

Department for Regional Development – TransportNI

The Roads (Northern Ireland) Order 1993  
The Local Government Act (Northern Ireland) 1972

**DEPARTMENTAL STATEMENT**

**on the**

**PROPOSED YORK STREET INTERCHANGE**

**Environmental Statement Public Inquiry**

**Direction Order Public Inquiry**

**Vesting Order Public Inquiry**

TransportNI – Eastern Division  
Hydebank  
4 Hospital Road  
Belfast BT8 8JL

SEPTEMBER 2015

CONTENTS .....		PAGE NO
1.	INTRODUCTION.....	3
2.	THE EXISTING SITUATION.....	3
3.	BACKGROUND AND POLICY / STRATEGIES .....	5
4.	SCHEME DEVELOPMENT, STATUTORY PROCEDURES AND PUBLIC CONSULTATION.....	6
5.	PUBLIC INQUIRY .....	10
6.	THE DEPARTMENT’S CONSIDERATION.....	25
7.	THE PROPOSED SCHEME.....	26
8.	CONCLUSIONS .....	28

## **1. INTRODUCTION**

- 1.1** The Department for Regional Development (DRD) TransportNI proposes to construct the York Street Interchange, the Proposed Scheme, as a long-term strategic road improvement to improve links between the Westlink and the M2 and M3 motorways in Belfast.
- 1.2** The existing at-grade signalised York Street junction currently links the Westlink to M2 and M3 motorways through a complex arrangement of traffic signals that interface with the local road network. This signalised gyratory system is essentially a “box” formed by traffic signals at York Street, York Link, Great George’s Street and Nelson Street.. Road users currently experience delays and congestion when travelling through this junction, particularly at peak periods.
- 1.3** The Proposed Scheme would provide a fully grade-separated interchange to replace the existing signalised gyratory junction. Interchange links between the Westlink, M2 and M3 would be provided in underpasses aligned beneath new bridge structures at York Street and under the existing Dargan and Lagan Bridges, which form major physical constraints at the site.

## **2. THE EXISTING SITUATION**

- 2.1** The existing York Street junction is located on the Eastern Seaboard Corridor which is a part of the North Sea - Mediterranean Corridor, a Trans-European Network for Transport (TEN-T) route which runs down the eastern side of Ireland linking the ports of Belfast, Dublin and Cork.
- 2.2** It links together the three busiest roads in Northern Ireland and provides access to the Port of Belfast from the Strategic Road Network and is the main access to Belfast from the north.
- 2.3** The existing junction consists of a signalised gyratory “box” system with traffic signals at each corner, serving over 100,000 traffic movements per day. It is a source of traffic congestion and requires careful traffic management, particularly in peak periods, to ensure that the gyratory system does not become blocked as this would result in significant traffic delays.

- 2.4 The existing junction is therefore considered a “bottleneck” on the Strategic Road Network in accordance with the definition established by the Regional Transportation Strategy for Northern Ireland 2002-2012, i.e.:
- “...where localised restrictions cause undue congestion and thereby delay for freight, public transport and cars.”*
- 2.5 York Street also provides a pedestrian route linking the railway station at York Street and the residential area of North Belfast to the city centre. This can be particularly difficult and intimidating route for pedestrians as they have to cross five lanes of traffic at two locations on their route into the city. There are no cycling facilities at present through the junction.
- 2.6 The traffic route from the M2 to the Westlink is particularly affected by delays as these vehicles are required to pass through three sets of traffic signals to make this connection.
- 2.7 Local traffic movements on the adjacent streets are also difficult as drivers seek alternatives access and egress from the city centre.
- 2.8 The area is bounded by a local residential area in Little Georges Street on the northern side of the Westlink and by the lands owned by the Belfast Harbour Commissioners along Corporation Street. The planned opening of the University of Ulster development in 2017 along with other planned proposals has been considered on the basis of information made available as part of their respective planning applications.

### **3. BACKGROUND AND POLICY / STRATEGIES**

3.1 The programme to improve transport links in Northern Ireland has been developed and is based on a series of key documents which include:

- The 1998 White Paper “ A New Deal for Transport: Better for Everyone”;
- “Moving Forward: The Northern Ireland Transport Policy Statement” published 1998;
- “Regional Development Strategy for Northern Ireland 2025 “ published in 2002;
- “Regional Transportation Strategy 2002-12” published in 2002;
- “The Belfast Metropolitan Transport Plan 2015” published 2004; and
- Expanding the Strategic Road Improvement Programme 2015.

3.2 The consistent vision of these strategies is, “to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone’s quality of life”. This vision has also been taken forward by the current Regional Development Strategy 2035 (Published 2012) and A New Approach to Regional Transportation (Published 2012). The York Street Interchange project meets this vision by upgrading a strategically important transport interchange and as such will reduce congestion and facilitate further economic development through improved freight distribution and access to ports.

3.3 The Regional Transport Strategy recognises the importance of removing bottlenecks on the Key Transport Corridors. The bottleneck at the existing junction is identified in the BMTP and the Consultation Document “Expanding the Strategic Road Improvement Programme 2015” published in 2006.

3.4 The proposed improvement was developed following the Public Inquiry into the M1/Westlink Improvements that was held in 2002 and the completion of the Statutory Orders for the improvement of the M2. It was clearly recognised that both these schemes would deliver traffic quicker to the junction, which even at that time was considered to be operating in excess of its capacity.

3.5 A study was commissioned to:

- examine the traffic management options to improve the junction;
- consider if there are any short term improvements; and
- develop a final solution.

3.6 This resulted in two reports being produced in 2005, the Traffic Management Options Report and the York Street Interchange Preliminary Appraisal Report.

3.7 The Traffic Management Options Report considered traffic management solutions for the junction. The options presented were not considered to provide an acceptable solution in terms of operational effectiveness and safety and therefore were not taken forward.

3.8 The York Street Interchange Preliminary Appraisal Report considered the provision grade separation with direct links between the three main routes. This was confirmed as feasible and this option was presented to the then Roads Service Board in 2006 prior to the scheme being admitted to the Forward Planning Schedule.

3.9 A short term improvement to widen the Westlink to provide a dedicated off-slip to York Road was implemented and completed in 2009.

#### **4. SCHEME DEVELOPMENT, STATUTORY PROCEDURES AND PUBLIC CONSULTATION**

4.1 In March 2008 consultants URS were appointed to undertake the scheme development in accordance with the Department's procedures as set out in RSPPG E030 and the requirements of the Design Manual for Roads and Bridges (DMRB).

4.2 URS was subsequently acquired by AECOM in October, 2014. For the purpose of this Statement, reference to URS includes references to its former legacy companies, including Scott Wilson.

- 4.3 A Preliminary Options Report which summarises the outcome of a DMRB Stage 1 Scheme Assessment was completed in March 2009. This document considered six options for the improvement and recommended that four composite layouts be taken forward for more detailed assessment at the next stage, based around the principle of two options with largely elevated links and two links with mainly depressed links. Based on this report the Proposed Scheme was formally approved by the Investment Decision Maker (IDM) in the form of the then Roads Service Board for inclusion in the Preparation Pool, which is a programme of high priority schemes that TransportNI is committed to progressing through the Statutory Procedures of Environmental Statement, Direction Order and Vesting Order. This is RSPPG E030 Approval Gateway 0.
- 4.4 Following Approval Gateway 0, a DMRB Stage 2 Scheme Assessment was commenced on the Proposed Scheme. As part of this process a non-statutory public consultation exercise was completed in June 2011, to invite comments from the public on the four options being considered. The findings from this consultation exercise were one of many factors taken into consideration at the end of the assessment process, where a single Preferred Option was identified. The findings from the Stage 2 Scheme Assessment and the reasons for the selection of the single preferred option are reported in the summary Preferred Options Report which was prepared and submitted to the IDM. Formal approval was granted to progress development of the Proposed Scheme and to start work on the statutory procedures in October 2012. This is RSPPG E030 Approval Gateway 1.
- 4.5 The Proposed Scheme was then further developed to complete a full Environmental Assessment examining the impacts of the scheme under a range of headings, detailing the factors that would be put in place to mitigate the impact of the proposed changes and detailing the land that would be required for the scheme.
- 4.6 The statutory changes to the road network, in terms of designation of the roads, were also determined in the Designation Order, with the Vesting Order prepared to reflect and enable the necessary purchase of lands.
- 4.7 The announcement of the proposals for the Statutory Orders was made by the Minister on 27th January 2015.
- 4.8 The documents published for statutory public consultation on 28th January and 4th February 2015 included:

- Environmental Statement;
- Draft Direction/Designation Order; and
- Draft Vesting Order.

4.9 The documents were made available at and Public Exhibition was held on the 9th and 10th February 2015 at the Ramada Encore Hotel, Talbot Street, Belfast where members of the team were available to explain the details of the proposal. A presentation of the proposal was also made to the Committee for Regional Development on the 25th February 2015.

4.10 53 Responses were received by the Department prior to the closing date and a further 6 received after the closing date of 10th March 2015. The subsequent public consultation report summarises the objections as 33 objections to the scheme which can be broken down as:

- 4 objections on the basis of cost and that there are other higher priority schemes on the A6 and A5;
- 20 objections on the basis of insufficient provision for non-motorised users and cyclists in particular;
- 3 objections (including petitions signed by 26 people) about the impact of the proposals on the local community and residents of Little Georges Street and Molyneaux Street;
- 3 objections by parties affected by the draft Vesting Order;
- 2 objections relating to the development of the scheme; and
- 1 objection relating to the impact of construction.

4.11 There were 9 comments in favour of the scheme and 17 comments that did not express a view either in favour or against.

4.12 Throughout the process, there have been several statutory and non-statutory public consultation periods as highlighted in the evidence above. In addition to these processes there have been many meetings with interested parties and key stakeholders to allow us to incorporate their requirements and possible mitigation measures during the



development of project, some of these meetings have taken place after the formal objections have been lodged.

- 4.13 On consideration of the responses submitted to the Department and because of the high profile nature of the scheme the Minister announced on 25th March 2015 his decision to hold a Public Inquiry.

## 5. PUBLIC INQUIRY

5.1 The Department has appointed Mr Jim Robb as the Inspector to the Inquiry, with Mr Jack Cargo appointed as Assistant Inspector. Formal notice of the intention to hold a Public Inquiry has been published in the Belfast Gazette, the News Letter, the Irish News, the Belfast Telegraph and the North Belfast News during week ending 11th September.

5.2 The Department has prepared responses to the objections that have been lodged and will exchange this information with the objectors prior to the Public Inquiry.

5.3 Prior to the Public Inquiry, the documents listed below in Table 1 will be electronically available for inspection by members of the public or their representatives, by appointment during office hours, at the locations indicated:

- Location A - TransportNI, Eastern Division, Hydebank, 4 Hospital Road, Belfast BT8 8JL.  
*Contact: Mr Colin McBurney 028 9025 3016.*
- Location B - TransportNI, Headquarters, Lands and Legislation Branch, Room 201, Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB.  
*Contact: Ms Anne-Marie Rogers 028 9054 0540.*

5.4 Electronic copies of the documents listed in Table 1 are available for inspection, or are available for purchase, by members of the public or their representatives at any time at the locations indicated:

- Location C - The York Street Interchange website at:  
[www.yorkstreetinterchange.com](http://www.yorkstreetinterchange.com)
- Location D - The Planning Portal website at:  
[www.planningni.gov.uk](http://www.planningni.gov.uk)
- Location E - The Design Manual for Roads and Bridge website at:  
[www.standardsforhighways.co.uk](http://www.standardsforhighways.co.uk)
- Location F - The Northern Ireland Environment Agency website at:  
<http://www.doeni.gov.uk/niea/>
- Location G - The Belfast City Council website at:  
[www.belfastcity.gov.uk](http://www.belfastcity.gov.uk)

5.5 Copies of a number of the documents may be purchased for the cost indicated in column (3) from the offices at location A. Where costs are unknown at present these are indicated in column (3) as to be confirmed (TBC). Documents not available for purchase are indicated N/A in column (3).

5.6 Copies of the documents made available at locations A and B will also be made available for inspection during the Public Inquiry at its venue, the Spires Centre, Wellington Street, Belfast BT1 6DW.

5.7 Evidence submitted to the Public Inquiry by TransportNI and its appointed consultants will be made available for inspection, along with copies of information exchanged with objectors, for the duration of the Public Inquiry at its venue.

**Table 1: Documents Made Available for Inspection**

(1) Document Reference No.	(2) Description	(3) Hard copy purchase cost – see para 5.5	(4) Inspection location(s) – see paras 5.3 and 5.4
<b>1. POLICY DOCUMENTS</b>			
<b>DRD-YSI-1-01</b>	Government White Paper: A New Deal for Transport, Better for Everyone 1998	N/A	A,B,C
<b>DRD-YSI-1-02</b>	Regional Development Strategy for Northern Ireland 2025	N/A	A,B,C
<b>DRD-YSI-1-03</b>	Regional Development Strategy for Northern Ireland 2035, comprising:		
<i><b>DRD-YSI-1-03A</b></i>	<i>Equality Impact Assessment</i>	N/A	A,B,C
<i><b>DRD-YSI-1-03B</b></i>	<i>Executive Summary</i>	N/A	A,B,C
<i><b>DRD-YSI-1-03C</b></i>	<i>Main Document</i>	N/A	A,B,C
<b>DRD-YSI-1-04</b>	Regional Transportation Strategy for Northern Ireland 2002-2012	TBC	A,B,C

(1) Document Reference No.	(2) Description	(3) Hard copy purchase cost – see para 5.5	(4) Inspection location(s) – see paras 5.3 and 5.4
<b>DRD-YSI-1-05</b>  <i>DRD-YSI-1-05A</i> <i>DRD-YSI-1-05B</i> <i>DRD-YSI-1-05C</i>	Ensuring a Sustainable Transport Future: A New Approach to Regional Transportation, comprising:  <i>Main Document</i> <i>Integrated Impact Assessment</i> <i>Habitat Regulations Assessment – Supporting Information and Assessment</i>	TBC  TBC  TBC	A,B,C  A,B,C  A,B,C
<b>DRD-YSI-1-06</b>	Regional Strategic Transport Network Transport Plan 2015	TBC	A,B,C
<b>DRD-YSI-1-07</b>	Belfast Metropolitan Transport Plan 2015	TBC	A,B,C
<b>DRD-YSI-1-08</b>  <i>DRD-YSI-1-08A</i> <i>DRD-YSI-1-08B</i> <i>DRD-YSI-1-08C</i>	Expanding the Strategic Road Improvement Programme 2015: Consultation Document, comprising:  <i>Consultation Document</i> <i>Draft Environmental Report</i> <i>DRD Section 75 Equality of Opportunity Screening Analysis Form 2006</i>	TBC  TBC  TBC	A,B,C  A,B,C  A,B,C
<b>DRD-YSI-1-09</b>  <i>DRD-YSI-1-09A</i>  <i>DRD-YSI-1-09B</i>	Belfast Metropolitan Area Plan  <i>Volume 1 – Plan Strategy and Framework</i>  <i>Volume 2 – Belfast District Proposals</i>	N/A  N/A	A,B,C  A,B,C
<b>DRD-YSI-1-10</b>	Investment Delivery Plan for Roads 2008-2018	N/A	A,B,C

(1) Document Reference No.	(2) Description	(3) Hard copy purchase cost – see para 5.5	(4) Inspection location(s) – see paras 5.3 and 5.4
<b>2. TRANSPORTNI POLICY AND PROCEDURE GUIDES</b>			
<b>DRD-YSI-2-01</b>	Roads Service Policy and Procedure Guide:  RSPPG_E030: Major Works Schemes - Inception to Construction (Version 4)	N/A	A,B,C
<b>DRD-YSI-2-02</b>	Roads Service Policy and Procedure Guide:  RSPPG_S019: Abandonment/Stopping Up Orders Article 68 of the Roads (NI) Order 1993 (Version 6)	N/A	A,B,C
<b>DRD-YSI-2-03</b>	Roads Service Policy and Procedure Guide:  RSPPG_S020: Disposal of Surplus Land (Version 1)	N/A	A,B,C
<b>DRD-YSI-2-04</b>	Roads Service Policy and Procedure Guide:  RSPPG_S022: Article 22 of the Land Acquisition and Compensation (NI) Order 1973 Noise (The Noise Insulation Regulations) (Version 1)	N/A	A,B,C
<b>DRD-YSI-2-05</b>	Roads Service Policy and Procedure Guide:  RSPPG_S027 Public Inquiries – Land Acquisition and Traffic Management (Version 3)	N/A	A,B,C
<b>DRD-YSI-2-06</b>	Roads Service Policy and Procedure Guide:  RSPPG_S028 Land Acquisition – Accommodation Works (Version 3)	N/A	A,B,C

(1) Document Reference No.	(2) Description	(3) Hard copy purchase cost – see para 5.5	(4) Inspection location(s) – see paras 5.3 and 5.4
<b>DRD-YSI-2-07</b>	Roads Service Policy and Procedure Guide:  RSPPG_S029 Land Acquisition – Acquisition Procedures (Version 2)	N/A	A,B,C
<b>DRD-YSI-2-08</b>	Roads Service Policy and Procedure Guide:  RSPPG_S030 Direction Orders and Designation Orders (Version 2)	N/A	A,B,C
<b>DRD-YSI-2-09</b>	Roads Service Policy and Procedure Guide:  RSPPG_S031 Land Acquisition – Compulsory Acquisition (Version 3)	N/A	A,B,C
<b>DRD-YSI-2-10</b>	Roads Service Policy and Procedure Guide:  RSPPG_S032 Planning Blight (Version 1)	N/A	A,B,C
<b>3. PROJECT REPORTS</b>			
<b>DRD-YSI-3-01</b>	M1 Westlink /M2/M3 York Street Improvements  Traffic Management Options Final Report June 2005	£20	A,B,C
<b>DRD-YSI-3-02</b>	York Street Interchange  Preliminary Appraisal Report December 2005	£30	A,B,C
<b>DRD-YSI-3-03</b>	York Street Interchange  Preliminary Sources Study September 2005	N/A	A,B,C

(1) Document Reference No.	(2) Description	(3) Hard copy purchase cost – see para 5.5	(4) Inspection location(s) – see paras 5.3 and 5.4
<b>DRD-YSI-3-04</b>  <i>DRD-YSI-3-04A</i>  <i>DRD-YSI-3-04B</i>	York Street Interchange  Preliminary Options Report March 2009, comprising:  <i>Volume 1 – Main Document</i>  <i>Volume 2 – Figures</i>	  £75  £75	  A,B,C  A,B,C
<b>DRD-YSI-3-05</b>	York Street Interchange  Non Motorised User Context Report October 2012	N/A	A,B,C
<b>DRD-YSI-3-06</b>	York Street Interchange  Non Motorised User Audit Report October 2013	N/A	A,B,C
<b>DRD-YSI-3-07</b>	York Street Interchange  Stage 1 Road Safety Audit May 2014	N/A	A,B,C
<b>DRD-YSI-3-08</b>	York Street Interchange  Stage 1 Road Safety Audit Exception Report May 2014	N/A	A,B,C
<b>DRD-YSI-3-09</b>	York Street Interchange  Design Constraints and Selection of Design Speeds Report May 2015	N/A	A,B,C
<b>DRD-YSI-3-10</b>  <i>DRD-YSI-3-10A</i>  <i>DRD-YSI-3-10B</i>	York Street Interchange  Factual Ground Investigation Report, comprising:  <i>Causeway Geotech Ltd Factual Report On Ground Investigation December 2013</i>  <i>CPD S11305 York Street Interchange Additional Fieldwork Belfast Report September 2013</i>	  £150  £50	  A,B,C  A,B,C

(1) Document Reference No.	(2) Description	(3) Hard copy purchase cost – see para 5.5	(4) Inspection location(s) – see paras 5.3 and 5.4
<b>DRD-YSI-3-11</b>	York Street Interchange  Stage 2 Public Consultation Report November 2011	£30	A,B,C
<b>DRD-YSI-3-12</b>  <i>DRD-YSI-3-12A</i> <i>DRD-YSI-3-12B</i> <i>DRD-YSI-3-12C</i>	York Street Interchange  Preferred Options Report October 2012, comprising:  <i>Volume 1 – Main Body</i>  <i>Volume 2 – Appendices</i>  <i>Volume 3 – Figures and Drawings</i>	£150  £150  £150	A,B,C  A,B,C  A,B,C
<b>DRD-YSI-3-13</b>  <i>DRD-YSI-3-13A</i> <i>DRD-YSI-3-13B</i> <i>DRD-YSI-3-13C</i>	York Street Interchange  Proposed Scheme Report: Part 2 Engineering, Traffic and Economics Report January 2015, comprising:  <i>Volume 1 – Executive Summary and Main Body</i>  <i>Volume 2 – Appendices</i>  <i>Volume 3 – AST, Figures and Drawings</i>	£150  £150  £150	A,B,C  A,B,C  A,B,C
<b>DRD-YSI-3-14</b>	York Street Interchange  Statutory Public Consultation Report	£10	A,B,C
<b>DRD-YSI-3-15</b>	York Street Interchange  Strategic Advisory Group Summary Report	£5	A,B,C
<b>DRD-YSI-3-16</b>	York Street Interchange  Stage 2 Buildability Assessment Information Pack	£150	A,B,C



(1) Document Reference No.	(2) Description	(3) Hard copy purchase cost – see para 5.5	(4) Inspection location(s) – see paras 5.3 and 5.4
<b>DRD-YSI-3-17</b>	York Street Interchange  Stage 3 Buildability Assessment Information Pack, comprising:		
<i>DRD-YSI-3-17A</i>	<i>Volume 1 – Main Body</i>	£5	A,B,C
<i>DRD-YSI-3-17B</i>	<i>Volume 2 – Drawings</i>	£20	A,B,C
<i>DRD-YSI-3-17C</i>	<i>Volume 3 – Appendices</i>	£50	A,B,C
	<b>4. PROJECT STATUTORY ORDERS</b>		
<b>DRD-YSI-4-01</b>	Composite Notice of Intention ( <i>includes the Notice of Intention to Make a Designation Order, Notice of Intention to Make a Vesting Order, Environmental Statement: Notice of Determination and Environmental Statement: Notice of Publication</i> )	£0	A,B,C
<b>DRD-YSI-4-02</b>	The Trunk Roads T1, T3 and T7 (York Street Interchange) Order (Northern Ireland) 2015 ( <i>known as the Designation Order</i> ), comprising:		
<i>DRD-YSI-4-02A</i>	<i>Draft Designation Order</i>	£0	A,B,C
<i>DRD-YSI-4-02B</i>	<i>Map 1 – General Arrangement</i>	£0	A,B,C
<i>DRD-YSI-4-02C</i>	<i>Map 2 – The New Roads to be Constructed as Special and Trunk and Part of the T1</i>	£0	A,B,C
<i>DRD-YSI-4-02D</i>	<i>Map 3 – The New Roads to be Constructed as Special and Trunk and Part of the T3</i>	£0	A,B,C
<i>DRD-YSI-4-02E</i>	<i>Map 4 – The New Roads to be Constructed as Special and Trunk and Part of the T7</i>	£0	A,B,C
<i>DRD-YSI-4-02F</i>	<i>Map 5 – Junctions to be Stopped Up and New Connecting Roads</i>	£0	A,B,C

(1) Document Reference No.	(2) Description	(3) Hard copy purchase cost – see para 5.5	(4) Inspection location(s) – see paras 5.3 and 5.4
<b>DRD-YSI-4-03</b>	Draft Vesting Order, comprising:		
<i>DRD-YSI-4-03A</i>	<i>Vesting Schedule</i>	£0	A,B,C
<i>DRD-YSI-4-03B</i>	<i>Map 1</i>	£0	A,B,C
<i>DRD-YSI-4-03C</i>	<i>Map 2</i>	£0	A,B,C
<b>DRD-YSI-4-04</b>	York Street Interchange Proposed Scheme Report: Part 1 Environmental Statement January 2015, comprising:		
<i>DRD-YSI-4-04A</i>	<i>Non-Technical Summary</i>	£0	A,B,C
<i>DRD-YSI-4-04B</i>	<i>Volume 1 – Environmental Assessment</i>	£50	A,B,C
<i>DRD-YSI-4-04C</i>	<i>Volume 2 – Appendices</i>	£50	A,B,C
<i>DRD-YSI-4-04D</i>	<i>Volume 3 – Figures</i>	£50	A,B,C
<b>DRD-YSI-4-05</b>	Section 75 Equality of Opportunity Screening Analysis Form 2014	£0	A,B,C
	<b>5. SUBMISSIONS FOR PUBLIC INQUIRY</b>		
<b>DRD-YSI-5-01</b>	York Street Interchange Departmental Statement for Public Inquiry	£0	A,B,C
<b>DRD-YSI-5-02</b>	York Street Interchange Submissions received to the publication of the Project Draft Statutory Orders	£5	A,B,C

(1) Document Reference No.	(2) Description	(3) Hard copy purchase cost – see para 5.5	(4) Inspection location(s) – see paras 5.3 and 5.4
<b>6. OTHER DOCUMENTS</b>			
<b>DRD-YSI-6-01</b>	Northern Ireland Environment Agency – Water Management Unit Guidance Note:  Carrying out a Water Framework Directive (WFD) Assessment on EIA Developments (March 2012)	N/A	A,B,F
<b>DRD-YSI-6-02</b>	Northern Ireland Environment Agency – Water Management Unit Guidance Note:  EIA Scoping Guidance for Road Schemes Likely to Impact upon the Water Environment (January 2012)	N/A	A,B,F
<b>DRD-YSI-6-03</b>	Pollution Prevention Guidelines (PPGs), comprising:		
<i><b>DRD-YSI-6-03A</b></i>	<i>Understanding Your Environmental Responsibilities – Good Environmental Practices</i>	N/A	A,B,F
<i><b>DRD-YSI-6-03B</b></i>	<i>Above ground oil storage tanks</i>	N/A	A,B,F
<i><b>DRD-YSI-6-03C</b></i>	<i>Use and design of oil separators in surface drainage systems</i>	N/A	A,B,F
<i><b>DRD-YSI-6-03D</b></i>	<i>Treatment and disposal of sewage where no foul sewer is available</i>	N/A	A,B,F
<i><b>DRD-YSI-6-03E</b></i>	<i>Works and maintenance in or near water</i>	N/A	A,B,F
<i><b>DRD-YSI-6-03F</b></i>	<i>Working at construction and demolition sites</i>	N/A	A,B,F
<i><b>DRD-YSI-6-03G</b></i>	<i>The safe operation of refuelling facilities</i>	N/A	A,B,F
<i><b>DRD-YSI-6-03H</b></i>	<i>Vehicles washing and cleaning</i>	N/A	A,B,F

(1) Document Reference No.	(2) Description	(3) Hard copy purchase cost – see para 5.5	(4) Inspection location(s) – see paras 5.3 and 5.4
<i>DRD-YSI-6-03I</i>	<i>Drums and intermediate bulk containers</i>	N/A	A,B,F
<i>DRD-YSI-6-03J</i>	<i>Installation, decommissioning and removal of underground storage tanks</i>	N/A	A,B,F
<i>DRD-YSI-6-03K</i>	<i>Controlled burn</i>	N/A	A,B,F
<b>DRD-YSI-6-04</b>	Belfast City Council Environmental Health Department Advice Note for Construction and Demolition Sites (May 2012)	N/A	A,B,G
<b>DRD-YSI-6-05</b>	Design Manual for Roads and Bridges  All Volumes	N/A	E
<b>DRD-YSI-6-06</b>	Design Manual for Roads and Bridges 11.3.1:  HA 207/07 Air Quality	N/A	A,B,E
<b>DRD-YSI-6-07</b>	Design Manual for Roads and Bridges 11.3.7:  HD 213/11 Noise and Vibration	N/A	A,B,E
<b>DRD-YSI-6-08</b>	Highways Agency Interim Advice Note 135/10:  Landscape and Visual Effects Assessment	N/A	A,B,E
<b>DRD-YSI-6-09</b>	Planning Policy Statements, comprising:  <i>DRD-YSI-6-09A</i> <i>General Principles</i> <i>DRD-YSI-6-09B</i> <i>Natural Heritage</i> <i>DRD-YSI-6-09C</i> <i>Access, Movement and Parking</i> <i>DRD-YSI-6-09D</i> <i>Access, Movement and Parking Clarification of Policy AMP 3: Access to Protected Routes</i>	N/A N/A N/A N/A	A,B,D A,B,D A,B,D A,B,D

(1) Document Reference No.	(2) Description	(3) Hard copy purchase cost – see para 5.5	(4) Inspection location(s) – see paras 5.3 and 5.4
<b><i>DRD-YSI-6-09E</i></b>	<i>Planning and Economic Development</i>	N/A	A,B,D
<b><i>DRD-YSI-6-09F</i></b>	<i>Retailing and Town Centres</i>	N/A	A,B,D
<b><i>DRD-YSI-6-09G</i></b>	<i>Planning, Archaeology and Built Heritage</i>	N/A	A,B,D
<b><i>DRD-YSI-6-09H</i></b>	<i>Planning, Archaeology and Built Heritage Revised Annex C: Criteria for Listing</i>	N/A	A,B,D
<b><i>DRD-YSI-6-09I</i></b>	<i>Areas of Townscape Character</i>	N/A	A,B,D
<b><i>DRD-YSI-6-09J</i></b>	<i>Quality Residential Environments</i>	N/A	A,B,D
<b><i>DRD-YSI-6-09K</i></b>	<i>Residential Extensions and Alterations</i>	N/A	A,B,D
<b><i>DRD-YSI-6-09L</i></b>	<i>Safeguarding the Character of Established Residential Areas</i>	N/A	A,B,D
<b><i>DRD-YSI-6-09M</i></b>	<i>Open Space, Sport and Outdoor Recreation</i>	N/A	A,B,D
<b><i>DRD-YSI-6-09N</i></b>	<i>The Enforcement of Planning Control</i>	N/A	A,B,D
<b><i>DRD-YSI-6-09O</i></b>	<i>Telecommunications</i>	N/A	A,B,D
<b><i>DRD-YSI-6-09P</i></b>	<i>Housing in Settlements</i>	N/A	A,B,D
<b><i>DRD-YSI-6-09Q</i></b>	<i>Policy HS 3 (Amended) Travellers Accommodation</i>	N/A	A,B,D
<b><i>DRD-YSI-6-09R</i></b>	<i>Transportation and Land Use</i>	N/A	A,B,D
<b><i>DRD-YSI-6-09S</i></b>	<i>Planning and Flood Risk</i>	N/A	A,B,D
<b><i>DRD-YSI-6-09T</i></b>	<i>Tourism</i>	N/A	A,B,D
<b><i>DRD-YSI-6-09U</i></b>	<i>Control of Outdoor Advertisements</i>	N/A	A,B,D
<b><i>DRD-YSI-6-09V</i></b>	<i>Renewable Energy</i>	N/A	A,B,D
<b><i>DRD-YSI-6-09W</i></b>	<i>Best Practice Guidance to Renewable Energy</i>	N/A	A,B,D

(1) Document Reference No.	(2) Description	(3) Hard copy purchase cost – see para 5.5	(4) Inspection location(s) – see paras 5.3 and 5.4
<b>DRD-YSI-6-09X</b>	<i>Anaerobic Digestion</i>	N/A	A,B,D
<b>DRD-YSI-6-09Y</b>	<i>Sustainable Development in the Countryside</i>	N/A	A,B,D
<b>DRD-YSI-6-09Z</b>	<i>Enabling Development for the Conservation of Significant Places</i>	N/A	A,B,D
<b>DRD-YSI-6-10</b>	Calculation of Road Traffic Noise Department for Transport, Welsh Office, 1988.	N/A	A,B
<b>DRD-YSI-6-11</b>	British Standard BS 5228-1:2009+A1:2014  Code of Practice for Noise and Vibration Control on Construction and Open Sites: Part 1 – Noise	N/A	A,B
<b>DRD-YSI-6-12</b>	British Standard BS 5228-2:2009+A1:2014  Code of Practice for Noise and Vibration Control on Construction and Open Sites: Part 2 – Vibration	N/A	A,B
<b>DRD-YSI-6-13</b>	Design Manual for Roads and Bridges 5.2.2:  HD 19/15 Road Safety Audit	N/A	A,B
<b>DRD-YSI-6-14</b>	Design Manual for Roads and Bridges 5.2.5:  HD 42/05 Non-Motorised User Audits	N/A	A,B
<b>DRD-YSI-6-15</b>	Design Manual for Roads and Bridges 5.1.2:  TD 37/93 Scheme Assessment Reporting	N/A	A,B
<b>DRD-YSI-6-16</b>	Belfast City Council Local Air Quality Monitoring Report 2014	N/A	A,B

(1) Document Reference No.	(2) Description	(3) Hard copy purchase cost – see para 5.5	(4) Inspection location(s) – see paras 5.3 and 5.4
<b>DRD-YSI-6-17</b>	British Standard BS 7445-1:2003  Description and Measurement of Environmental Noise – Part 1: Guide to Quantities and Procedures	N/A	A,B
<b>DRD-YSI-6-18</b>	Construction Industry Research and Information Association (CIRIA)  Guidance documentation C648: Control of Water Pollution from Linear Construction Projects (May 2006)	N/A	A,B
<b>DRD-YSI-6-19</b>	Construction Industry Research and Information Association (CIRIA)  Guidance documentation C532: Control of Water Pollution from Linear Construction Sites Guidance for Consultants and Contractors (2001)	N/A	A,B
<b>DRD-YSI-6-20</b>	Building Research Establishment (BRE)  Site layout planning for daylight and sunlight. A guide to good practice: Second Edition (2011)	N/A	A,B
<b>DRD-YSI-6-21</b>	Royal Institute of Chartered Surveyors (RICS)  Practice Standards, UK Rights of light Practical guidance for chartered surveyors in England and Wales 1 <sup>st</sup> edition, guidance note (2010)	N/A	A,B

(1) Document Reference No.	(2) Description	(3) Hard copy purchase cost – see para 5.5	(4) Inspection location(s) – see paras 5.3 and 5.4
<b>DRD-YSI-6-22</b>	Institute of Environmental Management and Assessment (IEMA):  Guidelines for Landscape and Visual Impact Assessment: Second Edition (2002)	N/A	A,B
<b>DRD-YSI-6-23</b>	Extract from DMRB 11.3.7 Traffic Noise and Vibration (1994): The level of typical sounds on the dB(A) scale	N/A	A,B
<b>DRD-YSI-6-24</b>	Belfast on the Move Transport Masterplan for Belfast City Centre – Information Leaflet	N/A	A,B



## **6. THE DEPARTMENT'S CONSIDERATION**

6.1 The existing York Street junction, which links three of the busiest roads in Northern Ireland by means of a signalised gyratory system, has for some time been identified as a bottleneck on the strategic road network. The need for improvement has been identified in Key Strategy Documents such as the Belfast Metropolitan Transport Plan and the Investment Strategy for Northern Ireland.

6.2 The appraisal of proposals for improvement are assessed against the Government's five criteria of Environment, Safety, Economy, Accessibility and Integration and also against the scheme specific objectives, i.e.:

- to remove a bottleneck on the strategic road network;
- to deliver an affordable solution to reduce congestion on the strategic road network;
- to improve reliability of strategic journey times for the travelling public;
- to improve access to the regional gateways from the Eastern Seaboard Key Transport Corridor;
- to maintain access to existing properties, community facilities and commercial interests;
- to maintain access for pedestrians and cyclists; and
- to improve separation between strategic and local traffic.

6.3 TransportNI has considered the options available and concluded that the Proposed Scheme to directly link the three main roads will greatly improve conditions for strategic and local traffic, reduce severance between North Belfast and the City Centre and substantially improve facilities for pedestrians, cyclists and public transport.

## **7. THE PROPOSED SCHEME**

7.1 The Proposed Scheme has regard to the significant constraints that are associated with improving the road network within a very tightly constrained urban area. It provides direct links for the following traffic movements:

- Westlink to M2 – Two traffic lanes are carried under the new York Street bridge in an underpass and threaded between the supports of the Dargan Bridge before rising to join the M2 motorway. Widening of the existing Westlink on the northern side between Clifton Street and York Street is required to facilitate a revised weaving section. Clifton Street on-slip will remain open in the proposals.
- M2 to Westlink – Two traffic lanes will diverge from the M2 motorway and will be carried over Dock Street using a new overbridge, before descending below ground level to pass under the Westlink to M3 link. The link will pass under the existing Lagan Bridge and rise as it passes under the new York Street bridge to join the Westlink. Widening of the existing Westlink on the southern side between York Street and Clifton Street is required to facilitate a revised weaving section. Clifton Street off-slip will remain open in the proposals.
- Westlink to M3 – A single traffic lane will be provided under the new York Street bridge in an underpass below existing ground level. The link will rise as it passes underneath the existing Lagan Bridge before joining the M3 motorway using the existing on-slip arrangement from Nelson Street.
- M3 to Westlink – This single lane link diverges from the M3 motorway using the existing off-slip arrangement and threads between the piers of the Dargan Bridge before passing below existing ground level under the new York Street bridge in a new underpass. The link then rises to join the Westlink. This link also accommodates a diverge off to the city centre (via Nelson Street) and to York Street.
- Dock Street to M3 – A single lane on-slip from Dock Street which connects to the Westlink to M3 interchange link before rising to join the M3 motorway via the existing on-slip from Nelson Street. This link incorporates a short two-way length to provide access to land that will be available for development post-completion.
- York Street – York Street will be carried over the new links between the Westlink, M2 and M3 motorways on two new overbridges. It will provide two north-bound traffic lanes to Dock Street (and onwards thereafter to North Belfast), two traffic

lanes towards M2, a single south-bound cycle lane, opening to a shared south-bound bus/cycle lane between Galway House and Great Patrick Street, a north-bound cycle lane and footways on either side of the carriageway.

- Westlink to York Street and Docks – A new single lane slip road connecting to York Street with traffic signals used to control entry onto York Street for onward connection to Dock Street and thereafter to North Belfast and the Docks.
- Docks to Westlink – A new access will be created at Duncrue Street which connects to the M2 to Westlink interchange link using a merge arrangement on the proposed new overbridge at Dock Street.

7.2 In order to future proof the need to upgrade the Dargan Rail Bridge for dualling the foundations of the piers supporting this bridge will as a minimum be upgraded.

7.3 The very tight configuration and the vertical and horizontal constraints mean that there will be a series of Departures from Standard associated with the Proposed Scheme. The identified Departures from Standard are awaiting final approval from the Director of Engineering of TransportNI.

7.4 Speed limits of 40mph will be applied on all new interchange links between the Westlink, M2 and M3 within the Proposed Scheme. The existing 50mph speed limit on the Lagan Bridge will remain and will be extended on the south-bound carriageway of the M2 motorway to the Duncrue Street off-slip, to regulate vehicle speeds on approach to the M2 to Westlink underpass. The speed limits on associated slip roads to and from the new interchange links will generally be 40mph, with the exception of the York Street to M2 slip road, which will be subject to a speed limit of 50mph.

7.5 The opportunity will be taken to change the current road drainage outfall, which currently discharges to the sewage system and provide a separate pumped outfall to the River Lagan.

7.6 The aesthetics of the scheme will address the issues of user friendliness and marking the junction as a major gateway to the city. This has been developed under the guidance of a Strategic Advisory Group formed by representatives from key government and non-government stakeholder organisations.

## **8. CONCLUSIONS**

- 8.1 TransportNI has undertaken a comprehensive analysis of the options for the Proposed Scheme including a full environmental impact assessment which has identified appropriate mitigation measures which will be implemented in the future construction contract by the appointed Contractor.
- 8.2 TransportNI has concluded that the Proposed Scheme represents good value for money. The Proposed Scheme has a TransportNI approved Estimate Range of between £125 Million and £165 Million. Over the 60 year assessment period it provides a Benefit to Cost Ratio (BCR) of 2.33.
- 8.3 The Proposed Scheme will enhance the connection between North Belfast and the city centre and will significantly improve access for pedestrian, cyclist and public transport. In particular the connection between the Yorkgate railway station and the city will be improved through the provision of grade separation and the associated reduction in traffic flows at the remaining signalised junctions.
- 8.4 The Proposed Scheme will provide benefits to users of the Strategic Road Network, with significant journey time savings expected following its implementation.