

**Campbell, Jacqui**

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**From:** Roads Eastern Srit  
**Sent:** 18 March 2015 11:26  
**To:** [REDACTED]  
**Subject:** York Street Interchange Formal Consultation

Brian

Thank you for your response to the consultation on the proposals for the York Street Interchange

The formal consultation closed on 10<sup>th</sup> March 2015, however TNI will have regard to your comments.

*Colin Pentland*

Strategic Road Improvements

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

**Campbell, Jacqui**

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**From:** Brian Mullan [REDACTED]  
**Sent:** 18 March 2015 01:21  
**To:** Roads Eastern Srit  
**Subject:** Subject DRD Roads Service - York Street Interchange –draft orders Consultation  
**Attachments:** roads service letter Page 1 .jpg; Road Service page 2 .jpg

Dear Roy

Good to meet you recently and i attach copy of our response to the recent Public consultation

i hope this is acceptable

Regards

Brian Mullan  
Chair  
Antrim Road Regeneration Committee

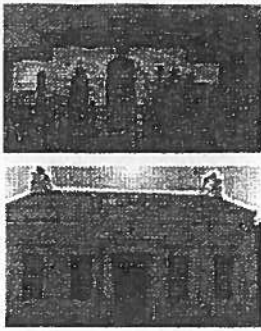
(57)

# ANTRIM ROAD REGENERATION COMMITTEE

C/O 6 Kinnaird Street  
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Roy Spiers  
Project sponsor  
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9/3/2015

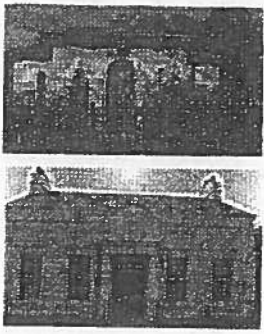
## Subject DRD Roads Service - York Street Interchange –draft orders Consultation

Dear Sir

In response to the DRD Roads Service Public Consultation on the York Street Interchange and presentation displays held in the Ramada Encore Hotel and details of Draft Statutory orders and also with the presence of design staff and relevant staff.

The consultation was issued as follow up previous consultation in 2011 and to consider the scheme options that had been finally worked up, we wish to register this response to the Consultation on the York Street Interchange.

1. We would comment that Roads Service, have produced a good solution and detail proposal on their options and given consideration of the effect on communities adjacent to the Interchange and previous comments and should get support from community groups and residents on the preferred option and certainly the Model and DVD helps..
2. The surrounding communities most affected by this plan required the more proactive community engagement by Roads Service to ensure participation and genuine engage of North Belfast residents. The proposal for development of the Interchange has to take an objective account of the impact each option might have on the economic infrastructure of the North Belfast economy, local business interests and access to employment opportunities locally, in other parts of the city .
3. Roads Service need to ensure alternative form of traffic is implement as an option which ensures that the Interchange offers pedestrians and cyclists the safest and most straight forward means of access via York Street and which ensures citywide connections with Belfast, its economy and shopping precincts, especially given the high percentage of non-car owners living in areas of deprivation across North Belfast. The proposal suggested that York Street is reinstated as a 2-way traffic system to ease congestion and seems the logical way shown to have this re opened.
4. There are concerns that the Interchange development will significantly increase traffic flow and volume in the North of the city There is a need to ensure that developments at the Interchange do not encourage motorist to use North Belfast as escape route at Clifton



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Street and slips roads and park as unregulated "parking zone" for commuters working or shopping in the city. Parking is an issue in north Belfast adjacent to main links to the city from North Belfast that will need addressed as part of a wider consultation on the impact of the Interchange proposals and needs to engage Belfast City Council in the process.

5. Roads Service would need to engage with other key stakeholders and bodies who have strategic developments planned in the surrounding locality which especially with the new university developments well under way and that land availability will also be now grabbed and used where possible to provide flats and units to cater for students and not to serve the greater community need of social housing which is in demand will impact on the proposal for development and usage of the Interchange i.e. University of Ulster Campus, York Street/Fredrick Street – Translink Train Halt relocation – Belfast Rapid Transit plans - and to give consideration to Gateway Projects, Library Square and Carrick Hill (DSD) for North Belfast, to maximise connections with the local infrastructure and take account of Area Master Plans.
6. The Roads Service need to ensure where possible demonstrate how the options will mitigate the causes of further fracture and severance by the Interchange to North Belfast, the sustainability of the area's economy ,the viability of surround communities. The current westlink has created a division in North and West of the city and communities as well as barren land sites which are still undeveloped. There is a poor connection for pedestrians and currently to be developed to make it walkable in safe and friendly way.
7. Could Roads Service ensure to highlight areas of "planning gain" and "social benefit" for North Belfast communities that will result from the Interchange development, as it seems mainly designed to push through put traffic to West of city and the M1 for by-passing traffic and of no local benefit other than less traffic jams, delays in crossing over from York st and motorway to link to royal avenue and Clifton street and west of city.

In addition to the above comments and suggestions we would also strongly supports the Forum for Alternative Belfast, their response on the Interchange Consultation and their previous recommendations for action which have mainly been undertaken .

Yours faithfully

Brian Mullan  
Chair  
Antrim road Regeneration Committee

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