

Case Name: Preston Bus Station

Case Number: 477593

Background

English Heritage has received an application to list Preston Bus Station. The building has been recommended for listing twice before, in 2000 and 2009 but on both occasions the Secretary of State disagreed with English Heritage's advice and decided not to list the buildings. The current application presents new information largely relating to the technological innovation of the building which was not previously assessed.

Asset(s) under Assessment

Facts about the asset(s) can be found in the Annex(es) to this report.

Annex	List Entry Number	Name	Heritage Category	EH Recommendation
1	1413692	Preston Central Bus Station and Car Park	Listing	Add to List

Visits

None: Data from other sources.

Context

Preston Bus Station has been assessed for listing twice previously with decisions in 2001 and 2010. On both occasions, English Heritage recommended that the building should be listed but the Secretary of State decided not to list the building. In 2010, the Secretary of State's decision cited a lack of innovation in concept, design or construction methods and the failure in the design to separate pedestrian movements from vehicle movements as justifying this decision.

Since 2010, the planning context for the building has evolved following the abandonment of the large-scale redevelopment of the area known as the Tithebarn Scheme. The area is still proposed for redevelopment but this will be more piecemeal although following the planning and design principles established by the Tithebarn Scheme. This will be formalised in a City Centre Area Action Plan. In parallel with this, Preston City Council's (PCC) diminishing revenue and capital resources prompted the commissioning of a study into the costs of a variety of alternatives to retention of the bus station. On the basis of this, PCC resolved in December 2012 to demolish the building and develop proposals to bring forward the site for redevelopment.

Assessment

CONSULTATION

Consultation Reports were sent to the owners, Preston City Council, the applicant, the C20 Society and a number of bodies or individuals who had expressed an interest in the designation of the building. Responses were received from Lord Rogers of Riverside; Angela Brady, President of the RIBA; Hugh Pearman, editor of the RIBA Journal and architecture critic of the Sunday Times; and the Design Council (CABE) supporting the listing of Preston Bus Station. Correspondence was also received from Charles Wilson, one of the architects of the building, who provided some further detail regarding the development of the design. Seven further responses were received from other interested parties, some of whom are active in campaigning to prevent the demolition, and including one who made an offer to purchase it. All but one of these responses was supportive of listing the bus station.

The most substantial consultation response was from Preston City Council who made a number of points in support of their objection to listing the bus station. Their response rehearsed the history of proposed

development on the site and the reasoning behind the PCC's decision to proceed with demolition of the bus station; these provide helpful context but are not relevant considerations to the listing assessment. However, PCC raised three key issues which it felt justified not listing the bus station: innovation in planning and layout, innovation in construction technology, and the building's performance in relation to the requirements of the design brief. These issues are all relevant to the listing assessment and will be addressed below.

DISCUSSION

The assessment of buildings for listing is governed by DCMS's Principles of Selection for Listed Buildings (March 2010). This document sets out that architectural and historic interest are the sole criteria for listing with further guidance provided by English Heritage's Selection Guides. It also states that "particularly careful selection is required for buildings from the period after 1945".

The Selection Guide for Transport Buildings (April 2011) addresses both aspects of this building; the bus station and the multi-storey car park. For bus stations, intactness, architectural quality and structural interest are the key considerations. From about 1960 vast numbers of multi-storey car parks were built in response to rapidly growing traffic levels and congestion. These were increasingly combined with other functions, such as a bus station or a shopping complex and the Selection Guide recommends that these should be considered together. While the test for designation of such recent structures is a high one, multi-storey car parks may be listable dependent on a combination of innovative and architectural panache. However, Preston is the only example that has ever been recommended.

Following established precedent, one consideration in assessing the architectural quality of a building is the extent to which its design meets the original brief. The success in delivering the requirements of the brief is one gauge of effectiveness of the design. This is distinct from the building's suitability for current uses since these evolve in relation to legislation, policy and practice and cannot be expected to have been anticipated in the original design.

This assessment will address issues relating to the architectural and historic interest of Preston Bus Station in turn; its aesthetic merits, the level of innovation in its design and construction, the effectiveness of its design, its historic significance. While such an approach is essential to produce a reasoned evaluation of the building's qualities, these need to be considered together in order to form a coherent and balanced view of the building's architectural and historic interest.

Aesthetic Merits:

Kathryn Morrison and John Minnis in the English Heritage publication of 2012, *Carscapes: the Motor Car, Architecture and Landscapes in England*, describe Preston Bus Station as "exceptionally long and dramatic, the upwardly sweeping ends of the cantilevered parking decks visually reminiscent of the Temple Street Car Park in New Haven ... the building has a rare and bold elegance". On the one hand, this vast building is characterised by simple forms; identical rows of crisp, curved balconies oversailing a tall glazed ground floor, terminating in cool, tile-clad recessed slabs from which unravel spiralling ramps. These long elevations, with lines that hurtle towards the horizon are given vertical rhythm by the slender concrete supports of the ground floor between every third bus stand and the tapering ribs of each of the precast concrete balcony units. The impact is striking.

On the other hand, this is a building of details; flooring, lighting, barrier rails, seating, signage, clocks and even waste bins were all designed both to respond to heavy use and to provide the functional clarity which would permit the passage of thousands of users every day. The approach to signage and typography in particular, both in the bus station concourse and on the car parking decks, can be compared to the then recent developments by Jock Kinneir and Margaret Calvert in developing a simple, refined and legible signage system for road users.

The architectural language of the building is uncompromisingly Modernist. Its extensive use of exposed concrete and its simplicity of forms places it firmly in the camp of Brutalism with its focus on raw "brut" materials but one which responds to the sculptural experiments of buildings such as Le Corbusier's civic buildings at Chandigarh. This application of materials is sophisticated and highly elegant, employing a careful use of materials (black rubber, oiled iroko hardwood, glass, grit blasted concrete, white ceramic tile, smooth polished concrete) to complement the juxtaposed curving and crystalline forms. It is striking that so many of the original finishes and details such as signage survive.

Innovation:

Past decisions by the Secretary of State and submissions by Preston City Council have focussed on the planning of the building as not being innovative. It is certainly true that the split deck format of the multi-storey car park was the standard format for multi-storey car parks by this time but it was not until the following year

that the first car park in England with a warped slab was opened (Birmingham Road, Lichfield). The warped slab was indeed considered for Preston but was rejected due to a variety of reasons including adverse cambers, drainage complications, and the structural implications for the lower, bus station level. As identified by the designers of Preston Bus Station the warped deck was not a universally successful advance on other forms of construction; it was just one of a number of experiments then underway to make car park construction more economical. As a concept, the construction of a multi-storey car park over a bus station was not new either; such an arrangement had been constructed on Talbot Road, Blackpool in 1936-7. This precedent was not widely followed and by the 1960s the tendency was to combine car parking with other functions such as shops. However, to focus on these two elements in isolation is to fail to see the greater innovation: the ingenuity with which the structure brings these forms and functions together. By keeping the structural supports for the building back from the edge of the car parking decks, the curving balconies could provide shelter for travellers getting onto the buses below. The height of the bus station concourse needed for the double-decker buses also allowed the creation of a mezzanine in the central spine for offices and canteens for bus staff over the facilities for bus users such as kiosks and WCs on the ground floor. This use of the central spine for these facilities was made possible by the split deck system for the car parking which required only a single row of central supports. Preston Bus Station is innovative in the way in which its structure was designed to meet the specific function needs of the combined bus station and car park. Real ingenuity was deployed to make sure that the building, from its basic structure down to its signage, was articulated to fulfil its purpose.

Stylistically, Preston has been compared to Temple Street Parking Garage in New Haven, Connecticut (1959-62). This building by Paul Rudolph, a major American architect and Professor of Architecture at Yale University, New Haven, is the one international example of the building type of equivalent iconic status to Preston and was carefully restored in 2002-3. While both buildings are exceptionally long with split decks and have curves to their balcony fronts, there are some major distinctions. Preston Bus Station is more than just a multi-storey car park, incorporating a bus station on its lower level. It also employs a very different aesthetic. Rudolph's building used in-situ cast concrete to create an almost organic form with the decks spreading from the massive vertical columns reminiscent of tree-trunks. At Preston, the architects were very keen to keep the columns as slender as possible, partly to minimise obstruction to the parking but also for aesthetic reasons; Preston's emphasis on crisp horizontality is very different from Temple Street Parking Garage (and indeed the Tricorn Centre, Plymouth which also had curving balcony fronts) and is a result of this use of slender, recessed columns and the precision of pre-cast units for the balcony fronts.

These balconies in themselves, also reflect a level of engineering ingenuity. In order to keep the columns as slender as possible and set well back from the edge of the car decks, simple vertical balcony fronts were not feasible. Ove Arup, as the project engineers, proposed the solution of a unified casting for the deck which curved upwards at the end to create the balcony. The elegance of this as an engineering solution was enhanced by local architects Building Design Partnership (BDP) to become the aesthetic driver of the whole building.

The application which has prompted this reconsideration of Preston Bus Station has focused on the use of GRP (Glass Reinforced Polyester) or fibre-glass as being particularly innovative at Preston. The best known early use of GRP for buildings was the Monsanto House of the Future constructed at Disneyland, Anaheim, California in 1957. This was a demonstration home whose structure was formed almost entirely of fibreglass. It was the best known of a number of experiments in the use of plastics for building which emerged into commercial use through the 1960s. At Preston, GRP was used for three purposes: as the mould for concrete, as the material for a number of features such as signage and waste bins, and as the structural material for the attendants' kiosks which have now been removed. By the middle of the 1960s, GRP had begun to establish a role in the construction industry for high-precision concrete casting, particularly for repetitive elements. It had a huge advantage over timber formers in allowing far greater flexibility of forms and not being susceptible to the swelling caused by water absorption which gave timber formers a very short life. As Ralph Stephenson of Ove Arup made clear, there were still issues to be overcome with the use of GRP for moulding at Preston. However, while it does not appear to have been used much on this scale before, the use of GRP for the concrete moulds could be seen as a technique approaching maturity.

The use of GRP for the signage and other elements such as waste bins, certainly adds interest; it allowed the translucent panels to be structural themselves giving the designers the freedom to create the memorable free-standing arrows to direct motorists to the ramps. As with the use of GRP for concrete moulding, this use is not the first application, but can be seen as being at the leading edge of commercial use.

Fitness for Purpose:

In considering a new bus station for Preston, the architects Grenfell Baines and Hargreaves were first approached in October 1960. The brief evolved and changed over the following years which also saw

Grenfell Baines and Hargreaves become BDP after 1961. Because of this evolutionary approach, there was no single brief for the building; the design emerged in response to ongoing discussion and developing ideas, and in particular a car parking survey in late 1965 that led to a revised brief for 1,100 cars instead of 500. One particular element of the design which has been highlighted as being unsuccessful is the separation of the pedestrians from vehicles. The provision of pedestrian underpasses below the road level was intended to achieve this but, from the outset, this was identified as not being entirely successful. A variety of options had been proposed during the design development to make the underpasses more desirable, including the provision of a much more organic connection with Preston centre through subterranean shops; a solution modelled on examples in Montreal which would have achieved a continuous commercial frontage into the Bus Station. In the event the subways were not a success with some pedestrians avoiding them and crossing at ground level. While the subways largely remain in use alternative arrangements have also been installed to ensure public safety at road level.

The poor performance of the subways has not prevented the successful functioning of the bus station for over 40 years. The fact that the building has seen so little alteration over this period is a testament to the quality and success of this design. The brief was to provide a large bus station and multi storey car park and this is a function which is still fulfilled very effectively.

Historical Significance:

Preston already has a particular place in the development of road transport in the twentieth century; its bypass, opened in 1958, was the first stretch of motorway in Britain and now forms part of the M6. The deliberations behind the construction of Preston Bus Station were taking place in the context of the emerging plans for the Central Lancashire New Town of which Preston would form the core. The bus station was devised to provide the added facilities needed to serve the new town as well as long-distance services made possible by the opening of the M6 that gave Preston a unique place in coach travel. It should be seen in the context of a prevailing optimism in progress and modernity and an acceptance that the public sector had a responsibility to deliver large infrastructure projects for the public good. The grand scale of this 'megastructure' reflects both the anticipated growth of Preston and the confidence in what was being achieved. Unlike train stations, very few bus stations have been favoured with much in the way of architectural interest. This low status of the building type has also been reflected in the facilities made available to travellers. The design at Preston consciously sought to offer bus passengers greatly enhanced comforts. From a situation where many passengers at many bus stations waited in open fronted shelters, (where they had shelters at all), passengers at Preston were being offered clean modern facilities, with refreshments and heated waiting rooms, separated by sliding doors from the buses outside. This was a bus station which overtly aspired to some of the glamour of air travel; combining rational modernity with expressive architectural forms.

It is difficult to find buildings to compare with Preston Bus Station. Only a handful of bus stations are listed and these are all pre-Second World War and are far more modest in scale, often being little more than elaborated seafront bus shelters (e.g. the small Bus Station and Beach Shelter at Seaton Carew or the Bus Station Offices at Barnstaple, both Grade II). The road transport building which is closest in spirit to Preston Bus Station could be said to be Forton Services, Lancashire. The most prominent part of Forton is the Pennine Tower, which was originally designed to house a restaurant for motorists for whom Forton would be a destination in itself. Alterations to buildings at Forton have resulted in only the tower being listed (Grade II) and while it does not display the same level of finesse to the design, it shares with Preston some of the optimism of the age. Internationally there are few comparisons from the post-war period – the best example is perhaps Dublin's Busáras, the first major modern building built there (1947-50) and a comparable icon to London's Royal Festival Hall. BDP also went on to design the Central Bus Station in Tehran (completed 1979). While this does not incorporate car-parking above the bus station, the influence of their work at Preston can be seen in the slender supports for a curving roof oversailing tall-glazed walls. Interesting modern bus stations designed by leading architects are, however, becoming more common (e.g. Stoke-on-Trent Bus Station by Grimshaw Architects, 2013) and Preston can be seen as a forerunner of these.

When looking at railways, there are a number of listed post-war station buildings which bear comparison. Manchester Oxford Road Station (Grade II) is on a far smaller scale than Preston, but both buildings show a keen interest in the use of materials and a move away from the stern cubism of some Modernist building. Perhaps the closest parallel for Preston Bus Station is Coventry Railway Station (Grade II). This has a Miesian simplicity; a single slab of building extending from the railway overbridge to become a projecting, double-height ticket hall. As with Preston, a close attention to detail is married with a structural form which responds directly and efficiently to the function of the building. In comparing Preston Bus Station with these other post-war transport buildings, it is clear that the bus station is, in many ways a far more interesting building than those already listed. Its aesthetic impact, the attention to detail, the innovation inherent in the

structure and the incorporation of multiple functions combine to make this the most significant transport building since the Second World War.

BDP has its origins in Preston but has grown to become one of the largest architectural firms in the UK, picking up a succession of awards in the process. The practice currently has one listed building to their name, the Halifax Building Society HQ, Halifax (Grade II). A defining characteristic of the practice has been its emphasis on collective working across disciplines, an ethos which derives from its founder, George Grenfell Baines who in turn drew inspiration from the Bauhaus with its focus on design and social idealism. While Preston Bus Station was not the first major public commission for BDP it demonstrates clearly this egalitarian approach; the aspiration to provide an environment for bus users which met their needs in the same way as train and air passengers had come to expect. This democratic approach also extended to the design process with the design of the bus station deriving from the interaction between architects and engineers as exemplified in the development of the balcony treatment (see above).

CONCLUSION

Jonathan Glancey, architecture critic for the Guardian, described Preston Bus Station as “one of the most dramatic British public buildings of the 1960’s ... cinematic, sculptural, heroic”. The architect Richard Rogers, Lord Rogers of Riverside, has called it “truly a major modern building and an outstanding piece of 20th century architecture”. On opening, some criticism was made of the underpasses and the operation of the building but it was still recognised as a prestigious design and awarded the Architectural Design Award in 1969. Preston Bus Station is truly remarkable; the boldness of vision, the ingenuity of the design, the attention to detail and the aesthetic impact mark it out from the vast numbers of public buildings built since the Second World War. Preston Bus Station fully merits designation in the national context; it should be listed at Grade II.

In recommending the extent of designation, we have considered whether powers of exclusion under s.1 (5A) of the 1990 Act are appropriate, and consider that they are in order to exclude the subways and the elevated walkway, as made clear in the proposed List entry.

REASONS FOR DESIGNATION DECISION

Preston Central Bus Station and Car Park should be listed at Grade II for the following principal reasons:

- * Planning interest: the bus station and car park remains a little-altered and remarkably good example of integrated 1960s traffic planning that still functions as originally intended. As a 1960s 'megastructure' combining several functions it was designed to recreate a sense of the monumental within the British town scene;
- * External design interest: the curved concrete front to the car park decks are major architectural features of the design and focus attention on the building's great length whilst creating an elegant light and dark horizontal banding effect along the entire main east and west elevations;
- * Architectural innovation: the building displays an unusual blend of New Brutalist architecture (influenced by late Le Corbusier) that is mellowed by an inspired application of upturned curves to the main elevations, sweeping car park ramps and the curved ends of the former taxi rank;
- * Structural interest: by using techniques such as GRP pre-cast moulding it was possible to create a design which both serves the function of the building as well as contributing to its aesthetic power;
- * Integrated Design: it represents an important stage in the evolution of integrated design in England pioneered by Building Design Partnership with architecture, interior design, engineering, quantity surveying, landscaping, graphic and typographic design working to a common goal;
- * Fittings of note: the fitting out of the building as specified by BDP survives well with original features such as floor finishes, signage and barriers making an important contribution to its aesthetic impact.

The pedestrian links should be excluded from the designation for the following principal reason:

- * Functional performance: the pedestrian links have, from the outset been identified as unsuccessful, largely due to their alignment and ambience.

Countersigning comments:

Agreed. This case has had considerable designation thought on a number of occasions and we have carefully looked at the new evidence for this assessment. As the thorough advice shows, this is a remarkable building that stands in an elite group of late C20 transport buildings to possess special architectural and historic interest. While acutely aware of the current planning sensitivities of the building, the level of interest is so high that we are obliged to recommend it for listing again. Our National Planning colleagues are prepared to work closely with Preston City Council to help manage change to the building in the future.

Emily Gee
Head of Designation
29 July 2013

Annex 1**List Entry****List Entry Summary**

This building is listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for its special architectural or historic interest.

Name: Preston Central Bus Station and Car Park

List Entry Number: 1413692

Location

Central Bus Station and Car Park, Tithebarn Street, Preston, PR1 1YT,

The listed building is shown in blue on the attached map. Pursuant to s1(5A) of the Planning (Listed Buildings and Conservation Areas) Act 1990 ('the Act'), structures attached to or within the curtilage of the listed building (save those in blue on the map) are not to be treated as part of the listed building for the purposes of the Act.

The building may lie within the boundary of more than one authority.

County	District	District Type	Parish
Lancashire	Preston	District Authority	Non Civil Parish

National Park: Not applicable to this List entry.

Grade: II

Date first listed:

Date of most recent amendment:

Legacy System Information

The contents of this record have been generated from a legacy data system.

Legacy System: Not applicable to this List entry.

Legacy Number: Not applicable to this List entry.

Asset Groupings

This List entry does not comprise part of an Asset Grouping. Asset Groupings are not part of the official record but are added later for information.

List Entry Description**Summary of Building**

A bus station with multi-storey car park above, also incorporating a taxi rank (but excluding the pedestrian links). Designed by Keith Ingham and Charles Wilson of Building Design Partnership, with E H Staziker, the

Borough Engineer and Surveyor, and Ove Arup and Partners, consulting structural engineers. Opened in 1969.

Reasons for Designation

Preston bus station and car park is listed at Grade II for the following principal reasons:

- * Planning interest: the bus station and car park remains a little-altered and remarkably good example of integrated 1960s traffic planning that still functions as originally intended. As a 1960s 'megastructure' combining several functions it was designed to recreate a sense of the monumental within the British town scene;
- * External design interest: the curved concrete front to the car park decks are major architectural features of the design and focus attention on the building's great length whilst creating an elegant light and dark horizontal banding effect along the entire main east and west elevations;
- * Architectural innovation: the building displays an unusual blend of New Brutalist architecture (influenced by late Le Corbusier) that is mellowed by an inspired application of upturned curves to the main elevations, sweeping car park ramps and the curved ends of the former taxi rank;
- * Structural interest: by using techniques such as GRP pre-cast moulding it was possible to create a design which both serves the function of the building as well as contributing to its aesthetic power;
- * Integrated Design: it represents an important stage in the evolution of integrated design in England pioneered by Building Design Partnership with architecture, interior design, engineering, quantity surveying, landscaping, graphic and typographic design working to a common goal;
- * Fittings of note: the fitting out of the building as specified by BDP survives well with original features such as floor finishes, signage and barriers making an important contribution to its aesthetic impact.

History

Preston has long been the hub of a major bus network at local, regional and national level; the nation's first motorway was the Preston by-pass, opened in 1958, and the area was in the forefront of developments in road transport. During the 1960s Preston had four bus stations working simultaneously, together with numerous on-street bus stands for local services. In an attempt to rationalise the situation and create an integrated passenger exchange to resolve problems of congestion Preston Corporation in October 1960 commissioned the Building Design Partnership, with E H Staziker, the Borough Engineer and Surveyor, and Ove Arup & Partners, to design and build a new bus station, car park, and taxi rank. BDP was a local architectural practice which has subsequently become a leading firm; this is among their most prominent commissions. The job architects for the final design, made in 1965-6 were Keith Ingham and Charles Wilson, among the best-known and most successful designers in the practice. By then more parking was needed, and more bus stands to meet the needs of what in 1970 became the Central Lancashire New Town (a growth area combining Preston, Leyland and Chorley),

The building opened in October 1969 and was, at that time, Europe's largest bus station (now surpassed by Kamppi in Helsinki, built in 2002-5). Building on such an ambitious scale, and to such high design standards, has resulted in a structure more reminiscent of a post-war airport terminal than a mere bus station and car park. This was Keith Ingham's stated aim at the time – to give ordinary people something of the luxury of air travel, which was then still out of many people's price bracket. Its overall concept was anticipated by nearby Blackpool, which had previously built a bus station with integrated multi-storey car-park above on the eve of the Second World War in Talbot Square. Before the Second World War Blackpool, like Preston in the post-war period, was in the forefront of English towns seeking innovative solutions to increased levels of traffic. During the early 1970s an overhead pedestrian walkway was added to the south side of Preston's building connecting the car park with the Guild Hall entertainment, shopping and office complex. The taxi rank and waiting area at the south side of the building has fallen into disuse in recent times. Numerous other minor alterations have been undertaken in order to provide users of the bus station with modern facilities and a safe environment. Nevertheless Preston bus station and car park remains an important example of a 'megastructure', a large-scale civic commission expressing the increasingly important role of motor traffic in later C20 life.

The construction of the building was undertaken by Laings who decided to establish a site factory for casting, taking advantage of the large site. In just under a year approximately 2,800 concrete elements were cast for the building. Glass Reinforced Polyester (GRP) was used as a material for the moulds produced by Glasdon; its versatility and flexibility was able to cope with the compound curves of the shapes required and to provide a smooth surface finish. GRP was also chosen for signage and fittings because of its low maintenance requirements.

Details

MATERIALS: reinforced and pre-cast concrete with partial white tile-cladding and glazing. Original signage and other fittings in Glaskon Glasfilme GRP, also used for telephone kiosks and timetable holders, steel and iroko hardwood timber.

PLAN: The building is rectangular, measures about 170m long by 40m wide, and sits within a broad rectangular apron that extends on both sides to allow bus movements. There are curving car park ramps at the north and south ends of the building and an island taxi rank at the south end of the bus station. The perimeter of the site, and access, is defined by raised areas of hard landscaping re-using granite setts.

EXTERIOR: The tall, double-height, ground floor (responding to the height of a double-decker bus) contains 40 bus stands on both the east and west sides above which is a multi-storey car park on a split-level design of four decks on the west and five decks on the east. Vehicular access to and from the car park is via curved concrete ramps at the north and south ends of the building while pedestrian access to the building is segregated via three subways and an elevated walkway (all four accesses are not included in the listing). A former island taxi rank with round-ended waiting platform with concrete roof of similar design above, and an 80 foot high lighting gantry, is situated at the south end of the bus station. The bus station has a glazed ground floor while the car park decks above have curved concrete fronts of T beam form. The north and south ends of the building are clad in vertically laid white tiles with wide joints and breaks in the grid pattern at each floor level. Supporting columns have a beach pebble aggregate that is exposed by grit blasting. Four rectangular lift shafts, each clad in white tiles, protrude above the upper deck of the car park.

INTERIOR: The bus station has a two-storey central spine of buildings that contain passenger facilities such as kiosks, cafeteria, information and booking offices on the ground floor of varying facade design, and staff offices and rest facilities on the upper floor. To either side there are waiting areas adjacent to the bus stands, each divided by metal and wood barriers. The passenger concourse is fully glazed and the lower half of the main facades is enclosed by a sliding door system, with two doors for each bus stand. Above the door heads a wooden and GRP perimeter destination board runs the entire length of the main elevations and contains original bus stand numbers and destinations. There are the access ramps to two pedestrian subways, with white tiled walls and black rubber-tiled floors. There are three public lifts and stairwells to the car park above. The floor of the bus station is of black rubber tiles while the central spine is clad in vertically laid white tiles to the ground floor with glazing to the offices above. A rich, brown, oiled iroko wood is used for seats, doors and barrier rails. The ceiling to the passenger concourse has its soffits of the pre-cast concrete floor units exposed. Other carefully designed and original features survive including purposely-designed signage and clocks in GRP and custom-made oiled timber handrails.

The north end of the car park has an entrance ramp to Level 1 and an exit ramp from Level 2, and there is a two-carriageway entrance and exit ramp from Level 1 at its south east corner. Ramps connect the parking levels towards the north and south ends of the building retaining their directional signage in the form of free-standing GRP arrows.

The pedestrian links, that is the three subways and the elevated walkway, are excluded from the listing, as less successful elements of the structure.

Selected Sources

Building Study: Bus Station and Car Park, Architects' Journal, 6 May 1970

'Manplan', Architectural Review, July 1970

Alan Powers, Obituary: Keith Ingham, Independent, 3 May 1995

Jonathan Glancey, A Baroque Cathedral for Buses, Guardian, 1 October 2007

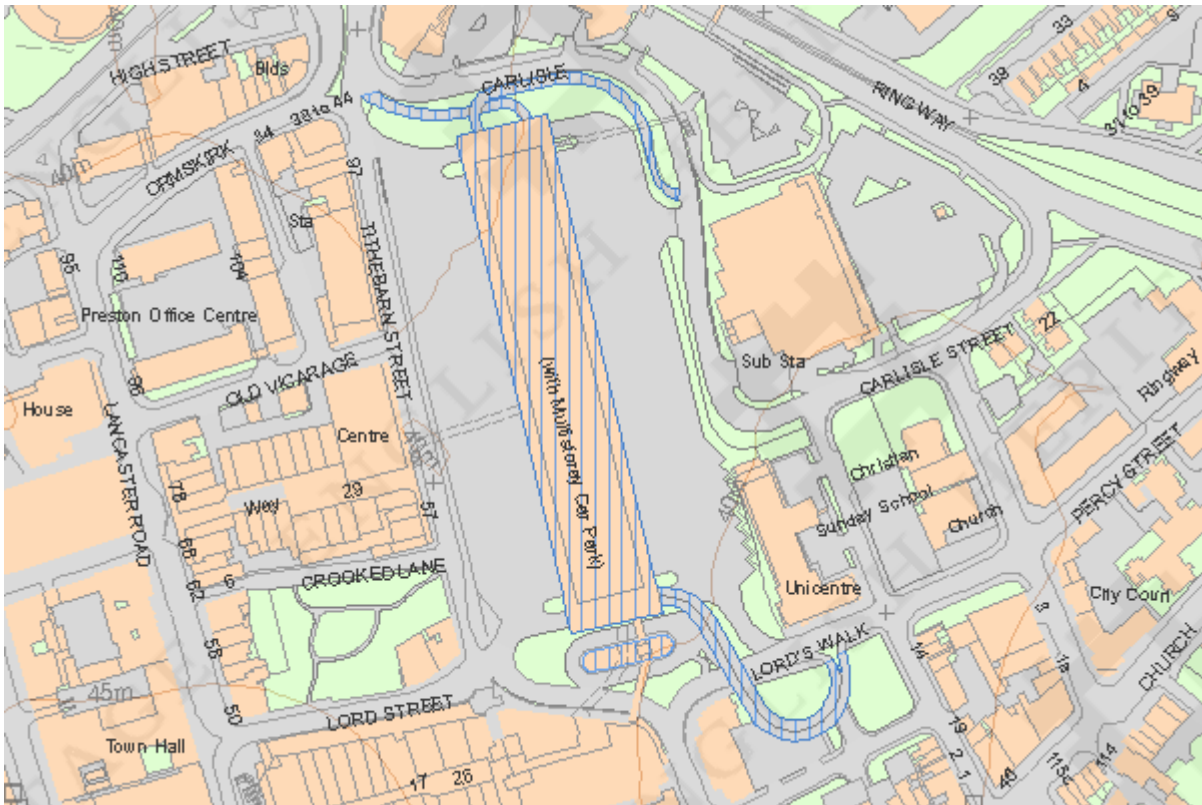
Lesley Jackson, Obituary: Keith Ingham, Independent, 26 May 1995

Ralph Stephenson, Preston Bus Station and Car Park, Arup Journal, December 1969

Kathryn A. Morrison & John Minnis, Carscapes: the Motor Car, Architecture, and Landscape in England, 2012

Simon Henley, The Architecture of Parking, 2007, pp. 98-9

Tony Calladine and Kathryn Morrison, Road Transport Buildings, 1998, pp. 98 & 123

Map**National Grid Reference: SD5421529527**

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The above map is for quick reference purposes only and may not be to scale. For a copy of the full scale map, please see the attached PDF - 1413692_1.pdf