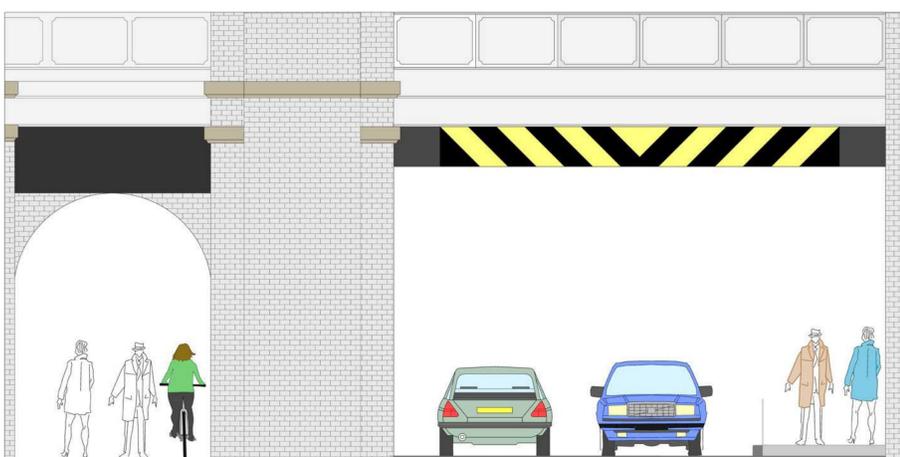


Marble Arch / Leeman Road tunnel

Join the conversation

“Can we improve the connection through Marble Arch and Leeman Road tunnel? Let us know your views on the options proposed.”

The provision of a safe, segregated pedestrian and cycle route through York Central is a priority as part of the approach to sustainable movement. The Marble Arch and Leeman Road tunnel is a pinch point which compromises the experience of cycling and walking to and from York Central and we have developed three potential solutions for consideration.



Option 1: Do nothing

- Pedestrians and cycles continue to share the Marble Arch route.
- One lane of traffic in each direction in the Leeman Road tunnel with a pedestrian footway.



Option 2: Segregated cycling provision

- Install one-way traffic for vehicles through the tunnel, using traffic lights.
- The additional space could be used to provide a segregated two-way cycle lane through Leeman Road tunnel.
- This would allow pedestrians to use Marble Arch tunnel, making walking safer and more attractive.
- This strategy could act as a constraint on vehicle flow, deterring rat-running through the site.
- A pedestrian crossing could be combined with the signals to allow pedestrians to move safely from Marble Arch to the northern footway of Leeman Road to get to Scarborough Bridge and the River Ouse.
- Two-way segregated cycle lanes adjacent to Royal Mail Sorting Office.



Option 3: Two-way traffic and cyclists share road

- An alternative arrangement is to retain two-way traffic within the Leeman Road tunnel and allow cyclists and vehicles to share the road.
- This would enable pedestrians only in Marble Arch as per Option 2.

Example of segregated cycleway (option 2)



Example of how lighting could improve Marble Arch (all options)



Bus gating

YCP is also reviewing whether a bus gate should be incorporated as part of these proposals to restrict vehicle access at certain times. Issues being considered are the traffic flows through the site, including The New Square, without a bus gate and the impact on the wider highway network with a bus gate.

Impacts

Technical work is being undertaken to assess the effect of these options on traffic using the road network.