



Transforming Cities Fund

Wakefield City Centre

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Zone 5: Northgate, Marsh Way and Access to Bus Station

Northgate is a key route between the city centre, St Johns and the M1. Marsh way is a key route around the city centre connecting the St Johns Area with the bus station, the Trinity Walk development and the Kirkgate Gyratory. Wakefield bus station is used by thousands of passengers everyday travelling across the district and wider region. The road layout and other facilities around the station impact on bus journey times, service reliability and the safety/ convenience of travelling to and from the station on foot. We want to invest in this part of the city by making the following key changes;

Quicker more reliable bus journeys to and from the bus station

- Create a new opportunity for buses approaching from the west on the A61 to access the station directly.
- Create a new opportunity for buses approaching from the east to turn left directly from the A61 into the bus station. Bus drivers would no longer need to access the station via Union Street.

Encourage more people to walk and cycle in and around Wakefield city centre

- Create a new pedestrian and cyclist crossing on Marsh Way close at the Union Street junction linking to the bus station.
- Create a new pedestrian and cyclist crossing on Union Street close to Wakefield.

- Create new cycle lanes on Northgate from the Bull Ring to Northgate gyratory to encourage more cycling.

Creating new cycle lanes along Northgate may impact on parking provision meaning drivers have to park on alternative streets or in a car park. A key objective of this consultation is to understand how people feel about this trade off.

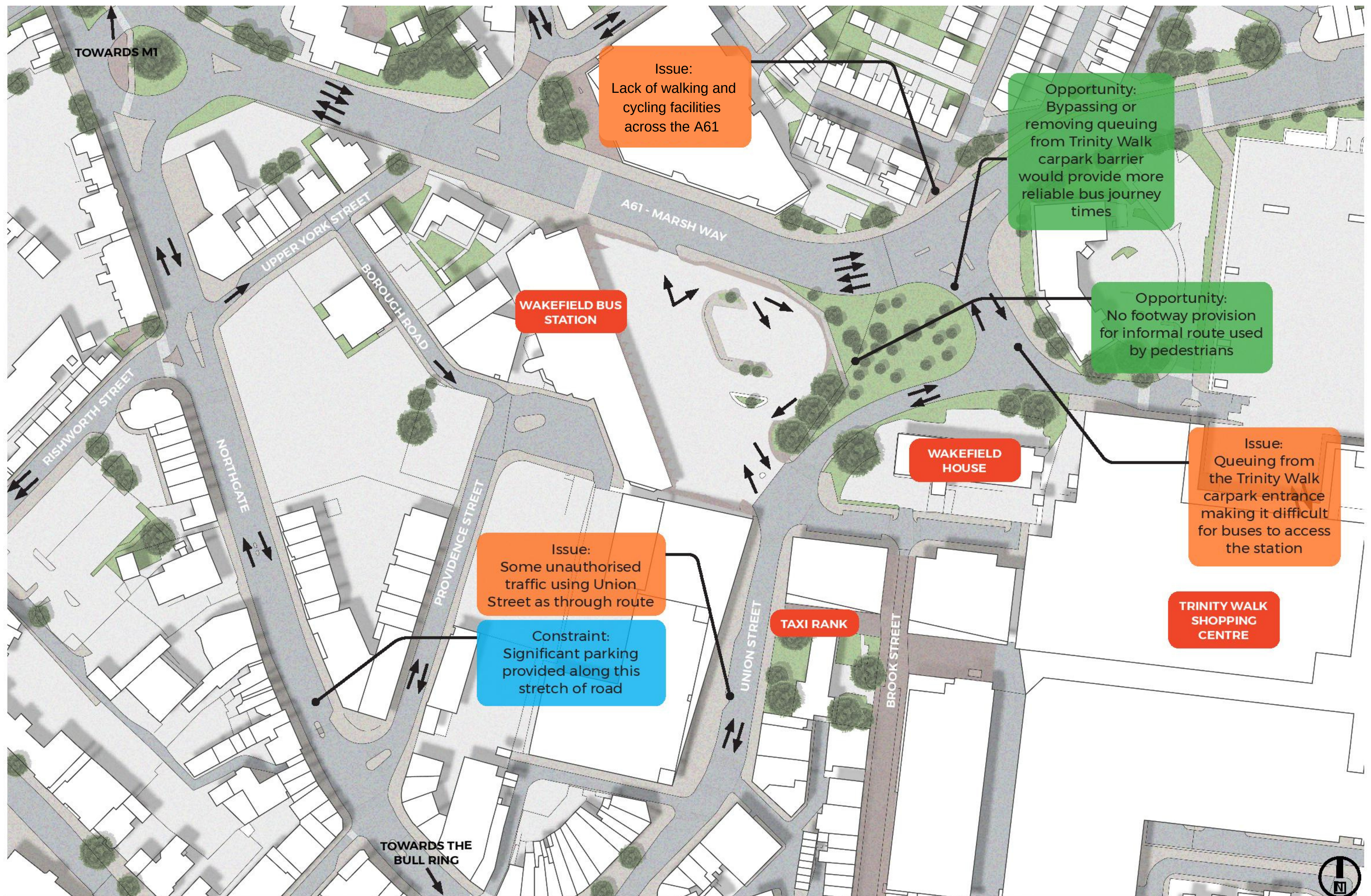
Zone 1 Plan A: Shows the existing layout and some of the challenges and issues we are aware of.

Zone 1 Plan B: Shows the proposed layout and changes this involves.

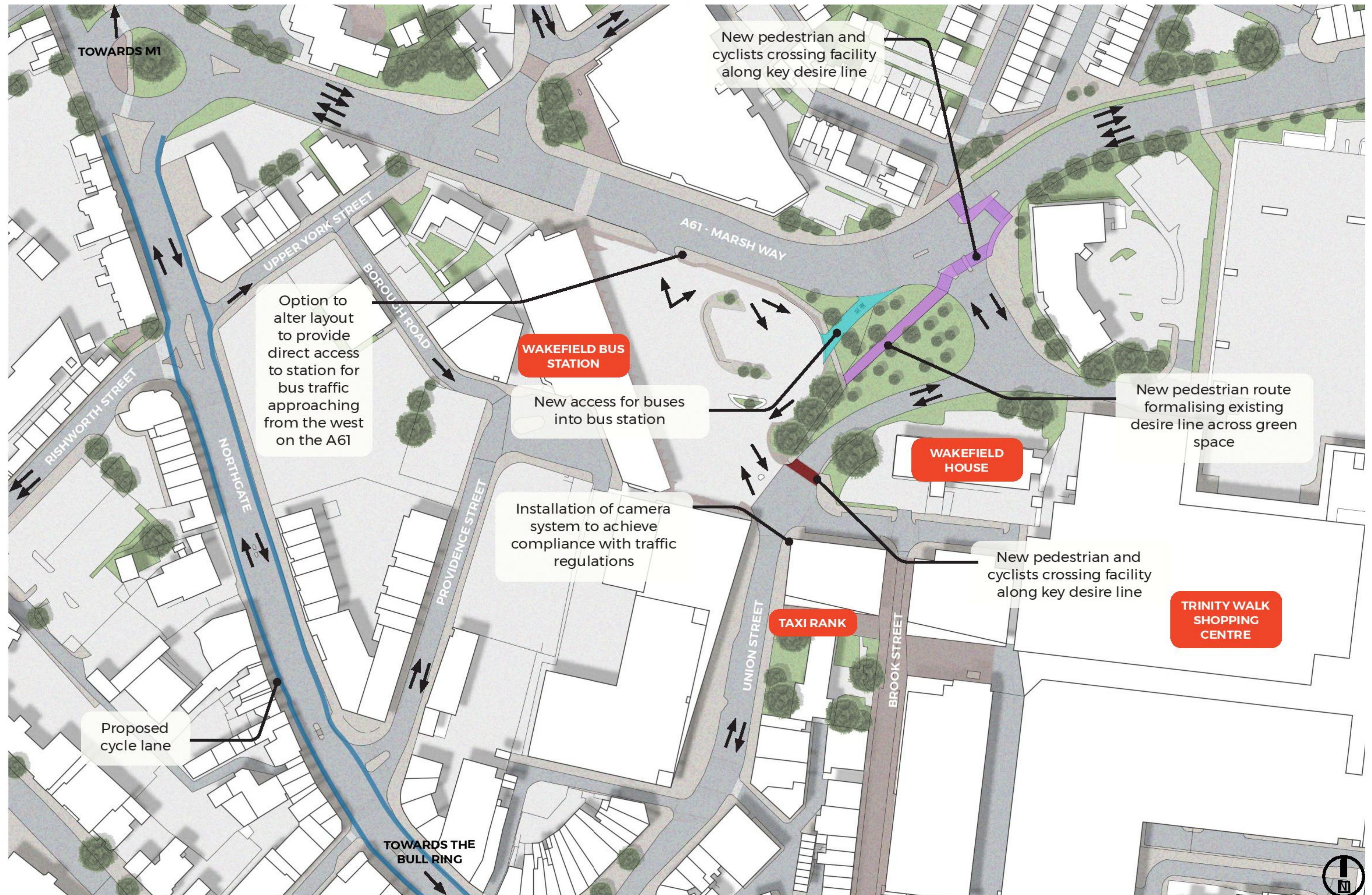
Zone 5 Visualisation: Shows what the new walking and cycling route to/from the bus station area could look like. It also shows the potential location for a new access point for northbound buses from Marsh Way into the bus station site.

If interested in this zone make sure to check out our other plans Zone 1: Westgate Station, Mulberry Way & Wood Street North Zone 2: Wood Street South, Bullring and Northgate to The Springs, Zone 3: Lower Warrengate to Kirkgate, Zone 4: A61 South of Kirkgate Gyratory, and Zone 6: Peterson Road and Stanley Road

Zone 5: Plan A : Northgate, Marsh Way and Access to Bus Station : Existing



Zone 5: Plan B : Northgate, Marsh Way and Access to Bus Station : Draft Proposals



Zone 5: Visualisation of the draft proposals



Zone 5: FAQs

Why create new entrance points into the station for buses?

We want more people to travel by bus. To do this we need to ensure bus services are quick and reliable. The current arrangement sees buses (southbound and northbound) entering the site from Marsh Way via Union Street. Studies have shown that buses frequently experience delay when accessing Wakefield Bus Station due to queues that form at the Union Street junction, as general traffic attempts to access the Trinity Walk car park.

Creating opportunity for buses to enter the station grounds will help avoid traffic and conflicts on Union Street and hopefully deliver quicker more reliable services. More work will need to be done to understand what changes need to be made to the movement of buses within the station grounds to facilitate any proposed access/egress changes.

Why create a second pedestrian crossing on Marsh Way?

We are proposing a new crossing for pedestrians and cyclists as part of the Union Street/Marsh Way junction itself. We believe there is a high demand for safe crossing facilities in this location given the links between residential areas, the bus station and Wakefield city centre.

What will the impact be on the grassed area with trees close to the Union Street/Marsh Way junction?

We are proposing a new route for walking and cycling connecting residential areas with the bus station and Wakefield city centre. This will go through the grassed area but we hope this could be delivered without the need to remove any trees.