

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 11 March 2015 09:30
To: 'nigreenways@gmail.com'
Subject: York Street Interchange Formal Consultation

Jonathan .

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

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

Campbell, Jacqui

From: NI Greenways [nigreenways@gmail.com]
Sent: 10 March 2015 16:54
To: Roads Eastern Srit
Subject: York Street Interchange consultation: objection

Dear Divisional Manager,

I am writing to object to the current proposal for the York Street Interchange. Some of the finer details of the objection are contained in the article (linked below) but the main thrust of the objection is simple. For an urban road project between £125m and £165m it is unacceptable in this day and age for a) the plan objectives and b) the engineers working to those objectives to claim not to have responsibility beyond the benefits to motorised users. That there is no high quality space for cycling on a blank canvas project is shocking (what is there is tired, out of date and the same rubbish which has suppressed cycling levels) and many of the designed elements positively promote conflict between road users, for example the left turn slip roads at Cityside Retail and Brougham Street. Other points to note:

- 1.5m on-road cycle lanes are not acceptable - safe, separated space for cycling is needed to encourage greater uptake across all abilities / age groups
- Bus lanes are not cycling infrastructure & cycle tracks need to bypass *behind* bus stops
- Cycle lane northbound, bus lane southbound - shows the inconsistent approach rightly criticised in the DRD Bicycle Strategy (did no-one read that?)
- Hundreds/thousands of *additional* daily cycling journeys are being planned for at the new Ulster University, but apparently not by DRD
- The 'advanced stop line' is a redundant design feature which shows extreme laziness in road design - keeping the 5-lane ASL in place at Dunbar Link is beyond parody
- The overpass plan repeats a mistake made by the same engineers on the Grosvenor bridge - it doesn't need widened to accomodate cycling, just the space reallocated
- The use of traffic separation strips (kerbed and hatched) instead of using the space for high quality cycle routes borders on brazen arrogance
- Cycling is not treated as transport in this plan - in reality it needs direct (and safe) links instead of being an afterthought

<https://nigreenways.wordpress.com/2015/03/06/yorkstreetinterchange/>

Thanks!

Jonathan Hobbs
NI Greenways