

Objection number**OBJ07**
Objector's Name Paschal Lynch
Date submitted..... 02 March 2015
NIMVO plot numberN/A

TransportNI has considered the correspondence in the above objection and responds as follows:

1. I would like to log in writing my formal objection against the current proposal for York Street Interchange before the 10th March 2015.

I have met Roy Spiers and we are currently organising some more time.

Within our last meeting I articulated the benefit of another improvement opportunity.

I have done further research and I have determined my improvements out perform the current proposal both in terms of operational and safety performance.

My improvements could also be rolled out within this year – 5 years ahead of the URS proposal.

Roy cannot go into the detail of my opportunity as he has signed a Non-Disclosure Agreement but his main resistance was based on feeling; I can articulate the benefits mathematically and I am prepared to get paid based on the flow performance improvement.

I would like a follow up meeting at a senior level to discuss this matter in more detail.

- a) TransportNI has commissioned its consultants, URS, to assess your proposal in terms of operational and safety performance (and other aspects). A report has been prepared by URS detailing their findings. This report will be submitted to the Inspectors for their consideration.
- b) On the basis of URS' assessment, TransportNI is content that your proposal does not outperform the Proposed Scheme for the following reasons:
 - i) Based on the conclusions from completed traffic, engineering and environmental assessments, it is considered that the proposal fails to meet several of the stated scheme objectives in relation to improved access to the regional gateways, maintaining access for non-motorised users, and maintaining access to existing residential properties and businesses.
 - ii) The proposal, through the re-routing of significant volumes of traffic onto streets in residential areas and importantly, within a defined Air Quality Management Area, is expected to meet with significant resistance from the affected local communities of North Belfast.
 - iii) The proposal's changes to junctions and potential lane configurations raise concerns for road user safety, as they have not been designed in accordance with the Design Manual for Roads and Bridges and have not been subject to the Road Safety Audit process.

- c) A detailed Traffic and Economic assessment has been undertaken using Cost Benefit Analysis (COBA) and Queues and Delays at Roadworks (QUADRO) techniques and computer models, in accordance with the Design Manual for Roads and Bridges, to quantify the economic benefit of the Proposed Scheme. Detailed costs have been prepared and included in the assessment to determine the economic value of the scheme. A range of sensitivity tests has also been undertaken to examine the extent to which results from the computer models vary under different scenarios.
- d) The results of the COBA economic assessment, reported in the published Proposed Scheme Report, indicate that the Proposed Scheme represents good value for money with an overall Net Present Value of £99.780m and a Benefit to Cost Ratio of 2.334.
- e) On the basis of the information provided, our evaluation of the proposal is that it is inferior to the Proposed Scheme and does not warrant further examination.
- f) TransportNI notes that the upcoming Public Inquiry provides an opportunity for your proposal to be discussed.

DRD TransportNI
Eastern Division
02 October 2015