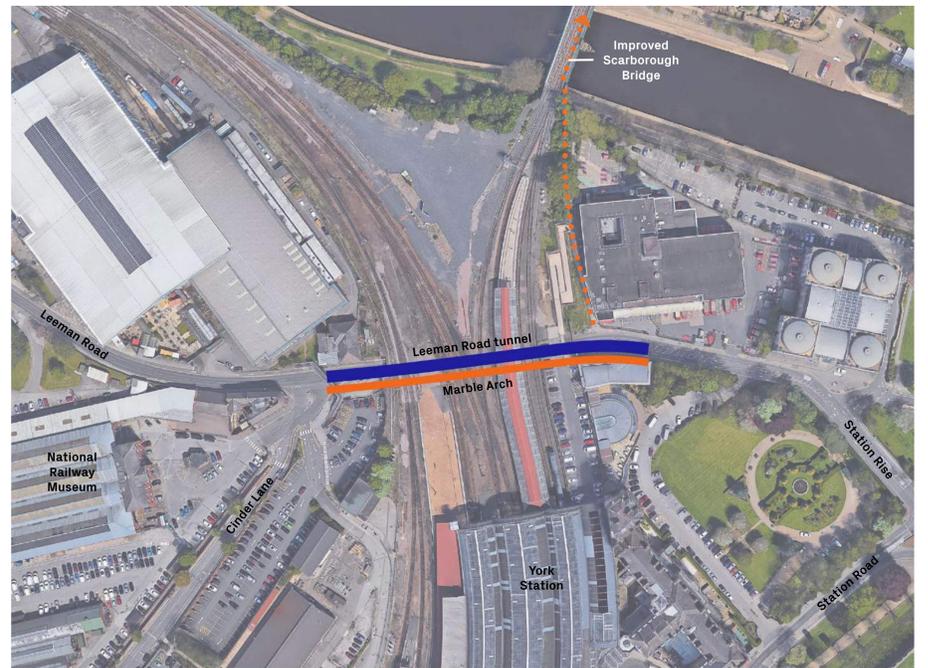


Movement

Key proposals

Join the conversation

"Please let us have your views about these key transport proposals."



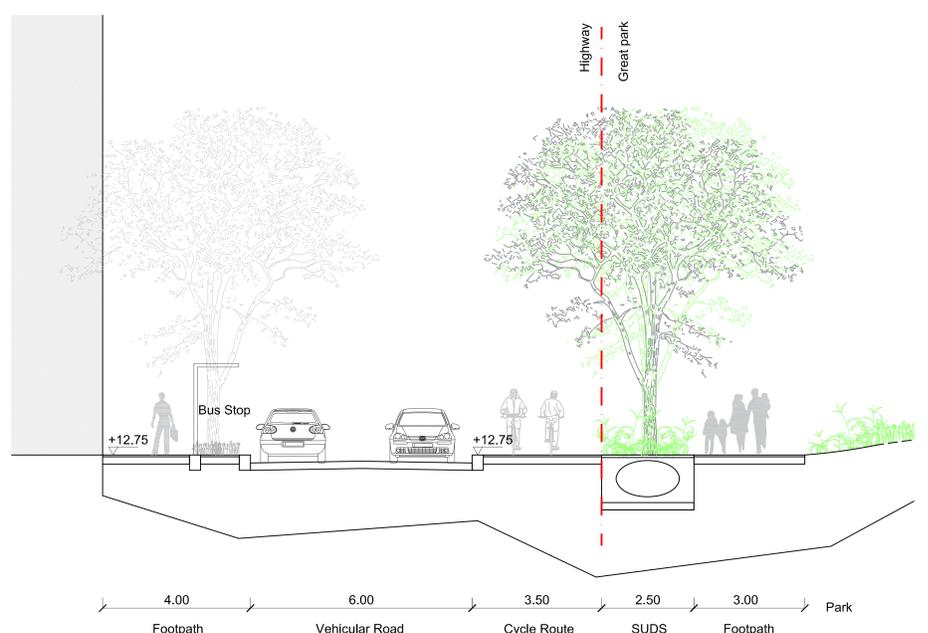
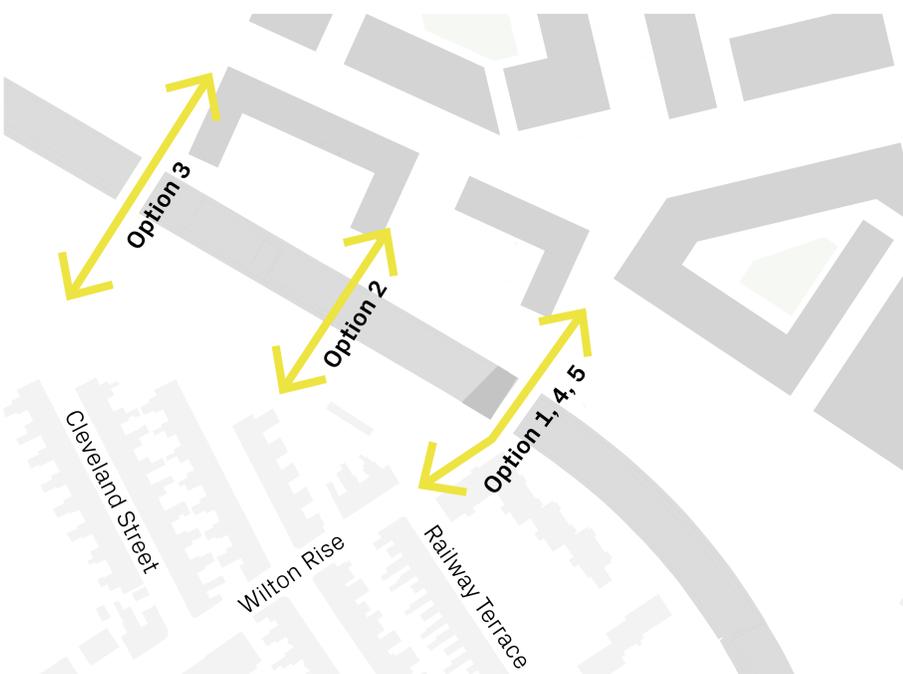
1. Western access route

This will be the main vehicular access to the York Central site as well as providing pedestrian and cycle access. Various access options were subject to consultation in summer 2017, following which YCP agreed to take forward the western access for the purpose of developing the emerging masterplan. The precise alignment of the western access route and the character of the bridge crossing over Millennium Green is subject to further detailed work and ongoing discussions with the Millennium Green trustees. As part of the proposals, there is an opportunity to enhance the natural character of the Millennium Green as a sheltered open space and a wildlife haven with a path network linking pedestrians to The Great Park.

2. Marble Arch option

Currently cycles and pedestrians share the Marble Arch tunnel. Options being considered, other than do-nothing, is to allow a two-way segregated cycleway to be added in the Leeman Road tunnel, with a single lane retained for vehicles, or to retain two-way vehicle movement with cycle lanes incorporated. The former option would require traffic lights east and west of the tunnel which would allow signal-controlled movement through the tunnel in both directions. This proposal would then allow Marble Arch to be purely for pedestrians. Technical work is being undertaken to assess the effect of a bus gate that would restrict through-traffic at key times.

More information is provided on Board 13.



3. Cycle / pedestrian connection to south

Options to improve cycle and pedestrian connections to the south are being explored. Access options include a new pedestrian and cycle route along Chancery Rise; upgrading Wilton Rise to allow for the increased pedestrian and cycle movements; or use the existing access via Railway Terrace. These routes could connect to a new bridge in place of the existing bridge, at the eastern or western end of the Community Garden. **More information is provided on Board 14.**

4. Integrating the street and the park

The western access route follows the southern edge of the park. The intention is for the street to feel like an extension of the park by integrating a pedestrian footway at the edge of the park. A two-way segregated cycle way would sit on the park side of the carriageway, alongside a normal footway on the other side of the road.