway closed in 1983.



Figure 4- Ilkley Station, 1983
Showing the pedestrian subway to Railway Road



Figure 5- Ilkley Station 1966
Showing the closed Skipton line extension.

Redevelopment of the station commenced around the late 1980's, with parts of the station converted into retail, including the main station building (Alpkit, Pizza Express, The Post Office, La Stazione and The Ticket Office). The tracks were shortened by approximately 40m to make way for a new supermarket under the glass roofed section at the western end of the platforms (now M&S). The line was electrified in 1995, and during these works platforms 3 and 4 were filled in to create a car park, and the latticework bridge at the eastern end of the platforms demolished and a new replacement footbridge constructed over Tesco carpark. The culmination of these works largely reflect the station we see today.

In 2011 the station underwent further redevelopment with a new ticket office building, waiting room and shelters. This is the most recent development at the station, which means there has been no other significant improvements made to the station in 10 years.

The station is now a terminus on the Wharfedale Line, with half-hourly direct services to Bradford Forster Square and Leeds, calling at Ben Rhydding, Burley-in-Wharfedale, Menston, Guiseley, Baildon, Shipley, Frizinghall and Kirkstall Forge.

As will be outlined later in the report, the station is now suffering from a lack of maintenance and upkeep with the demands of a modern-day public transport system. Travel use at the station is down approximately 90% post-covid, with little or no commuter passengers and anti-social behaviour is an ever increasing problem.

The double track railway line is under the ownership of Network Rail, which includes the overhead power lines. The platforms and associated spaces are under the ownership of the train operators Northern Rail. Improvements and alterations must be confined to spaces under the ownership of Northern Rail.

The Friends of Ilkley Railway Station have indicated a target spend of £200,000 to be raised by donations and match funded by Northern Rail.



Figure 6- Satellite Image, 2021

RAIL USERS

The station is used by a number of different user groups, including rail users and non-rail users. Rail users can be categorised into both commuters and leisure users. Since the Covid-19 Pandemic began commuter usage at the station is significantly reduced particularly for people who work in the town. The station is still used at peak times by students of Ilkley Grammar School. Leisure users include people who visit the town for shopping and to visit other attractions including the Lido and museums. During the summer the station is a primary entry point for young people who visit the town to spend time in the parks and riverside.

The Covid-19 Pandemic is also responsible for a reduction in tourist and leisure traffic through the station. Consumers are more likely to 'shop local' for both their shopping and entertainment needs, resulting is less people arriving in Ilkley by train from surrounding areas. This is also particularly prominent during the evenings, as the night time economy is now more local with visitors to local bars and restaurants now more likely to come from Ilkley itself rather than further afield.

Non-rail users include people who are visiting the numerous commercial establishments including M&S, Clip'n'Climb and The Post Office, all 3 of which are only accessible via the station itself. These people contribute to the flows of pedestrians around the station and therefore consideration should be given to these flows if ticket barriers are introduced.

The key pedestrian flows (Figure 7) are as expected around the station concourse and through the main entrance, the concourse is used by both rail and non-rail users. The platforms are used almost exclusively by rail users, however are sometimes used by others for access to the Bus Station and Lower Railway Road as there is no pedestrian access down the ramp for the M&S Carpark.

The reduction in passenger numbers has inevitably lead to an increase in anti-social behaviour, as the station is generally under less natural surveillance from passengers and therefore there is reduced staffing requirements. This is primarily from local/ semi-local young people who either travel to the station on foot, or arrive via train from local stations. The anti-social behaviour is not limited to the station itself but also spills onto trains arriving and departing the station. Ticket barriers could alleviate this somewhat on the platforms, as unauthorised access to the platforms and boarding a train without a ticket would be more difficult. However this would not help the areas outside barrier control and therefore consideration should be given to staffing levels if ticket barriers are introduced and the staffing requirement subsequently reduced. Increasing passenger numbers and usage of the station would increase natural surveillance and therefore may mitigate anti-social behaviour to a degree. Eliminating 'dwell points' such as dimly lit corners, climbable station furniture such as the cycle stores and underused areas could also reduce anti-social behaviour.

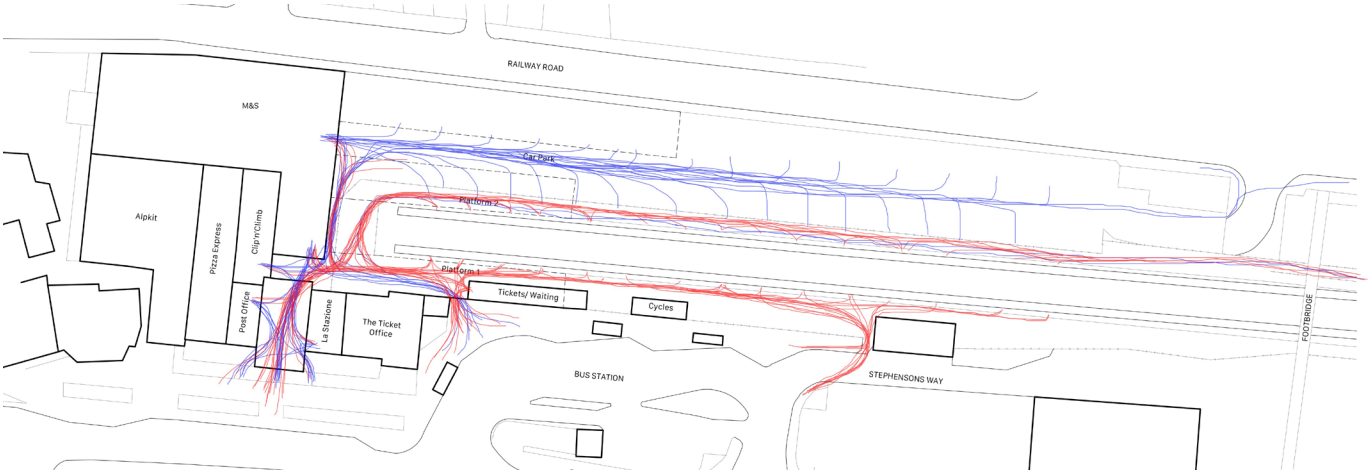


Figure 7 -Predicted Pedestrian Flows
Red indicates rail users, Blue indicated non-rail users

ACCESSIBILITY & SIGNAGE

For the majority of able-bodied users the station does not present accessibility issues, however for groups with additional needs, although the station is not inaccessible, there are elements that can be improved to enhance all users experiences. There is level access to all areas of the station, tactile paving is present, access points are wide and generally signage is functional.

1.0 Mobility

The station has level access, however in some areas, particularly in areas where there is old, likely original flagstone flooring, the stones are weathered and worn. This creates a very uneven surface that is more difficult to navigate with wheelchairs or pushchairs. The uneven surface creates a high risk of slips, trips and falls for all users however this is exacerbated greatly for those with mobility issues such as the elderly, who are frequent users of the station. It is acknowledged that the flagstones contribute to the heritage of the station and therefore it may not be appropriate or cost effective to replace these, however it is recommended that their surface could be smoothed with some of the larger ridges removed if the flagstones can withstand this treatment.



Figure 8 -Uneven Flagstones in main thoroughfare

2.0 Seating

Generally the platforms etc. are wide with plenty of space to wait with wheelchairs and pushchairs. Seating is provided to both platforms. The heated waiting space on Platform 1 is a beneficial recent addition. More seating is provided further down the platform however this is far away from the main area of the station. Additional seating could be provided in the area to the front of M&S at the end of the platforms.

The current seating is haphazard and incoherent as differing styles of benches have been added over time. The benches are painted metal, which is extremely durable in this high traffic environment, however in places they are showing signs of wear with peeling paint. Metal is also a very good conductor of heat and therefore the benches are often very cold to sit on. Existing seating could be replaced with timber effect recycled plastic benching which is still durable and low maintenance however creates a better aesthetic and is not as cold. These benches are commonly used in schools, parks and outdoor sports facilities.



Figure 9 - Mis-matched current metal seating



Figure 10 - Example of Timber Effect Composite Benching

3.0 Visual Impairment

Tactile paving is present around the platform edge however some tiles are very worn particularly around the top ends of the platform where there is the highest traffic. The worst worn tiles are in the terminus area at the end of the line. These tiles have the highest pedestrian traffic and also play a vital role in warning users of the unguarded edge of the platform. Small areas of replacement tactile paving are recommended. The area at the end of the platform is inaccessible to trains and therefore additional guarding could be added.



Figure 11 -Worn tactile paving and unguarded area of platform

There is also directional tactile paving at the station entrance from the Bus Station, to guide users towards the entrance. However the paving is regularly covered with paraphernalia from The Ticket Office bar and is therefore ineffective. This also encroaches into the space directly in front of the station entrance. Clarification of the space designated to The Ticket Office is required to ensure this entrance is not compromised.



Figure 12- Barrels covering tactile paving



Figure 13 - Benching on path to Station Entrance



Figure 14 - Container at Station Entrance



Figure 15 - 'Welcome to Ilkley' Barrels encroaching on station entrance and tactile paving

4.0 Cognitive Impairment

As is common in many stations around the country, Ilkley Railway Station is not very dementia friendly. Signage could be considered unclear, and the high number of entry and exit points to the station could be confusing. There is no defined main route other than to follow everyone else. The Bentham Line is a community rail initiative working to make the Leeds to Morecambe line Dementia-Friendly. This is the first dementia friendly line in the country and picks up stations on the Airedale Line such as Shipley, Keighley and Skipton. The Bentham Line is partially funded by Northern Rail with the focus initially on 3 stations including Keighley. The aim is to look at signage, clarity of information, walking routes and safety to improve a person suffering with Dementia's experience of the station. The Ilkley Railway Station project could consult with the Leeds-Morecambe Community Rail to take advantage of their research and recommendations to see how this could be implemented at Ilkley. This is likely to include signage and wayfinding improvements primarily.



Figure 16 - Existing Station Signage with retail signage prominent

The station is host to a number of different retail and leisure establishments, which mostly do not cause conflict with the station use. However for someone with dementia, the naming of 'The Ticket Office' could be confusing, resulting in users assuming they can buy a ticket here. The heritage aesthetic of the bar could exacerbate this further as it looks like an old-fashioned ticket office, which is more likely to be recognised by someone with dementia for which the past is often confused with the present. The platform side signage to The Ticket Office bar is not intended to be dominant, however the lack of any signage for the real Ticket Office leads it to be so. More emphasis is needed on the real Ticket Office to mitigate confusion.



Figure 17 - The Ticket Office Bar
Heritage aesthetic and back of house feel could be confusing.



Figure 18 - The 'real' Ticket Office
Showing no signage.



Figure 19 - Dementia-Friendly Signage on The Bentham Line

5.0 Signage

Standardised platform signage attempts to direct rail users to the various parts of the station, however could be considered inadequate. The signs themselves whilst they contain useful information are quite small and busy, and therefore not very noticeable amongst other signage around the station. Retail signage is much more dominant. The existing platform signage could be supplemented with key wayfinding signage to direct users to the entrances and exits. When disembarking a train it is not immediately obvious which way to go to get to the Town Centre, other than to follow others who are familiar with the station.



Figure 20 - Standard Signage when passengers disembark

Directional wayfinding projection signage could be mounted to the overhead roof structure to direct rail users to the town centre/ bus station etc. This can be targeted at key areas such as disembarking points and where pedestrian routes diverge. Dementia friendly signage could also be implemented.



Figure 21 - Directional Projected Wayfinding Signage
Could be mounted to overhead canopy.



Figure 22 - Projected Social Distancing Signage
Could be mounted to overhead canopy.

6.0 Toilets

There are currently no toilets at Ilkley Railway Station, some of the surrounding businesses on the station site have toilets for their customers (The Ticket Office, La Stazione), however there are not public conveniences. There are 3 public toilets run by Ilkley Parish Council at White Wells, Brook Street Car Park and Riverside, the closest of these is a 5-minute walk away. Adding a conventional toilet provision at Ilkley Railway Station would create a staffing and cleaning obligation, and would also take up a large amount of platform space. An alternative option if it is decided that toilets are to be implemented is to install Self-Cleaning Pod Toilets such as a JCDecaux Sanisette. These are not completely maintenance free however would not require cleaning as often and would take up less space in the station.



Figure 24 - JCDecaux Sanisette installed in Paris



Figure 23 - JCDecaux Sanisette

CONNECTIVITY

Connectivity to and from the station are key to its success. The infrastructure is in place and functioning, however improvements can be made to enhance further the connectivity and functionality of these elements. The Station is a key focal point for public transport in the town, as a hub for trains, buses and taxis as well as being ideally located for passengers.

1.0 Bus Station

Ilkley Bus Station is located immediately adjacent to Ilkley Railway Station, and provides services to areas that are not accessible via train such as Otley, Skipton, Harrogate & The Dales. The bus station is ideally located and easily accessible from the station, however more could be done to emphasise the destinations the bus station provides so that Ilkley Railway Station is not seen as a terminus, but as a gateway to other destinations, particularly Skipton & The Dales. This could be done easily with enhanced signage and possibly a joint marketing campaign. Visually the Bus Station is visible from the station platforms however planting and platform paraphernalia separate these two services, enhanced signage and the removal of cycle stores etc. could help link these two areas together more succinctly.

2.0 Taxi

There is a small taxi standing area immediately outside the station on Station Road, however to an unfamiliar visitor to Ilkley this is not obvious as it is not signposted anywhere within the station. This could be improved with enhanced signage.

3.0 Pedestrians and Tourists

The Station is ideally located in the centre of the town, and therefore provides excellent pedestrian links to the town centre. The previous pedestrian subway to Railway Road has been closed for many years, and whilst regular visitors may find this inconvenient, the current main route out of the south side of the station increases footfall past the shops and services in the town.

The pedestrian link to Railway Road at the far east end of the platforms is useful for locals and workers, and if often used as a thoroughfare to the Town Centre, if this were closed due to the installation of Ticket Barriers this would force pedestrians either to Springs Lane or further down Railway Road, which would prevent footfall through the station.

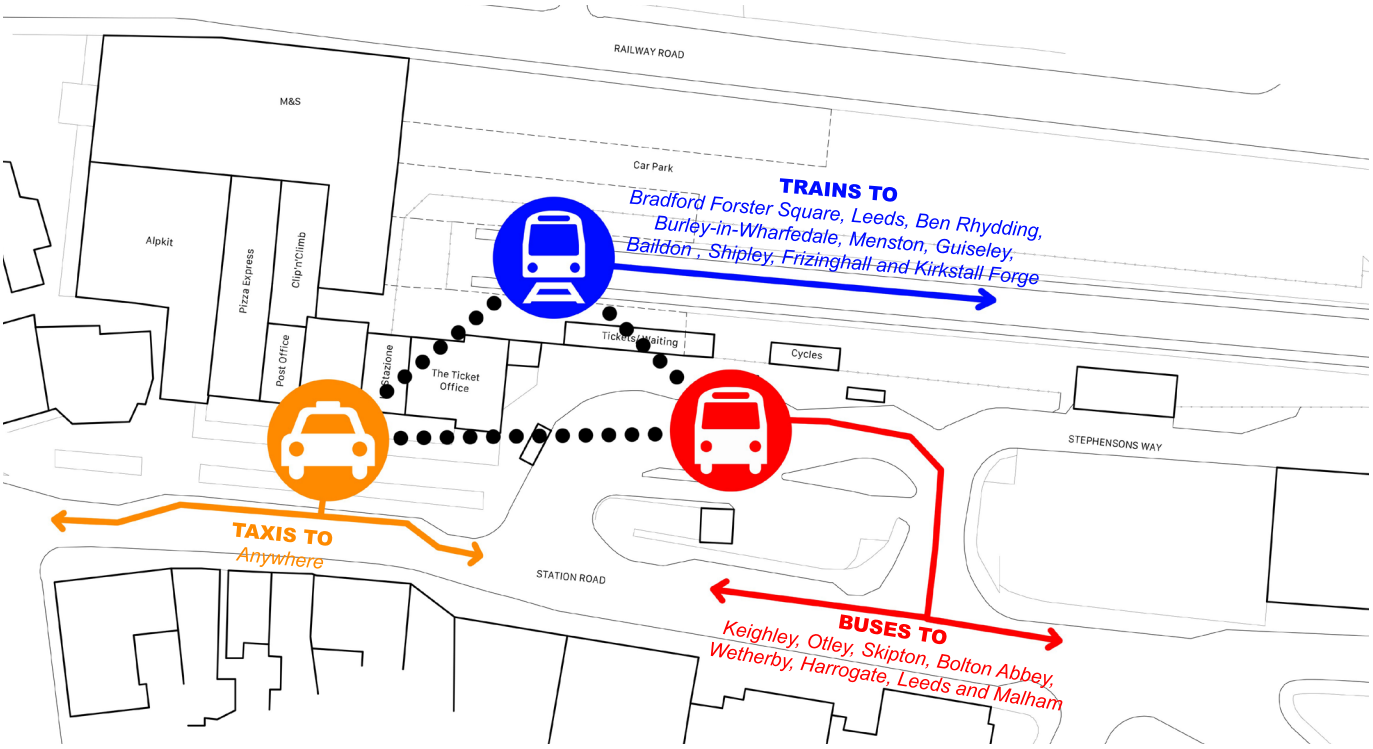


Figure 25 - Connectivity Diagram
Showing connections via train bus and taxi to surrounding areas.

4.0 Cycling

Cycle parking is provided on the platform, however is infrequently used. This may be due to lack of demand, however may also be due to lack of perceived security due to the current cycle stores location. Its important to encourage carbon friendly transport options, and therefore the lack of cycle parking used needs to be addressed. It may be that the current store is in the wrong location, or it is too big. It may be worth considering if the cycle parking could be relocated to a more prominent position, where is it known and secure. Relocation the parking off the platform could encourage use by non-rail users in the town.



Figure 26 -Un-used cycle parking



Figure 27 -Poorly maintained cycle lockers



Figure 28 -Simple and Clear Wayfinding Signage



Figure 29 -Example of Transport/ Town Hub Signage

AESTHETICS & HISTORIC CONTEXT

1.0 Paint and Colours

The station retains many original historic features, however unsympathetic additions and lack of maintenance means in places the station is looking shabby and scruffy.



Figure 30 - Historic Station Column in need of repainting



Figure 31 - Historic Balustrade in need of repainting

Paintwork across the whole station is in general need of attention and in places rust is appearing through the paint. A fresh coat of paint across all painted surfaces would really lift the aesthetic of the station.



Figure 32 - Historic Balustrade in need of repainting

Certain elements of the station are painted in a red and cream/ grey colour scheme, this colour scheme is present across many but not all stations on the West Yorkshire Metro system. The red in particular is not sympathetic to the surrounding Victorian Architecture. A paint scheme with a heritage feel would be more appropriate and is a cheap and easy way to create a whole different atmosphere in the station. The original canopies and balustrading are ornate and attractive however their current state of disrepair resulting in a tired and neglected look. It is acknowledged that sufficient colour contrast is required for accessibility, however this can still be achieved with a more muted colour scheme.



Figure 33 - Contemporary lamppost in outdated red and cream colour scheme in need of repainting



Figure 34- Historic Aesthetic at Keighley Station on the Keighley and Worth Valley Railway

2.0 Planting, Planters and Station Equipment

There are a number of planters around the station, which add colour in the summer months however are drab and dull in the winter. The planters themselves are painted timber and therefore over the years have perished, unsightly metal corner protection exacerbates this. The current planters could be replaced with composite timber planters planted with low maintenance year-round ferns and grasses, with seasonal additions.



Figure 35 - Existing Station Planters

The area to the east end of Platform 2, which gives access to the footbridge and steps to Railway Road is very overgrown. This coupled with a maze of chain-link fencing and narrow paths results in a very poor user experience. Outside of daylight hours this is a ideal place for undesirables to gather as it is hidden visually from both the station and road. There is lighting and a security camera however this is still a hostile environment. As the very least the vegetation needs clearing from underneath the footbridge and the surrounding areas. The logic of fencing off the paths is to reduce the amount of public space to prevent gathering and loitering, however this then creates the feeling of a dark alleyway. Maintenance of the vegetation is an ongoing issue and therefore it may be more appropriate to pave the area, reducing the maintenance obligation and creating a more open space. Better platform access could be considered to make better use of space.



Figure 36 - Overgrown vegetation and Chain-link fence maze.

There are a number of miscellaneous items of equipment around the station and platforms that may or may not still be in use and therefore require review. These include phone boxes, cycle sheds and various undefined boxes on platforms. Removing equipment that is no longer or infrequently used would help avoid visual clutter and create a cleaner fresher look.



Figure 37 - Is this phonebox used?



Figure 38 - Is this vending machine used?



Figure 39 - Undefined Equipment



Figure 40 - Under-used Cycle Stores, encourages anti-social behaviour



Figure 41 - Undefined Equipment

3.0 Repair and Maintenance

Some parts of the station are suffering from a lack of repair and maintenance which contribute to the station looking scruffy and unkept. The fencing that separates Platform 2 with the M&S carpark is particularly vulnerable to damage from parking cars or vandalism and has been destroyed on a number of occasions. These breakages in the fencing are sometimes left for long periods of time before being repaired. As the fencing is clearly a weak point with ongoing repair issues it may be more sustainable to erect a stronger fence, or at least add some form of crash barrier to the car park side. This would help preserve the fence and avoid it being damaged. The fence itself is stained/ painted timber, which again presents a maintenance issue that requires freshening up regularly, something more sustainable could be considered with less of a maintenance obligation.



Figure 42 - Existing Timber Fencing

The original Victorian canopy over both platforms and the M&S Carpark is beautiful and an important heritage asset, however is it now vulnerable to decay and damage, as demonstrated by its recent state of partial collapse which created both a hazard and an inconvenience. Once repaired consideration is needed to whether more substantial crash barriers are required at vulnerable points to prevent this happening again with greater impact and danger if the roof were to collapse in its entirety. It may also be prudent to inspect the entire canopy to repair week spots and improve its visual appearance. The anti-pigeon mesh is effective in deterring birds however does detract from the attractiveness of the roof. A solution with less visual impact could be considered. The mesh is now dirty and therefore a simple replacement of the mesh would improve the visual impact.



Figure 43 - Existing Victorian Canopy and Mesh



Figure 44 - Poorly painted boxing

4.0 Artwork and Advertising

There is currently no artwork or sculpture around the station. Street sculpture could be considered at appropriate locations to showcase the work of local artists/ craftsmen so long as it is relevant to the town of Ilkley. A special commission could act as a focal point of the station and landmark to the improvements made as a result of this review. Any artwork or sculpture implemented would need to be robust, maintenance free and unlikely to date quickly



Figure 45 - Existing Information Board



Figure 46 - Existing Information Board

There is also currently very little in the way of advertising for Ilkley around the station. Interestingly the most prominent advertisement is for an independent school some 10 miles away. While this may create important revenue for the station in isolation it doesn't do much to benefit the town itself. Beneficial advertising rates for local businesses could help increase footfall into the town and also give visitors a taste of what Ilkley has to offer upon arrival. This could be achieved by way of an electronic advertising board, on which adverts can be interchanged easily, perhaps advertising special events in the town, performances at Kings Hall or new releases at Ilkley Cinema. This comes with high capital and running costs but could generate revenue for the station.

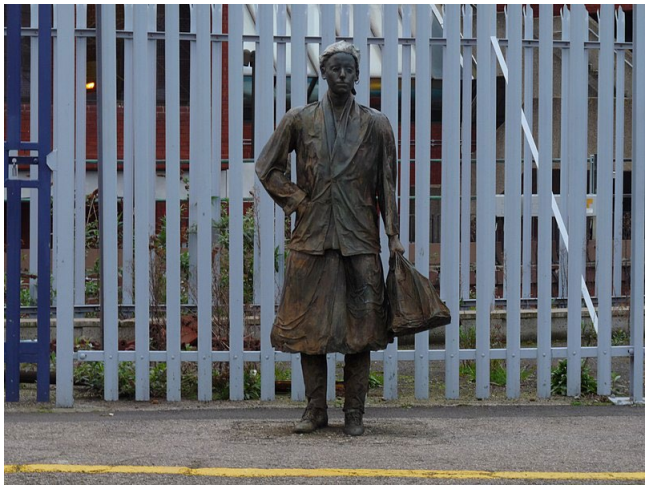


Figure 47 - Platform Sculpture at Brixton Railway Station
An example of creative and interesting public art

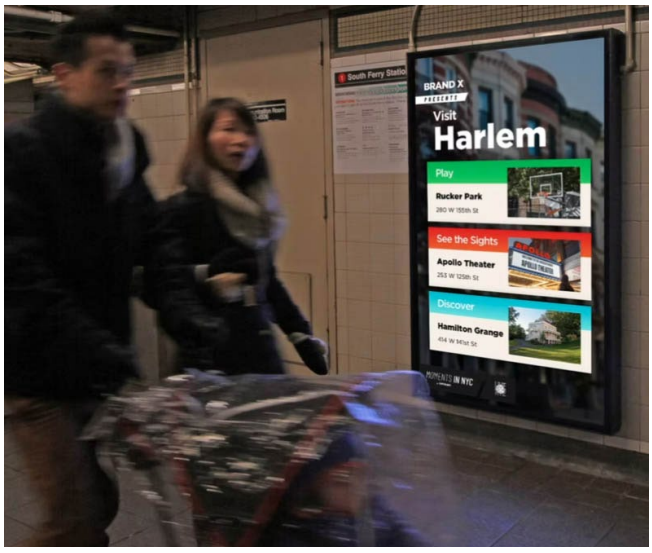


Figure 48 - Example of Local Digital Advertising Board

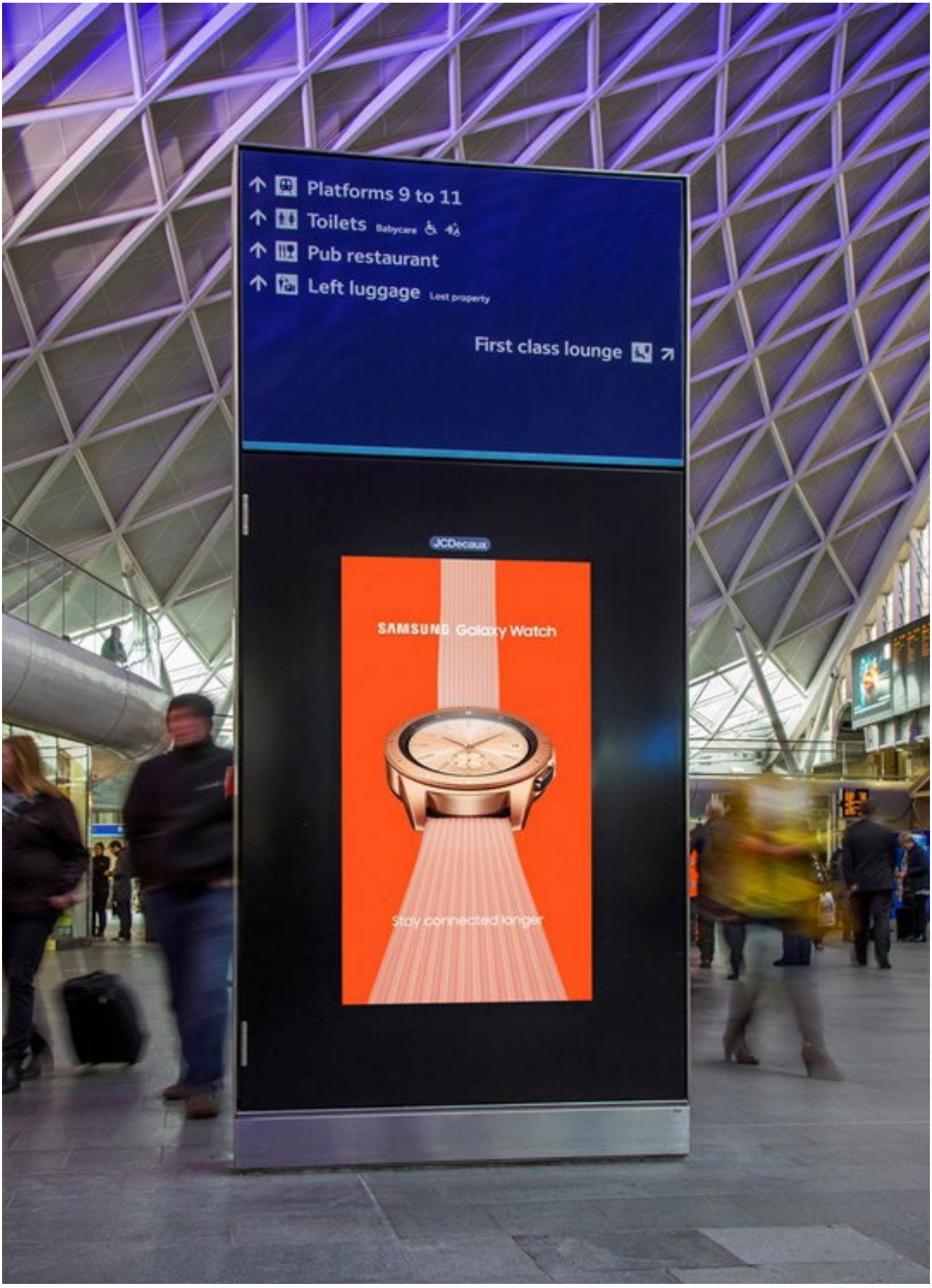


Figure 49 - Digital Totem Advertising Board by JCDecaux at Kings Cross Station
Smaller totem signs could be used combining wayfinding signage with advertising

NEXT STEPS

Below is a summary of recommendations that can act as a shopping list for future consideration. Some items are 'easy wins' and can be implemented quickly, cheaply and without disruption. Others require further exploration or are more complex additions/ alterations.

Pedestrian Flows & Anti-social behaviour

- ☐ Ticket barriers
- ☐ Increased staffing
- ☐ Removal of un-used station furniture (cycle stores)
- ☐ Addressing 'dwell points'

Accessibility and Signage

- ☐ Replacement or refurbishment of flagstones
- ☐ Additional seating around M&S end of platforms
- ☐ Removal of existing seating and introduction of coherent low maintenance timber effect recycled plastic benching.
- ☐ Worn tactile paving replaced in high-traffic areas
- ☐ Platform guarding extended to top end of platform where trains cannot access.
- ☐ Removal of items belonging to The Ticket Office (bar) outside the station entrance which blocks the entrance and covers the tactile paving.
- ☐ Clarification of space allocated to The Ticket Office (bar) to prevent the above re-occurring
- ☐ Consultation with The Bentham Line community rail initiative as to how Ilkley Railway Station can become more dementia friendly.
- ☐ Implementation of dementia friendly wayfinding signage as a result of the above
- ☐ Improved signage to the real Ticket Office to avoid confusion with The Ticket Office (bar)
- ☐ Projected wayfinding signage mounted to overhead roof structure.
- ☐ Introduction of Toilet Pods

Connectivity

- ☐ More emphasis on onward locations served by the Bus Station from within the Train Station.
- ☐ Enhanced signage and removal of cycle stores to improve visual links to Bus Station
- ☐ Enhanced Taxi Signage
- ☐ Consideration of alternative pedestrian flows if Ticket Barriers are introduced.
- ☐ Removal/ relocation of cycle parking/ storage.

Aesthetics and Historic Context

- ☐ Repaint across entire station in heritage colours, with consideration of adequate colour contrast.
- ☐ Replacement composite timber planters with low maintenance year-round planting.
- ☐ Tidy, prune and cut back vegetation to Railway Road and footbridge access.
- ☐ Reconfigure Railway Road and Footbridge access to remove chain-link maze and improve platform access.
- ☐ Removal of obsolete or underused station furniture/ equipment.
- ☐ Repair/ replace fencing to M&S Carpark. Possibly add a crash barrier to prevent further damage.
- ☐ Add crash barriers to canopy support in M&S Carpark.
- ☐ Inspection of canopy to identify signs of damage/decay
- ☐ Replacement of anti-pigeon mesh
- ☐ General clean of glass canopy.
- ☐ Sculpture/ artwork by local artists
- ☐ Advertising board to platforms.

LIST OF FIGURES

Figure 1 – OS Map c.1847 - Maps.nls.uk. 2021. View map: Yorkshire 186 (includes: Aireborough; Bingley; Ilkley; Keighley.) - Ordnance Survey Six-inch England and Wales, 1842-1952. [online] Available at: <https://maps.nls.uk/view/102344860> [Accessed 20 December 2021].

Figure 2 – OS Map c.1919 - Maps.nls.uk. 2021. View map: Yorkshire CLXXXVI.2 (Ilkley) - Ordnance Survey 25 inch England and Wales, 1841-1952. [online] Available at: <https://maps.nls.uk/view/125638501> [Accessed 20 December 2021].

Figure 3 – Satellite Image c.1970 Photos.bradfordmuseums.org. 2021. Ilkley veterans trial 1954 - Photo Archive - Bradford Museums & Galleries. [online] Available at:<https://photos.bradfordmuseums.org/ [Accessed 20 December 2021].

Figure 4 – Ilkley Railway Station 1983 - Facebook.com. 2021. Ilkley Chat -#ThrowbackThursday Ilkley railway station in 1983.. [online] Available at: <https://www.facebook.com/ilkleychat/photos/a.518534251568194/1992701174151487/> [Accessed 20 December 2021].

Figure 5- Ilkley Station c.1980 Embsayboltonabbeyrailway.org.uk. 2021. [online] Available at: <https://www.embsayboltonabbeyrailway.org.uk/oldsite/historic/walk02.jpg> [Accessed 20 December 2021].

Figure 6 – Satellite Image – Google Earth

Figure 7 -Predicted pedestrian flows – Author's own

Figure 8 – Uneven Flagstones – Google Maps

Figure 9 – Mismatched seating – Author's own

Figure 10 – Example of Timber Effect Composite Benching - British Recycled Plastic. 2021. Ilkley Sloper | Recycled Plastic Benches | British Recycled Plastic. [online] Available at: <https://britishrecycledplastic.co.uk/product/ilkley-sloper-bench/> [Accessed 20 December 2021].

Figure 11 – Worn tacile paving and unguarded area of platform – Google Maps

Figure 12 – Barrels coviering tactile paving – Author's Own

Figure 13 – Benching on path to Station entrance – Author's Own

Figure 14 – Container at Station Entrance – Author's Own

Figure 15 – Barrels encroaching on station entrance and tactile paving – Author's Own

Figure 16 – Existing Station Signage – Author's Own

Figure 17 – Ticket Office Bar – Author's Own

Figure 18 – The Real Ticket Office – Google Maps

Figure 19 – Example of Dementia Friendly Signage - project, T., 2021. The Bentham Line launch innovative dementia friendly project - Community Rail Network. [online] Community Rail Network. Available at: <https://communityrail.org.uk/bentham-dementia-project/> [Accessed 20 December 2021].

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Figure 25 – Connectivity Diagram – Author's Own

Figure 26 – Unused Cycle Parking – Author's Own

Figure 27 – Poorly maintained cycled lockers – Author's Own

Figure 28- Wayfinding Signage - Logoshack Digital. 2021. Rail. [online] Available at: <https://logoshackltd.co.uk/services/rail-livery-branding-graphics-for-trains-stations> [Accessed 21 December 2021].

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Figure 30 -Historic Station Column – Author's Own

Figure 31 – Historic Balustrade – Author's Own

Figure 32 – Historic Balustrade – Author's Own

Figure 33 – Contemporary Lamppost – Author's Own

Figure 34 – Keighley and Worth Valley Railway - Britain, D., 2021. Full Steam Ahead: The Keighley and Worth Valley Railway - Discover Britain. [online] Discover Britain. Available at: <https://www.discoverbritainmag.com/full-steam-ahead-the-keighley-and-worth-valley-railway/> [Accessed 20 December 2021].

Figure 35 – Existing Station Planters – Author's Own

Figure 36 – Overgrown Vegetation – Author's Own

Figure 37 – Phonebox – Author's Own

Figure 38 – Vending Machine – Author's Own

Figure 39 – Undefined Equipment – Author's Own

Figure 40 – Cycle Lockers – Author's Own

Figure 41 – Undefined Equipment - Author's Own

Figure 42 – Existing Timber Fencing – Author's Own

Figure 43 – Existing Canopy and Mesh – Author's Own

Figure 44 – Poorly Painted Boxing – Author's Own

Figure 45 – Existing Information Board – Author's Own

Figure 46 – Existing Information Board – Author's Own

Figure 47 – Brixton Passengers Statue - Brixton Statue Commons.wikimedia.org. 2021. File:Female statue, Brixton railway station in March 2011 01.jpg - Wikimedia Commons. [online] Available at: <https://commons.wikimedia.org/wiki/File:Female_statue,_Brixton_railway_station_in_March_2011_01.jpg> [Accessed 21 December 2021].

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