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Campbell, Jacqui

From: Roads Eastern Srit
Sent: 10 March 2015 15:00
To: [REDACTED]
Subject: York Street Interchange Formal Consultation

Andrew

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: Andrew Fleming [REDACTED]
Sent: 09 March 2015 23:00
To: Roads Eastern Srit
Subject: York Street Interchange Proposals

Hi,

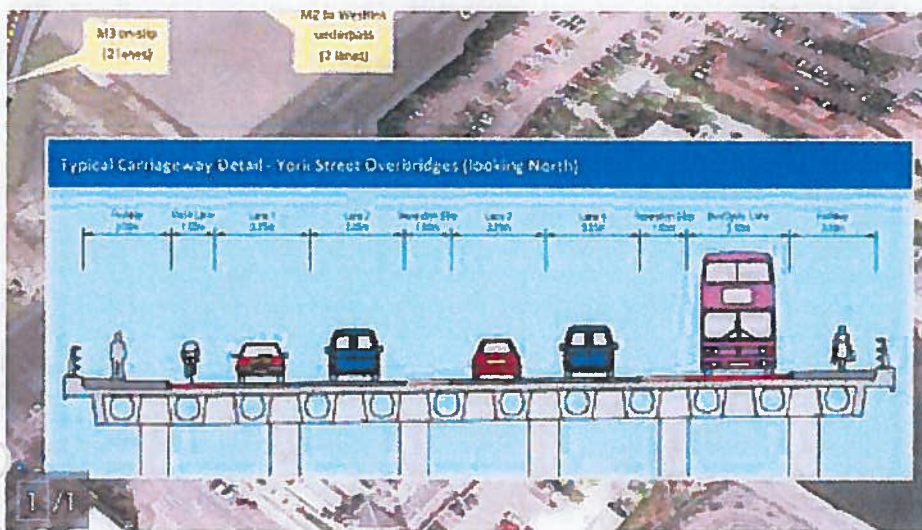
I think this is a great, and much needed scheme to help reduce traffic bottlenecks in Belfast, this scheme being the most important as it is probably the biggest bottle neck in the whole country, and blocking off Dee Street Junction at the Sydenham bypass as part of the Sydenham Bypass widening scheme to a three lane carriageway.

I have a problem with the lack of cycling provision of this scheme. You see, it says in the non-technical summary:

- to maintain access for pedestrians and cyclists; and

there is a real lack of ambition oozing from these words, and unfortunately this is reflected in the proposals.

"Existing provision for pedestrians and cyclists on York Street would be maintained as a minimum, with an expected improvement for non-motorised users at the junctions from the removal of a significant volume of traffic."





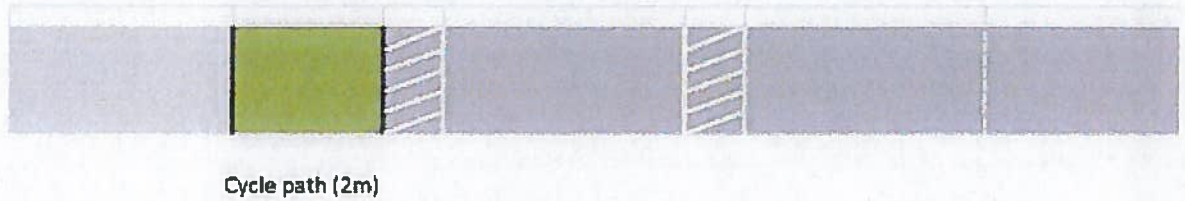
I think that in the future, cyclists will dominate the landscape, therefore, infrastructure should be able to facilitate that. By facilitating it now, there will be less need to spend money on it later. A nearby development is the Ulster University Belfast Campus which is relocating from Jordanstown. As part of the plans, there will be a bicycle parking facility for 200 bicycles at Fredrick Street. Once most of the Jordanstown campus relocates to Belfast, the number of pedestrians and cyclists in the area will increase dramatically. Surely, a redesign of this flyover is needed.



Cycle lane (1.5m)

Proposed Road car-centric layout for York Street Flyover at YSI, Belfast (above)

I follow a cyclist blogger from Belfast who has blogged about this project. <https://stripymoggie.wordpress.com/2015/02/05/york-street-interchange-no-space-for-cycling/> He has suggested the following redesign of the flyover to dedicate two dedicated, **protected** cycle lanes either side.



How the proposal could be better for cyclists.

I will leave you with a quote from his blog, I echo everything that he says:

The city centre strategy calls for part pedestrianisation of the Inner Ring, with Dunbar Link reimaged as a tree-lined pedestrian-friendly street. The square beside the Central Library will be pedestrianised and the Buoys Park will be used for outdoor events. All these locations are within sight of the York Street flyover. And of course, bikeshare docking stations will dot the area.

And despite creating these people spaces DRD are planning a flyover to deal with current car traffic levels, rather than designing for the near future where pedestrians and cyclists will dominate the local streetscape. Once the cars have been designed into the plans it will be difficult to get rid of them. It is important they reconsider now, before it's too late.

Here's my redesign of the flyover:



The reduced traffic levels mean we can remove one of the northbound lanes and redistribute the space for segregated cycle paths either side, with wide buffer zones. The paths must run from Dock Street to the Inner Ring, with their own traffic lights across the Westlink off-slip and M2 slip road.

The report mentions the significant levels of cycling on Corporation Street, *because* of the proximity of NCN93 (even with its faults). Design this flyover right and significant numbers of cyclists will use it.

Kind regards,

Andrew Fleming