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Campbell, Jacqui

From: Roads Eastern Srit
Sent: 10 March 2015 15:29
To: 'mark@forumbelfast.org'
Subject: York Street Interchange Formal Consultation

Mark

Thank you for your responses 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

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

Campbell, Jacqui

From: Mark Hackett [mark@forumbelfast.org]
Sent: 09 March 2015 23:24
To: Roads Eastern Srit
Subject: York Street comment and submission
Attachments: Interchange - general.pdf; ATT00001.htm; Interchange - L Georges St.pdf; ATT00002.htm; forum logo signature email .jpg; ATT00003.htm

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Please find inclosed two letters for submission to the York Interchange process

regards
Mark Hackett

Mark Hackett architect
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**York Street Interchange
Draft Orders response and for submission to Public Enquiry**

10th March 2015

Dear Sir/Madam

In connection with the draft orders exhibit and recent information talk given by DRD Transport NI and URS at North Queen Street we respond as follows in short form:

1
We appreciate that DRD and their consultants have taken on a number of ideas during the last phase, including moving the Bangor/Westlink connection and the removal of the access to Corporation Street. Both these measures allow urban design to improve for these streets.

2
The Interchange is complex and would benefit from a more open and 'co-design' approach by more professionals and those with expertise. This would include the cycling lobby and their points raised regarding lanes on York St. We share the view that cycle lanes need to be raised, not part of the road surface and should be separated from buses and cars. They also then act as a useful buffer layer to the pavements. The use of hedges and linear buffer green landscape should be used at key areas to soften the very wide visual impression and dominance of cars/vehicles.

3
In a £130-£160m project it is not credible to claim every improvement for pedestrians, cyclists and the city cannot be considered for cost reasons - these issues are not being tested, and we can point to many places where engineering and construction savings could be made. The scheme is a 'Roads Only' solution - because it is being designed only with those professionals at the core. The team needs to broaden, and needs the new members to give equal weight, and responsibility to deliver quality and safety in their terms of their discipline.

4
There are a number of local issues at North Queen Street where the project has simply not employed the appropriate care. This has been dealt with elsewhere.

5
We have raised elsewhere issues relating to materials, rails, lights and underpass design. And the necessity to lead the design/build tender process with clearly defined specification and quality.

6

There is simply not enough simple detail such as *before and proposed spot levels* - this is such basic information in design to be read by the public that its omission seems designed to cloud rather than illuminate. The expense of models, render etc does not make up for this simple omission.

7

The fact that other government agencies and council have not acted proactively with urban design budgets and team works, does not omit the responsibility for DRD to go this for its own objectives.

8

The Landscape design is paramount over the whole project - there is very little evident this has been given enough emphasis and budget. The Landscape could have distinct areas and act as gateways for drivers - and needs to be of very high quality as it connects to residents and people walking. There should be a very large amount of trees (as can be seen in the M3/East river section)

9

The project will be more successful by adopting a more open and discursive design approach. There is also the need for outside voices and review, in particular relating to the non road elements and walkability and cycle provision.

yours faithfully

Mark Hackett
architect

forum for alternative Belfast

