

33

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 10 March 2015 14:46
To: [REDACTED]
Subject: York Street Interchange Formal Consultation

Bruce

Thank you for your response to the consultation on the proposals for the York Street Interchange. Your views have been recorded as part of this process and will contribute to the decision on whether The Department should hold a Public Inquiry into the scheme.

Regards

Colin Pentland

Strategic Road Improvements

DRD - Eastern Division, Hydebank, 4 Hospital Road, Belfast BT8 8JL

Campbell, Jacqui

From: Harper, Bruce
Sent: 09 March 2015 16:00
To: Roads Eastern Srit
Subject: Response to Consultation on

Dear Roads Service,

I am a civil engineer BSc (Ing) MSc MEI, resident in East Belfast who drives circa 20,000 miles per year primarily to travel to Limerick. I note the need for this upgrade and agree *in principle* to the project.

I have however major concerns in relation to York street, in particular the provision for pedestrians and cyclists. This is not a motorway but a city street and this needs to be given a sufficient weight.

The influx of students to this area as a result of University Ulster move and the associated regeneration of this area of the city must not be compromised by an inadequate design.

In particular the pedestrian and cycle provision between the UU and the cinema at Cityside is below par.

The Minister has indicated that Belfast is to become a leading city for cycling. I believe that the design of the non-motorway city streets elements of the plan are very dated and do not constitute best practice. It would be a mistake for Belfast in 2060 to be lumbered with 1960's designs

The provision for students and staff cycling from the south and east of the city turning left into UU is inadequate and should be grade separated from general traffic (preventing truck crush injuries).

I note that the date of coming into operation is 2021. To what degree is this plan in line with the Ministers vision of a cycling revolution in Belfast?

Does the provision for cyclists and pedestrians promote or disincentivise driving as a modal share *within* the city (particularly between city centre and cityside retail park)?

I note that this plan will have no significant effect on air emissions which are currently breaching EU levels. Do you believe that adequate (read grade segregated) provision for cyclists would incentivise commuters to travel by bicycle instead of by car thus improving air quality and reducing congestion?

Many thanks for your consideration.

Regards,
Bruce

