



Important update New Leeman Road Route - What will change for you?

Please read this bulletin for changes to the roads, footpaths and cycleways in your area

John Sisk, in partnership with Homes England, will soon be opening the new route which has been constructed to maintain links to the city centre as a short section of Leeman Road is stopped up.

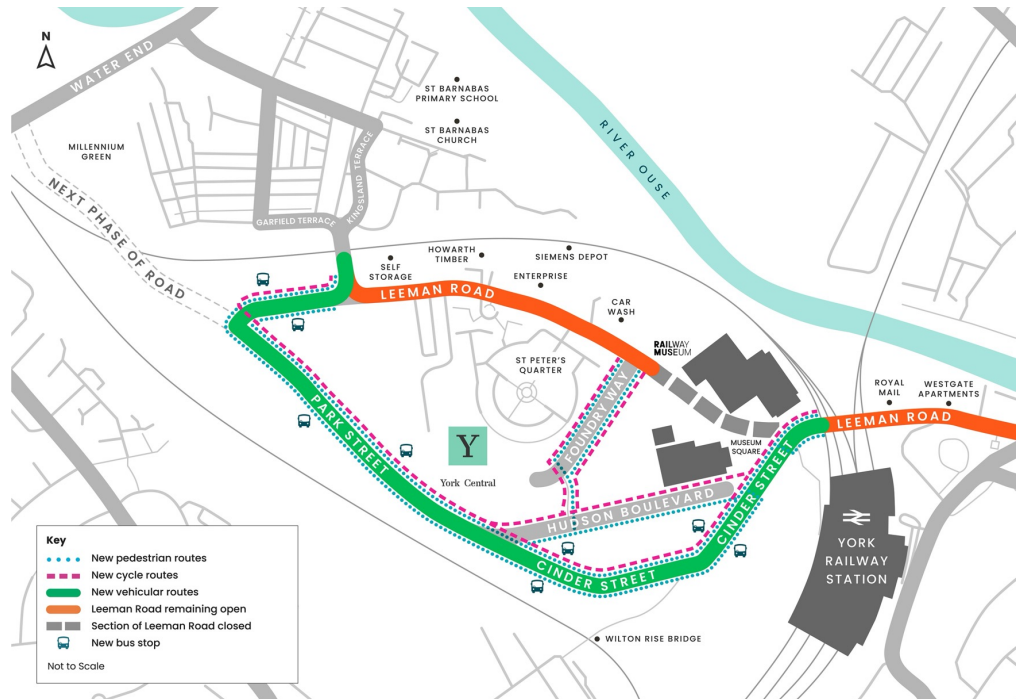
As part of the previously approved outline planning consent for the York Central site, a section of Leeman Road will have a permanent new layout.

A short section that currently runs between the National Railway Museum Leeman Road entrance and the Leeman Road Tunnel will be redirected onto a new spine road.

This change will include wider pedestrian footpaths and cycleways, new lighting, CCTV and high-quality paving and landscaping.

Changes to Leeman Road are being made as part of the wider York Central development which will enable improvements to the access to York Station and the National Railway Museum.

This significant brownfield part of York was previously inaccessible due to being blocked on both sides by two main rail lines. The opening of the new road unlocks the area for future development.



Traffic switch to new route

Traffic will be redirected onto the new spine road which will become a permanent diversion for road users.

On the morning of the opening, you will find 'new road layout ahead' signs, directing you on to the new route

Road users travelling from the city centre will still come through the tunnel but will now take a slight left at Cinder Lane junction to join the new Cinder Street, which becomes Park Street further up the road.

From here, you will follow the road for approximately 1.5km before turning right on to Leeman Road, a new link road connecting the main carriageway to the existing Leeman Road. For the time being, users will continue under the bridge through to Garfield Terrace and Salisbury Terrace, joining Water End, as they have previously.

The diversion that is opening now, will add approximately 400m to your journey and should not take more than 2 minutes extra, if you are travelling the full length of the road.

New footways and cycleways will also be open at this time. Cyclists will now use a dedicated two-way cycle lane through Leeman Road tunnel, which will have a dedicated, two-way cycle lane. Pedestrians will continue to use Marble Arch Tunnel to join a new signalised crossing across the new Cinder Street. This will join Hudson Boulevard, which is a route dedicated for pedestrians and cyclists, before linking with pedestrian routes on the new Park Street further along.

The route will be an extra 400m from start to finish.

What will happen at Leeman Road Tunnel?

Traffic travelling through Leeman Road tunnel will be controlled by traffic lights, meaning it will be a single lane carriageway. Traffic will still be able to travel in both directions, to and from the city. The existing footpath under the vehicular section of the tunnel will be removed and replaced with a dedicated, two-way cycle lane. Cyclists will not be controlled by traffic lights. The tunnel will be resurfaced.

The Marble Arch section of the tunnel, which currently has a footpath and cycle path, will also be resurfaced and will now be a dedicated footpath. This work within the tunnel, will happen at a later date.

Public Transport

The current bus services along Leeman Road will be re-routed along the new York Central spine road as the section of Leeman Road between the railway underpass at Garfield Terrace, and the west side of the National Railway Museum will become a cul de sac.

Bus stops will be provided on the new road to cater for the development and existing Leeman Road users. However, for some residents on the section of Leeman Road which becomes a cul-de-sac, the distance to the nearest bus stop may increase by up to 400m.

What consideration has been taken for accessibility?

Accessibility has been considered right from planning and design stage, with the route being designed in accordance with current standards to be made as accessible as possible. Footpaths are wider and constructed using high-quality materials and CCTV and lighting will be installed along the route to improve security.

John Sisk have worked with the Accessibility team at City of York Council and will continue to do so until the road is handed over to City of York Council

Riverside Path update

Following extensive community engagement a feasibility design for the work was approved by the council's Executive Member for Transport and now the project will progress to detailed design and delivery. Work is now underway to appoint a principal designer and contractor for this stage of the scheme. For the latest information visit www.york.gov.uk/RiversidePath.

Future work update

We will contact you again, once we have further updates for the bridge over the East Coast Mainline and the new Severus footbridge

The site, which is visible from Millennium Green, will be home to two new bridges. Up to this point, lots of progress has been made, with over 5000 piles complete, and flood attenuation tanks constructed.

Once this phase is open, there will be a new route from the newly opened Park Street through to Water End.

Cycle lanes and footways will also continue over the new bridge to link up with the existing network at Water End.

We will also be opening a new bridge for pedestrians and cyclists, which will be adjacent to the existing Severus bridge.

For further information

For further information about any of the information in this leaflet, please contact us via email at yorkcentral@sisk.co.uk

You can also visit <https://www.yorkcentral.info/>