

File Note

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cc
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This file note sets out the proposed changes to the York Station Gateway scheme that have arisen post construction issue through consultation with the Client's (City of York Council (CYC)) accessibility and cycling forums. The items are set out by number and presented in Table 1. The item reference is shown on sketch YSG-ARP-02-XX-SK-C-02100 to allow location within the scheme extents.

Additionally, some changes are proposed to the landscaping materials to ensure that appropriate colour and tonal contrasts are provided between different surfaces. Proposed products are in abeyance subject to confirmation from the Landscape Architects. The proposed materials are contained in Table 2.

Table 1 - Proposed Layout Changes

Item	Description of Change
1	<p>Junction layout amended to provide a single carriageway lane at the junction and the provision of an uncontrolled crossing and continuous footway.</p> <p>The impact of this change is the potential reduction in junction capacity and increased queuing on the RI loop road at the junction, especially if Queen Street is queuing from Blossom Street.</p>
2	<p>Cycle bypass and pedestrian crossing removed – on road cyclelane provided as part of the revisions to pedestrian crossing no. 1.</p>
3	<p>The cycleway has been realigned to follow the edge of the carriageway to simplify movements for pedestrians and remove pedestrian crossing no. 3.</p> <p>This results in a longer controlled pedestrian crossing across Queen Street, potentially increasing vehicular delay.</p>
4	<p>Position of pedestrian signalised puffin crossing has been updated to reflect amendments to the cycle crossing no. 5.</p>
5	<p>Cycle crossing position and alignment updated to remove 'Y-junction' crossing and ensure that it is in accordance with the regulations. The revised arrangement partially restricts cycle movements</p>

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	travelling south across the crossing and turning right onto Queen Street and towards Blossom Street when compared to the previous arrangement.
6	Cycleway crossing updated to raise cycles to footway level and provide a controlled zebra crossing with L-shaped red tactiles and appropriate road markings
7	Pedestrian crossing into loop road has been relocated to the west to provide a Parallel Crossing. This is now feasible as a consequence of other design amendments and achieves a minimum separation of 5.5m between the edge of carriageway and the crossing.
8	Carriageway cycle crossing (entrance to loop road) updated to controlled parallel cycle / pedestrian crossing. Raised table extents have been amended to reduce extents of area with flush kerbs provided between different usage areas.
9	Cycleway crossing updated to raise cycles to footway level and provide a controlled zebra crossing with L-shaped red tactiles and appropriate road markings.
10	Uncontrolled crossing removed and upstand kerbs provided to deter pedestrians from crossing at this location.
11	Cycleway crossing updated to raise cycles to footway level and provide a controlled zebra crossing with L-shaped red tactiles and appropriate road markings
12	Carriageway (taxi rank entrance) crossing updated to raise vehicles to footway level and provide a controlled zebra crossing with L-shaped red tactiles and appropriate road markings.
13	Carriageway crossing (taxi overflow) updated to raise vehicles to footway level and provide a controlled zebra crossing with L-shaped red tactiles and appropriate road markings
14	Crossing layout reviewed, however it is not feasible to amend crossing layout. Cycle lane alignment has however been slightly amended to square cycle lane relative to pedestrian crossing as far as possible.
15	Crossing layout reviewed, however it is not feasible to amend crossing layout.
16	Carriageway (taxi rank exit) crossing updated to raise vehicles to footway level and provide a controlled zebra crossing with L-shaped red tactiles and appropriate road markings. Crossing direction amended.
17	Crossing retained unchanged
18	Crossing retained unchanged
19	Carriageway crossing (entrance to Tea Room Square) updated to controlled parallel cycle / pedestrian crossing.
20	Cycle junction to Tea Room Square updated to ensure that parallel crossing movements are enforced and still maintain cycle access to the north train shed. This requires the raised table cycle crossing to be retained.
21	Cycleway crossing updated to raise cycles to footway level. Proposed as an uncontrolled crossing without tactile 'tails' to avoid pedestrians being led directly to kerblines.

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22	Cycleway crossing updated to raise cycles to footway level and provide a controlled zebra crossing with L-shaped red tactiles and appropriate road markings. Crossing re-located closer to bus shelters and from previous location closer to the signalised crossing. Additional landscaping provided in this location.
23	Cycleway crossing updated to raise cycles to footway level and provide a controlled zebra crossing with L-shaped red tactiles and appropriate road markings. The removal of the crossing was discussed, however it was agreed to retain the crossing to serve pedestrian desire lines from under the City Wall arches. The position has been amended to tie in with updated bus stop positions.
24	Cycleway crossing updated to raise cycles to footway level and provide a controlled zebra crossing with L-shaped red tactiles and appropriate road markings. The cycle lane layout in this location has been amended to amend the cycle lane priority to help deter cyclists travelling the wrong way along the single direction cyclelane.
25	Cycleway crossing updated to raise cycles to footway level and provide a controlled zebra crossing with L-shaped red tactiles and appropriate road markings. Crossing location amended in this location and vegetation planters extended.
	Bus stops - Bus shelters have been relocated to the back of the footways and shown with their required flag position and feeder pillar position. Number of stops and shelters has been reduced to 4 stops and four shelters in both directions.
	Cycle Lane – pedestrian crossings - All pedestrian crossings over segregated cyclelanes to be raised tables, with priority provided to pedestrians Zebra markings, red tactiles and two bollards to be provided on the cyclist approach to the crossing.
	Bollards – Bollards in the vicinity of the bus stops are to be removed at the request of CYC.
	Bollard – Additional bollards are to be incorporated in the vicinity of the pedestrian zebra crossings to warn cyclists of the controlled raised table pedestrian zebra crossings..

Table 2 - Paving Material Updates

The following amendments are proposed to the pavement surface finishes.

Paving Reference	Sisk Proposed Material	Proposed Material	Notes
P1 - Footways	City Blend Indian Sandstone	Westfield Yorkstone	Updated to be procured from Pennine quarry as per specification requirements. <i>Confirmation of reflectance under wet conditions required.</i>
P5 – Main Station Crossing	25% Mistal Granite 25% Lustre Leve Granite	100% Noturno Granite or similar mix of darker grey stone	Updated to reduce speckle pattern and improve inclusiveness for neurodiverse users.

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	25% Conch Rosa Granite 25% Prata Ostra Granite		Dark stone preferred to hide oil spills from vehicles.
P6 – Secondary Crossings	25% Mistal Granite 25% Lustre Leve Granite 25% Conch Rosa Granite 25% Prata Ostra Granite	100% Noturno Granite or similar mix of darker grey stone. Road markings to be painted in white thermoplastic paint.	Updated to reduce speckle pattern and improve inclusiveness for neurodiverse users. Dark stone preferred to hide oil spills from vehicles.
P10 - Cycleways	100% Mistal Granite	Ulticolour Terracotta	Updated to asphalt to ensure colour and tonal contrast from footway and carriageway materials.
FB4 – Cycleway Crossings	50% Blanquino Granite 50% Noturno Granite	Ulticolour Terracotta Road markings to be painted in white thermoplastic paint.	Updated to asphalt to ensure colour and tonal contrast from footway and carriageway materials.
T1 – Red Tactiles	Toranja Rosa Granite	Red concrete units	Updated to ensure the right colour is provided and ensure they are understood by all users.
T2 – Buff Blister Tactiles	Lustre Leve Granite	Buff concrete units	Updated to ensure the right colour is provided and ensure they are understood by all users.
T3 – Buff Corduroy Tactiles	Lustre Leve Granite	Buff concrete units	Updated to ensure the right colour is provided and ensure they are understood by all users.