MT 32047-15

1

Campbell, Jacqui

From: Pentland, Colin
Sent: 28 January 2015 16:02
To: Campbell, Jacqui
Subject: YORK STREET INTERCHANGE

Norma

Thank you for your response to the consultation on the proposals for the York Street Interchange and your support of the scheme.

I note that there are no longer any residential properties on Shipbuoy Street and I can confirm that this scheme will result in the removal of what remains of Shipbuoy Street.

Regards

Colin Pentland

Strategic Road Improvements

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

From: Irwin, Helen (ROADS)
Sent: 28 January 2015 13:46
To: Pentland, Colin
Subject: FW: YORK STREET INTERCHANGE

From: TransportNI
Sent: 28 January 2015 13:44
To: Irwin, Helen (ROADS)
Subject: FW: YORK STREET INTERCHANGE

For attention and appropriate direct reply.

Martin Smyth

From: Enquiries (DOE)
Sent: 28 January 2015 13:21
To: TransportNI
Subject: FW: YORK STREET INTERCHANGE

Please see email below that was received in the DOE Enquiries mailbox.
Can you forward to the relevant person for response.

Thanks

Ross Caughers
EComms, DOE Communications
Goodwood House, 8th Floor, 44-58 May Street, Town Parks, Belfast, BT1 4NN
Int: 36610 Ext: 028 9089 4610
www.doeni.gov.uk

From: NORMA INGRAM [redacted]
Sent: 28 January 2015 12:58
To: Enquiries (DOE)
Subject: YORK STREET INTERCHANGE

To whom it may concern

I am hearing and reading about the new York Street Interchange, which as a car driver myself driving from Carrickfergus into Belfast, I believe this is a brilliant plan.

Can I enquire if Shipbouy Street will no longer be, I am assuming from the drawings I have seen this will be the case. My father-in-law was from Shipbouy Street and may well have been born here, (working on Ingram family tree at the moment) and as a family I guess this is a little part of history which will disappear. Sadly my father-in-law passed away October 2013.

Kind regards.

Norma Ingram

MT 32044-15

2

Campbell, Jacqui

From: Pentland, Colin
Sent: 28 January 2015 15:53
To: Campbell, Jacqui
Subject: FW: TNI Consultation - York St Flyover
Attachments: transport_road_signs_5.gif

Ian

Thank you for your response to the consultation on the proposals for the York Street Interchange and your support of the scheme. TransportNI have been in consultation with Translink regarding their proposals for future widening of the Dargan Bridge. Translink are considering a longer term proposal for the dualling of this section of railway line and provided the business case is acceptable it is envisaged that the pier foundations for the railway line could be upgraded as part of our works.
With regard to the Lagan Bridge and Donegall Quay, these areas lie outside the footprint of the scheme and I have passed them to our Traffic Section who will respond directly to you on these issues.

Regards

Colin Pentland

Strategic Road Improvements

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

From: Ian James Parsley (Ultonia) [redacted]
Sent: 28 January 2015 10:11
To: Roads Eastern Srit
Subject: TNI Consultation - York St Flyover

Dear Sir/Madam:

YORK ST FLYOVER CONSULTATION

On behalf of my company, I wish to state my strong support for the roads aspect of the York Street Flyover as currently planned, and strongly commend it for construction at the soonest possible time.

We would add three further points, none of which should in any way be seen as a reason or excuse to delay the project.

RAIL: We would recommend the dualling of the Dargan Bridge crossing as part of the project. This is the obvious time to proceed with it.

CYCLE: We would recommend new signage and clarity around new routes for cyclists wishing to cross the Lagan Bridge at this point.

SIDE ROADS: We are unclear if two way traffic is really required in the Donegall Quay/Albert Square area, and wonder if this should be one-way (likely clockwise).

As one further additional point, we continue to be of the view that signage on the A12 Westlink itself is unnecessarily complex. We would recommend the implementation during the project of new signage,

based on Southern African usage, which would clarify absolutely which junction is which. We attach an example of how the sign for the exit at the Divis St junction northbound may look.

In conclusion, we repeat our strong support for the project precisely as it stands.

Yours faithfully,

Ian James Parsley
Ultonia Communications

3

Campbell, Jacqui

From: Pentland, Colin
Sent: 29 January 2015 14:11
To: Campbell, Jacqui
Subject: York Street Interchange

Cormac

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. Tel

---

From: Cormac Duffy [redacted]
Sent: 28 January 2015 20:39
To: Roads Eastern Srit
Subject: York Street Interchange

Dear Sir,

I am writing to oppose the York Street Interchange on the basis of cost.

The proposed £125-165 million pound project does not represent value for money at a time of budget cuts.

More seriously given the lack of investment in the roads infrastructure West of the Bann where the proposed A5 improvements are not due for completion until 2028 (if not further delayed) and where there isn't even a date for the proposed improvements to the A6, the spending of a further £165 million on Belfast's roads is unjustifiable, does not target social need, does not promote balanced regional development and accordingly does not pass equality impact analysis.

The priority of strategic roads development should be the completion of the A6 between the two main in cities in the state and A5 Western corridor. Only then should any further road development happen in Belfast.

Yours,
Cormac Duffy.

4

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 29 January 2015 14:32
To: [redacted]
Subject: York Street Interchange

Conor

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. Tel

Dear Sir,

I am writing to oppose the York Street Interchange on the basis of cost.

The proposed £125-165 million pound project does not represent value for money at a time of budget cuts.

More seriously given the lack of investment in the roads infrastructure West of the Bann where the proposed A5 improvements are not due for completion until 2028 (if not further delayed) and where there isn't even a date for the proposed improvements to the A6, the spending of a further £165 million on Belfast's roads is unjustifiable, does not target social need, does not promote balanced regional development and accordingly does not pass equality impact analysis.

The priority of strategic roads development should be the completion of the A6 between the two main in cities in the state and A5 Western corridor. Only then should any further road development happen in Belfast.

Yours,
Conor Duffy

4

Campbell, Jacqui

From: Conor - Hotmail [redacted]
Sent: 29 January 2015 10:46
To: Roads Eastern Srit
Subject: York Street Interchange Consultation

Dear Sir,

I am writing to oppose the York Street Interchange on the basis of cost.

The proposed £125-165 million pound project does not represent value for money at a time of budget cuts.

More seriously given the lack of investment in the roads infrastructure West of the Bann where the proposed A5 improvements are not due for completion until 2028 (if not further delayed) and where there isn't even a date for the proposed improvements to the A6, the spending of a further £165 million on Belfast's roads is unjustifiable, does not target social need, does not promote balanced regional development and accordingly does not pass equality impact analysis.

The priority of strategic roads development should be the completion of the A6 between the two main in cities in the state and A5 Western corridor. Only then should any further road development happen in Belfast.

Yours,
Conor Duffy

5

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 05 February 2015 12:03
To: [redacted]
Subject: York Street Interchange

Wesley

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.

5

From: Wesley Johnston [redacted]
Sent: 28 January 2015 10:31
To: Baxter, Clare
Subject: Re: York Street

Hi Clare

I'll not be in Belfast, but I'd love to see it, thank you. [redacted]

I've been looking at the proposed lane arrangements and it's a huge improvement on the Stage 2 design. All the main points of concern I had with those, which focused on merge issues, have been addressed in this design. I'm very pleased.

The only thing I've noticed so far is that the southbound cycle lane on York Street as it passes Galway House appears to be set up such that M2-bound traffic will tend to swing left across the front of the cyclists as the cyclists continue onto the bus lane on York Street. To me that seems like a recipe for accidents and could surely be improved. I don't think a Give-Way for cyclists would be an appropriate solution - have you ever tried to look behind you while on a bike? It's actually very difficult, so cyclists would be forced to come to a complete halt and then wait for all traffic to pass before they could continue. In such an arrangement the cycle lane itself seems pointless, as it would be far more convenient and faster for cyclists to cycle in the general traffic lane as that would eliminate the conflict, and I suspect that that's what most would do in practice and that wouldn't be good for anyone.

Wesley

On 28 Jan 2015, at 09:59, Baxter, Clare wrote:

Hi Wesley, I have a CD from yesterday's York Street announcement if you would like one – think it has images and a video. If you want to give me an address to send it to or else I can leave it in reception if you are in Belfast.

Clare

6

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 29 January 2015 14:37
To: [redacted]
Subject: York Street Interchange

Fergal

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. Tel

Dear Sir

I am writing to oppose the York Street Interchange on the basis of cost.

The proposed £125-165 million pound project does not represent value for money at a time of budget cuts.

More seriously given the lack of investment in the roads infrastructure West of the Bann where the proposed A5 improvements are not due for completion until 2028 (if not further delayed) and where there isn't even a date for the proposed improvements to the A6, the spending of a further £165 million on Belfast's roads is unjustifiable, does not target social need, does not promote balanced regional development and accordingly does not pass equality impact analysis.

The priority of strategic roads development should be the completion of the A6 between the two main in cities in the state and A5 Western corridor. Only then should any further road development happen in Belfast.

Yours faithfully

Fergal Barr

6

Campbell, Jacqui

From: fergal barr [redacted]
Sent: 29 January 2015 13:20
To: Roads Eastern Srit
Subject: York Street Interchange Consultation

Dear Sir

I am writing to oppose the York Street Interchange on the basis of cost.

The proposed £125-165 million pound project does not represent value for money at a time of budget cuts.

More seriously given the lack of investment in the roads infrastructure West of the Bann where the proposed A5 improvements are not due for completion until 2028 (if not further delayed) and where there isn't even a date for the proposed improvements to the A6, the spending of a further £165 million on Belfast's roads is unjustifiable, does not target social need, does not promote balanced regional development and accordingly does not pass equality impact analysis.

The priority of strategic roads development should be the completion of the A6 between the two main in cities in the state and A5 Western corridor. Only then should any further road development happen in Belfast.

Yours faithfully

Fergal Barr

7

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 29 January 2015 14:42
To: '[redacted]'
Subject: York Street Interchange

Matt

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. Tel

Dear Sir,
I am writing to oppose the York Street Interchange on the basis of cost.

The proposed £125-165 million pound project does not represent value for money at a time of budget cuts.

More seriously given the lack of investment in the roads infrastructure West of the Bann where the proposed A5 improvements are not due for completion until 2028 (if not further delayed) and where there isn't even a date for the proposed improvements to the A6, the spending of a further £165 million on Belfast's roads is unjustifiable, does not target social need, does not promote balanced regional development and accordingly does not pass equality impact analysis.

The priority of strategic roads development should be the completion of the A6 between the two main in cities in the state and A5 Western corridor. Only then should any further road development happen in Belfast.

Yours,

Matt Concannon

7

Campbell, Jacqui

From: Matt Concannon [redacted]
Sent: 29 January 2015 13:53
To: Roads Eastern Srit
Subject: York Street Interchange Consultation

Dear Sir,
I am writing to oppose the York Street Interchange on the basis of cost.

The proposed £125-165 million pound project does not represent value for money at a time of budget cuts.

More seriously given the lack of investment in the roads infrastructure West of the Bann where the proposed A5 improvements are not due for completion until 2028 (if not further delayed) and where there isn't even a date for the proposed improvements to the A6, the spending of a further £165 million on Belfast's roads is unjustifiable, does not target social need, does not promote balanced regional development and accordingly does not pass equality impact analysis.

The priority of strategic roads development should be the completion of the A6 between the two main in cities in the state and A5 Western corridor. Only then should any further road development happen in Belfast.

Yours,

Matt Concannon

8

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 02 February 2015 10:02
To: [redacted]
Subject: Proposed upgrade of York Street Interchange,Belfast

Denis

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.
Please note that a free copy of the Non Technical Summary (including map) for the scheme will be posted out to you today .

Regards

Colin Pentland

Strategic Road Improvements

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

-----Original Message-----
From: Denis McConnell [redacted]
Sent: 30 January 2015 11:40
To: TransportNI
Subject: Re: Proposed Upgrade of York Street Interchange, Belfast

Hello office manager.

There was a report the other day that the Department, subject to funding, was working up a proposal to upgrade the major York Street Interchange in Belfast and that a consultation was under way on this. I would very much appreciate a hard copy of the booklet describing the project and a map showing what is envisaged at the Interchange. If any cost involved I will of course be happy to send a personal cheque.

With very many thanks for your help.

Sincerely

Denis McC

Mr D McConnell FCIS
[redacted]

9

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 02 February 2015 10:44
To: [redacted]
Subject: York Street Interchange - Consultation

William
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

Dear Sir/Madam,

I write to support the upgrading of the Nelson Street/M2/M2/Westlink traffic system.

This major investment in the infrastructure of the city is long over due and will be welcomed by the vast majority of the travelling public.

Belfast has lagged behind for many years in good traffic management systems and this new project would not only help commuters on a daily basis but would be good for trade, industry and investment.

The sooner the DOE get the go ahead for these works the better!!

Yours,

William Mateer

William Mateer
[redacted]

9

Campbell, Jacqui

From: William Mateer [redacted]
Sent: 30 January 2015 16:55
To: Roads Eastern Srit
Subject: York Street Roads Consultation

Dear Sir/Madam,

I write to support the upgrading of the Nelson Street/M2/M2/Westlink traffic system.

This major investment in the infrastructure of the city is long over due and will be welcomed by the vast majority of the travelling public.

Belfast has lagged behind for many years in good traffic management systems and this new project would not only help commuters on a daily basis but would be good for trade, industry and investment.

The sooner the DOE get the go ahead for these works the better!!

Yours,

William Mateer

William Mateer
[redacted]

10

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 05 February 2015 11:36
To: [redacted]
Subject: TRIM: York Street Interchange

HP TRIM Record Number: DR1/15/63304

Conor

Thank you for your response to the consultation on the proposals for the York Street Interchange. Access from the Dock Street area onto the Westlink can be achieved via the new slip from Duncrue Street. Traffic from the Nelson Street / Dunbar Link area will utilise the Clifton street junction.

An Orders Exhibition has been arranged for this project. This is being held in the Ramada Encore Hotel, Talbot Street, Belfast on Monday 9th February (2pm – 9pm) and Tuesday 10th February (10am – 9pm) and this will offer the opportunity to view the detail of the scheme and speak to the project team.

I hope you will be able to attend the Ramada event.

Regards

Colin Pentland

Strategic Road Improvements

DRD - Eastern Division, Hydebank, 4 Hospital Road, Belfast BT8 8JL. Tel 028 902(53212) Email: colin.pentland@drdni.gov.uk

From: Mulligan, Conor [redacted]
Sent: 03 February 2015 19:17
To: Roads Eastern Srit
Subject: York Street Interchange

Just looking at the plans and it appears to work well allowing traffic coming from both the M2 & M3 to have continuous access onto the Westlink. However, I cannot see how other traffic can gain access to the West link from York street, Dock Street or Nelson street

Regards

Conor Mulligan
for **Lagan Homes Ltd**
19 Clarendon Road
Belfast
BT1 3BG

Tel: 028 9026 1080
Fax: 028 9026 1010

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager, [redacted].

Atkins Telecoms
PO Box 290
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Aztec West
Almondsbury
BRISTOL BS32 4RZ

Tel: +44 (0) 1454 66 2881
Email: osm.enquiries@atkinsglobal.com

ROADS SERVICE - EASTERN DIVISION
HYDEBANK
4 HOSPITAL ROAD
BELFAST
BT8 8JL

Our Ref: NRSWA/544/17085
YourRef: LAZ 15

Date: 19 February 2015

Dear Sirs

New Roads and Street Works Act 1991
Stopping Up Order - Withdraw Objection

Re: *York Street Interchange, Belfast*

We refer to previous correspondence regarding the above Stopping Up Order.

Atkins Global, working on behalf of Vodafone, withdraw the objection in relation to this Order.

This is a direct instruction from the Vodafone planner who has informed us that the Order will not affect the Vodafone apparatus at this time.

We trust this is satisfactory, and should you wish to discuss your proposals further then please don't hesitate to contact us.

Yours faithfully

OSM, UK and Ireland
Acting as Agent for and on behalf of Vodafone

Please note. To enable us to process your application as quickly as possible, please ensure that you include a post code and/or an Ordnance Survey Grid Reference. Thank you for your co-operation.

Campbell, Jacqui

From: McGrillen, Gerald
Sent: 24 February 2015 12:03
To: Campbell, Jacqui
Subject: FW: Withdrawal of Objection: LAZ 15; Vesting Order - York Street Interchange; Our Ref: NRSWA/544/17085;
Attachments: rptCWWithdrawObjection Letter.pdf

Jacqui,

As discussed .

Gerald

From: Kumar, Krishnaraj [mailto:Krishnaraj.Kumar@atkinsglobal.com]
Sent: 19 February 2015 04:51
To: McGrillen, Gerald; >FibreServices Stoppingup, Vodafone
Cc: McGrath, Frank, Vodafone UK
Subject: Withdrawal of Objection: LAZ 15; Vesting Order - York Street Interchange; Our Ref: NRSWA/544/17085;

This response is made only in respect to electronic communications apparatus forming part of the Vodafone Limited electronic communications network formerly being part of the electronic communications networks of Cable & Wireless UK, Energis Communications Limited, Thus Group Holdings Plc and Your Communications Limited.

Withdrawal of Stopping Up Objection

Dear Sirs,

New Roads and Street Works Act 1991

Stopping Up Order – Withdrawal of Objection

Our Ref: NRSWA / 544 / 17085;

Site: York Street Interchange, Belfast;

We refer to the below order and confirm that we have Withdrawn our objections. Please see the attatched Withdrawal letter.

Many thanks.

Plant Enquiries Team
T: 01454 662881
E: osm.enquiries@atkinsglobal.com

ATKINS working on behalf of

vodafone

PLEASE NOTE:

The information given is indicative only. No warranty is made as to its accuracy. This information must not be solely relied upon in the event of excavation or other works carried out in the vicinity of Vodafone plant. No liability of any kind whatsoever is accepted by Vodafone, its servants, or agents, for any error or omission in respect of information contained on this information. The actual position of underground services must be verified and established on site before any mechanical plant is used. Authorities and contractors will be held liable for the full cost of repairs to Vodafone's apparatus and all claims made against them by Third parties as a result of any interference or damage.

Diversionary works may be necessary if the existing line of the highway/railway or it's levels are altered, where apparatus is affected. Where apparatus is affected and requires diversion, you must submit draft details of the proposed scheme with a written request for a 'C3 Budget Estimate' to the above address. These estimates should be provided normally within 20 working days from receipt of your written request. Please include proof of this C2 response when requesting a C3.

From: >FibreServices Stoppingup, Vodafone [mailto:fibreservicesstoppingup@vodafone.com]
Sent: 18 February 2015 19:53
To: National Plant Enquiry's; Kumar, Krishnaraj
Cc: gerald.mcgrillen@drdni.gov.uk; McGrath, Frank, Vodafone UK
Subject: RE: Qualified Objection: LAZ 15; Vesting Order - York Street Interchange; Our Ref: NRSWA/544/17085;

Krishnaraj,

Vodafone are now satisfied that this Stopping Up Objection can be withdrawn. Please can you close out accordingly.

Kind Regards

Rob Baker
Diversionary Works Project Controller, Fibre Services
UK Technology
Vodafone Limited
[redacted]
Email: rob.baker2@vodafone.com
Off: Smale House, 114 Great Suffolk St, London SE1 0SL

We drive speed to market. We relentlessly prioritise and pursue the outcomes that matter to our business.

From: National Plant Enquiry's [mailto:OSM.enquiries@atkinsglobal.com]
Sent: 09 February 2015 13:58
To: gerald.mcgrillen@drdni.gov.uk
Cc: Kumar, Krishnaraj; >FibreServices Stoppingup, Vodafone
Subject: FW: Qualified Objection: LAZ 15; Vesting Order - York Street Interchange; Our Ref: NRSWA/544/17085;

Good afternoon

Please see emails below and attachments (this time! apologies ...)

Kind regards

Ali Friend
Senior Coordinator - Communications

ATKINS

Find out more about what we do and how we do it – www.atkinsglobal.com

The Hub, 500 Park Avenue, Aztec West, Almondsbury, Bristol, BS32 4RZ | Tel: +44(0)1454 662586 |
Email: alison.friend@atkinsglobal.com | Web: www.atkinsglobal.com | Careers: www.atkinsglobal.com/careers |

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ATKINS working on behalf of Vodafone: Fixed

From: Kumar, Krishnaraj
Sent: 06 February 2015 08:33
To: Friend, Alison; >FibreServices Stoppingup, Vodafone
Subject: Qualified Objection: LAZ 15; Vesting Order - York Street Interchange; Our Ref: NRSWA/544/17085;

Hi Ali,

Please find the attached documents, letter and the affected map for an **affected enquiry (Objection)** processed from Stopping Up folder. This needs to to be sent by post or we need to call and get the email address as there is no email address on the attached documents.

Thanks

Regards,
Krishnaraj Kumar
Coordinator
Communications

ATKINS - 75 years of design, engineering and project management excellence

The Hub, 500 Park Avenue, Aztec West, Almondsbury, Bristol, BS32 4RZ
Tel: +44(0)1454 662586 Email: krishnaraj.kumar@atkinsglobal.com
Web: www.atkinsglobal.com | Twitter: www.twitter.com/atkinsglobal | Facebook: www.facebook.com/atkinsglobal
LinkedIn: www.linkedin.com/company/atkins | YouTube: www.youtube.com/wsatkinsplc

This response is made only in respect to electronic communications apparatus forming part of the Vodafone Limited electronic communications network formerly being part of the electronic communications networks of Cable & Wireless UK, Energis Communications Limited, Thus Group Holdings Plc and Your Communications Limited.

ATKINS working on behalf of

From: Friend, Alison
Sent: 03 February 2015 19:50
To: National Plant Enquiry's
Subject: Vesting Order - York Street Interchange

Roads Service transportni
Ref – LAZ 15

Contents of mentioned CD are saved as attachments

Ali Friend
Senior Coordinator - Communications

ATKINS

Find out more about what we do and how we do it – www.atkinsglobal.com

The Hub, 500 Park Avenue, Aztec West, Almondsbury, Bristol, BS32 4RZ | Tel: +44(0)1454 662586 |
Email: alison.friend@atkinsglobal.com | Web: www.atkinsglobal.com | Careers: www.atkinsglobal.com/careers |

This response is made only in respect to electronic communications apparatus forming part of the Vodafone Limited electronic communications network formerly being part of the electronic communications networks of Cable & Wireless UK, Energis Communications Limited, Thus Group Holdings Plc and Your Communications Limited.

ATKINS working on behalf of Vodafone: Fixed

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Consider the environment. Please don't print this e-mail unless you really need to.

The IS team in Atkins has scanned this email and any attachments for viruses and other threats; however no technology can be guaranteed to detect all threats. Always exercise caution before acting on the content of an email and before opening attachments or following links contained within the email.

11

Atkins Telecoms
PO Box 290
500 Park Avenue
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Almondsbury
BRISTOL BS32 4RZ

Tel: +44 (0) 1454 66 2881
Email: osm.enquiries@atkinsglobal.com

ROADS SERVICE - EASTERN DIVISION
HYDEBANK
4 HOSPITAL ROAD
BELFAST
BT8 8JL

Our Ref: **NRSWA/544/17085**
YourRef: LAZ 15

Attention: Gerald McGrillen

Date: 06 February 2015

Dear Sirs

New Roads and Street Works Act 1991
Stopping Up Order - Qualified Objection

Thank you for your correspondence regarding a Stopping Up Order at York Street Interchange, Belfast.

We confirm that Vodafone has apparatus in the area and advises that we have a qualified objection to the order unless you, or your applicant, provides WS Atkins with written assurances, quoting our reference above, as to the safeguarding of Vodafone apparatus and the reimbursement of costs for any works necessary. As-built records showing our apparatus are enclosed

Where Vodafone's apparatus is to remain in the stopped-up area we shall also require an undertaking that the applicant will grant a wayleave agreement to Vodafone on terms and conditions acceptable to Vodafone and the reimbursement of our (WS Atkins') costs associated with the negotiation of the said wayleave. A copy of Vodafone's standard stopping-up wayleave proforma is available on request.

A copy of the Vodafone process 4461 'Special Requirements relating to the external plant network of Vodafone' is available on request. The process provides guidance on working in the vicinity of Vodafone's apparatus.

Yours faithfully

OSM, UK and Ireland
Acting as agent for and on behalf of Vodafone

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Please note. To enable us to process your application as quickly as possible, please ensure that you include a post code and/or an Ordnance Survey Grid Reference. Thank you for your co-operation.

12

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 12 February 2015 12:00
To: 'Andrew McKeever'
Subject: RE: York Street Interchange Consultation

Andrew

Thank you for your additional comments which have also been recorded.

Regards

Colin Pentland

Strategic Road Improvements

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

From: Andrew McKeever [redacted]
Sent: 12 February 2015 10:53
To: Roads Eastern Srit
Subject: Re: York Street Interchange Consultation

Hi

I also forgot to say. When I was in the Encore I mentioned to a member of the DRD that the Executive should ask the Irish Government for some money towards this scheme in the way that they were prepared, for a while at least, to give us money for the A5 scheme. Afterall, the Yorkgate Interchange is the main route from the International Airport, the north coast and Larne Harbour down to Dublin. They can only say 'yes' or 'no'.

Andrew

On Wed, Feb 11, 2015 at 3:34 PM, Roads Eastern Srit <roads.sriteastern@drdni.gov.uk> wrote:

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

From: Andrew McKeever [mailto:[redacted]
Sent: 11 February 2015 13:51
To: Roads Eastern Srit
Subject: Yorkgate interchange

Hi

I had a look at the plans for the Yorkgate interchange in the Ramada Encore yesterday and agree with everything. In fact if it was up to me I would start the work TOMORROW.

Andrew McKeever (Carrickfergus)

13 (ii)

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 10 March 2015 14:10
To: 'Brian.Gaffney@savills.ie'
Subject: York Street Interchange Formal Consultation

Brian

Thank you for your second 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.

13 ii

Campbell, Jacqui

From: Brian Gaffney [Brian.Gaffney@savills.ie]
Sent: 09 March 2015 16:24
To: Roads Eastern Srit
Subject: FW: Cityside - York street , Interchange
Attachments: Transport NI 12.02.15.doc

Brian Gaffney
Divisional Director
Savills (NI) Limited

1st Floor Lesley Studios, 32-36 May St, Belfast, BT1 4NZ
Tel : +44 (0) 28 9026 7821
Mobile : +44 (0) 78 7650 3411
Email : brian.gaffney@savills.ie
Website : www.savills.ie

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---

From: Brian Gaffney
Sent: 09 March 2015 15:36
To: 'colin.pentland@drdni.gov.uk'
Subject: Cityside - York street , Interchange

Hi Colin,

Good to talk to you earlier.

As discussed for completeness I attach a copy of my earlier letter.

Additionally, I would like to raise the following question on behalf of my client.

How will transport NI ensure that businesses in the vicinity of the new interchange are not negatively affected by the proposed works?

It is of paramount performance to our occupiers (tenants) that their trade remains undisturbed during the works. As we are a retail and leisure destination the ability of our occupiers to run a successful business depends on their customers accessing the scheme. Any barrier or delays to access will have a demonstrable effect on their businesses. Additionally if the occupiers turnover reduces as a result of the barriers and delays to access then it hampers their ability to pay rent and service charge. This in turn could lead to vacancies and reduced income for the owners. In turn this may lead to a reduction in value of scheme.

Clearly this is a matter that needs to be addressed satisfactorily to ensure the continued success of local businesses.

I would be grateful if you would confirm receipt of this email and I look forward to your response.

Regards

Brian Gaffney
Divisional Director

Savills (NI) Limited

1st Floor Lesley Studios, 32-36 May St, Belfast, BT1 4NZ

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Mobile : +44 (0) 78 7650 3411
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Website : www.savills.ie

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---

From: Melissa Donaghy
Sent: 09 March 2015 15:11
To: Brian Gaffney
Subject: Is this the letter you need?

Melissa Donaghy
Administrator
Savills (NI) Limited

1st Floor Lesley Studios, 32-36 May St, Belfast, BT1 4NZ

Tel : +44 (0) 28 9026 7820
Fax : +44 (0) 28 9026 7829
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The Divisional Manager
Transport NI – Eastern Division Headquarters
Hydebank
4 Hospital Road
Belfast, BT8 8JL

12th February 2015

Re: York Street Interchange

Dear Sir

On behalf of the Landlord at Cityside Retail Park, Corbo Properties Ltd and Savills we would like to thank you for the presentation given in respect of the York Street Interchange Project on Tuesday 10th February 2015.

In general we welcome the proposals and believe they will have a positive effect on the area.

In respect of the specific changes to occur in and around Cityside we note the proposals include a relocation of the current access / egress from York Street.

Knowing the site as well as we do we believe that once the main works to the entrance off York St into Cityside start it will most probably cause a bottleneck to our major entrance/exit point of our premises. This will in turn have a knock on effect at our secondary entrance/exit at Brougham Street. In an effort to alleviate this congestion it is proposed that the old entrance off North Queen Street be re-opened (attached are photographs of the entrance/exit point). This will allow easier access/egress to the site and divert traffic away from the main works area. Our principal concern here is the smooth flow of vehicular and pedestrian traffic in and around the site during the works.

We would welcome your comments to the above proposal and in the meantime would request that a copy of the aerial DVD shown at the presentation be sent to the Centre Operations Manager at Cityside.

Kind regards

Yours sincerely

Brian Gaffney
Divisional Director
Savills (NI) Limited

t + 44 (0) 28 9026 7821 (direct)
[redacted]
e brian.gaffney@savills.ie

transportni

Department for Regional Development
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13 (i)

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Telephone: 0300 200 7893
Fax: (028) 9025 3220
Textphone number: 028 9054 0022
Email:
www.roadsni.gov.uk

Being Dealt With By: R J Spiers/CRP
Direct Line: 028 9025 3129

Your Ref:
Our Ref:

Date: 24 February 2015

Mr Brian Gaffney
Divisional Director
Savills (NI) Limited
1st Floor Leslie Studios
32 – 36 May Street
BELFAST
BT1 4NZ

Dear Mr Gaffney

YORK STREET INTERCHANGE

Thank you for your letter of 12 February 2015 containing 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.

In regard to the reopening of the North Queens Street entrance either during construction or on a permanent basis, there may well be merit in this proposal. If there are no planning issues in regard to the reopening of this entrance, I would be content to look your proposals to reopen this entrance as part of the accommodation works which we will be discussing with you and your client prior to the commencement of this scheme.

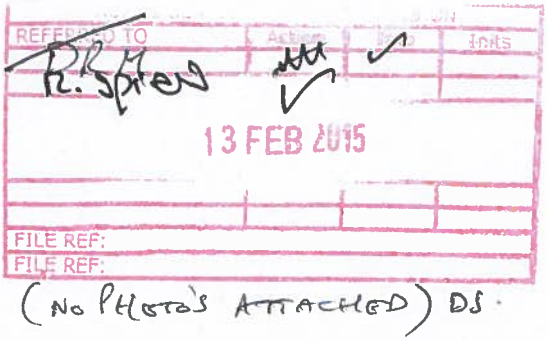
I will arrange for a DVD to be sent to the Operations Manager as requested.

Yours sincerely

pp K MONAGHAN
Divisional Manager
Roads Eastern

INVESTORS IN PEOPLE

(i) 13



(No PHOTO'S ATTACHED) DS.

savills

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The Divisional Manager
Transport NI – Eastern Division Headquarters
Hydebank
4 Hospital Road
Belfast, BT8 8JL

12th February 2015

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We would welcome your comments to the above proposal and in the meantime would request that a copy of the aerial DVD shown at the presentation be sent to the Centre Operations Manager at Cityside.

Kind regards

Yours sincerely

Brian Gaffney
Divisional Director
Savills (NI) Limited

t + 44 (0) 28 9026 7821 (direct)
[redacted]
e brian.gaffney@savills.ie

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14(ii)

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 10 March 2015 14:39
To: 'paul.oneill@ashtoncentre.com'
Subject: York Street Interchange Formal Consultation

Paul

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.

14(ii)

Campbell, Jacqui

From: Paul O'Neill [paul.oneill@ashtoncentre.com]
Sent: 09 March 2015 12:31
To: Roads Eastern Srit
Subject: Formal submission reference York Street Interchange
Attachments: formal submission.doc

Dear Sir/Madam
Find attached formal submission reference York Street Interchange.

Could you please acknowledge receipt of this submission by return email?

Thank You
Yours sincerely
Paul O'Neill

Paul O'Neill
Community Development Worker

Ashton Community Trust
5 Churchill Street | Belfast | BT15 2BP

Tel: +44 (0)28 9074 2255 | Extension 214
Email: paul.oneill@ashtoncentre.com | **Web:** www.ashtoncentre.com

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Formal Submission
York Street Road Interchange

Please treat this as a formal submission in relation to the proposed construction of the York Street Interchange.

We are a group of residents and community activists living and working within the Greater New Lodge /North Queen Street area of North Belfast. Our group was formed following public meetings at Clifton House, Tuesday 23rd Sept and North Queen Street Community Centre 13th of October.

We would like to raise a number of points for your consideration. Over the past number of months we have raised these concerns in the form of a letter sent to the different departments involved in the proposed motorway change. We have also spoken in person to DRD /Transport NI and URS officials at;

- Clifton House, Tuesday 23rd Sept 2014
- York Street Interchange Orders Exhibition' in the Ramada Hotel Belfast on 9th February 2015
- North Queen Street Park Play Centre Wednesday March 4th 2015.

We fully understand and appreciate the long term strategic importance of the new road development. However, equally important is the principle of shared decision-making to ensure that this project will not unduly undermine the needs of our community. Given the gravity of this project and its potentially life changing impact on our community we feel that the points raised in this submission should be given the fullest consideration.

1. Residents have serious concerns about the inevitable disruption during construction. They have worries about potential evening, night and weekend working. We believe that the impacts at street level should be clearly illustrated, explained and discussed and mitigation measures agreed in advance with the community.

2. In relation to houses at Little Georges Street, our understanding is that the retaining wall to the rear of houses is to be extended upwards and the carriageway moved towards some houses. It seems that existing screening landscape will be removed. There is no indication of safety, visual screening (landscape) and sound screening proposed.

- Any sound and safety screening is likely to add to the obstruction caused by the raising of the new retaining walls which lie to the south (sunlight) aspect of the housing.

- No compensation measures such as acoustic glazing are being proposed.
- No landscape plan for each house in mitigation is provided.
- There are concerns over health and children's play in gardens.
- The residents have an established legal 'right to light'.

The widened motorway is only 10 metres away from existing houses, the traffic is being moved one lane closer to some houses, essentially these issues are a 'Catch 22' for the designers; any visual, safety and sound mitigation measures will only add to the obstruction effect of the new retaining wall cutting out southern light rights to existing housing. The re-housing and compensation of residents on this street should be open for discussion.

3. There is a Parade Interface at the bottom of Henry Street/York Road proposed bridge. Residents highlighted that the current screen, wall and fences are part of an Interface during parades where a DOJ project is ongoing. The raised approach road to the York Road overpass will change the nature of the layout. Residents suggest that the issue is addressed with local involvement and with reference to work with existing agencies such as DOJ and local neighbourhood police.

4. Noise and Air pollution locally. Whilst the Interchange may reduce these issues on a wider scale local residents have raised concerns about long term exposure particularly in relation to the existing houses 10 metres away from the elevated carriageway and in the area around the former North Queen Street Barracks site with reference to the new housing project which is currently under construction there.

5. McGurk's Bar Memorial Site. DRD will be aware of the McGurk's Bar Memorials. The road was built over this site. The current proposal indicates a completely rebuilt wall and widened flyover some 5-6 metres over the memorials. The traumatic impact and enduring legacy of the McGurk's Bar bombing on the families of those killed and indeed on the general New Lodge community cannot be overstated. The enduring emotional and symbolic significance of this memorial site is of huge importance. We therefore suggest that any process relating to the memorial site must be done with the direct involvement and agreement of the relatives of those killed in McGurk's Bar.

6. Undercroft and extension of North Queen Street Bridge underpass including ramps and blighted lands adjacent. Some years ago a neighbourhood group worked up proposals at the pedestrian ramps and lands adjacent to the North Queen Street flyover. These blighted lands exist from the earlier road building of the Westlink. The left over area is not visually secure or safe, and the ramp walls give cover to anti-social behaviour and stone throwing onto North Queen Street. The proposals create a new similar unresolved space towards the new housing site at the former PSNI station. The Interchange project needs to include addressing the blighted spaces and strips of land caused by the road. This should be co-designed with local groups who understand the context from experience.

7. North Queen Street Flyover. The flyover is to be widened. Currently it is a dark unimaginative space that blights investment and amenity for wider inner North Belfast. The design, materials and lighting of the space under and the fence over the bridge needs to be addressed and co-designed with the community and wider civic interests, with public space that is of high quality and civic.

8. Traffic system approach to Thomas Street This group of houses exists off a one way system and has only one way in/out. The arrangement is already awkward for residents. Concerns were raised about the construction phase were access may be further restricted and diverted traffic causing increased disruption. Fears of noise, amenity disturbance and drainage during the construction phase in particular were also expressed. The street is currently screened by planting, concern that this will be lost and not replaced.

9. Equity and compensatory projects. The Interchange is suggested to be of regional importance for DRD extending throughout the East coast between ports and trunk routes. The project has, as drawn, large negative impacts both at a personal street scale and for the wider neighbourhoods. Along the route, it is our community that suffers severe negative impacts without any sense of equity and compensatory measures in amenity. In the region we observe rural and urban areas where roads are screened with large areas of careful tree planting, stone walls (such as the road through Cultra) along with roundabouts and urban approaches where large investments have been made in visual amenity. We believe the same approach must be taken in our area. Compensatory projects should be undertaken in a co-design approach that clearly demonstrate that our area has been respected and treated in a equable manner with the expenditure of such a significant amount of public funds.

Yours sincerely on behalf of the Committee Members

Paul O'Neill (Community Development Coordinator Ashton Community Trust)

Committee members

Barry Kilfeather (Resident)

Bernie Caughey, (Resident)

Brenda Murphy (Resident)

Brendan Callan (Resident)

Jason Heron Resident)

Kate Clarke (Resident)

Liam Wiggins (Resident)

Lily Torbitt (Resident)

JJ Magee (BCC Councillor)

Pat Irvine (Resident)

(i) 14

transportni

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Being Dealt With By: R J Spiers/C R Pentland
Direct Line: 028 9025 3212

Mr Paul O'Neill
Community Development Worker
Ashton Community Trust
5 Churchill Street
BELFAST
BT15 2BP

Date: 23rd February 2015

Dear Mr O'Neill

YORK STREET INTERCHANGE

Thank you for your letter of 12 February 2015 regarding issues from the proposed York Street Interchange which you sent to the DRD Minister, Mr D Kennedy MLA. I have been asked to respond directly to you on this matter.

The public exhibition showing the proposals for the York Street Interchange was held on 9th and 10th February at the Ramada Encore, Talbot Street, Belfast. The details of the proposed Vesting Order, Direction Order and the Environmental Statement remain available for viewing at the locations set out in the enclosed Non-Technical Summary of the Environmental Statement.

The formal consultation on the proposals for the York Street Interchange Scheme remains open until 10th March 2015. If you wish to further clarify any aspect of the proposals in order that you may respond to the consultation please contact either Roy Spiers or Colin Pentland on 028 9025 3281 to arrange to either speak to you or arrange to meet with your group.

I trust this arrangement will be acceptable.

Yours sincerely

pp KEVIN MONAGHAN
Divisional Manager

INVESTORS IN PEOPLE

HYDE/ROADS/SRIT/G/15/RG251, CP

14

Campbell, Jacqui

From: Danny Kennedy MLA [redacted]
Sent: 12 February 2015 11:02
To: Private Office, DRD
Subject: Fw: Motorway Interchange York St. North Queen St.
Attachments: Interchange workshop letter.pdf; Page 1.pdf; page 10.pdf; Dear Minister (2).doc

From: Paul O'Neill
Sent: Thursday, February 12, 2015 10:40 AM
To: danny.kennedy@mla.niassembly.gov.uk ; [redacted]
Cc: committee.regionaldevelopment@niassembly.gov.uk
Subject: Motorway Interchange York St. North Queen St.

Dear Minister Kennedy
We would like you to give the attached letter your serious consideration.

. will be forwarding this to North Belfast MLAs and other relevant agencies.

Yours sincerely

Paul O'Neill

Paul O'Neill
Community Development Worker

Ashton Community Trust
5 Churchill Street | Belfast | BT15 2BP

Tel: +44 (0)28 9074 2255 | Extension 214
Email: paul.oneill@ashtoncentre.com | **Web:** www.ashtoncentre.com

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14

Dear Minister

We are a group of residents and community activists living and working within the Greater New Lodge /North Queen Street area of North Belfast. Our group was formed following public meetings at Clifton House, Tuesday 23rd Sept 2014 and North Queen Street Community Centre 13th of October. (See attached clippings from Greater New Lodge Community Magazine)

As you are aware the plans for York Street Interchange have gone out to public consultation, we would like to raise a number of points for your consideration.

Although statements have been made by Transport NI relating to the **"importance of public input"**, to date the residents living in the immediate vicinity of the planned development are still very much in the dark as to how this will impact on their lives and general living conditions. Based on our own local engagement, residents have informed us that they have never received any form of communication from any of the departments involved in the project.

Over the past number of months we have raised concerns in the form of a letter sent to the different departments involved in the proposed motorway change. This was sent on our behalf by Mark Hackett of the Forum for Alternative Belfast. *(See attached).* We have also spoken in person to DRD and Transport NI officials *(Clifton House, Tuesday 23rd Sept 2014).* However we have not received any significant response.

Representatives from our group attended the *'York Street Interchange Orders Exhibition'* on Monday 9th of February 2015 in the Ramada Hotel Belfast and indeed handed in this letter to the officials there. However we feel that given the gravity of this project and its potentially enormous life changing impact on our community that a more intensive and meaningful dialogue is required between all stakeholders. This should include residents, elected representatives, senior engineers and all relevant departments. To ensure that this dialogue process is flexible and easily accessible it should take place at community level.

We fully understand and appreciate the long term strategic importance of the new road development. However, equally important is the principle of shared decision-making to ensure that this project will not unduly undermine the needs of our community.

Given that this project will undoubtedly affect in one way or another the health and well being of our community, developing relationships and maintaining an ongoing dialogue with local people and communities is crucial. Using the information obtained from this dialogue would help influence and help shape the decision-making process in such a way as to achieve the optimum outcomes for all stakeholders.

Quote
"*Transport NI recognises the importance of public input in the development of major road schemes and holds public consultation events at key stages to inform and to facilitate community involvement in its decision making process. Key objectives of undertaking community and stakeholder involvement are:*

- *to ensure communities and other stakeholders are provided with sufficient, timely information about the scheme*
- *to ensure that decision making is inclusive of diverse community ideas and opinions*
- *to ensure that planning, development and delivery of the project meets the 'balance of community' needs and expectations*
- *to enhance transparency and public accountability*
- *to build constructive and collaborative working relationships with communities and other stakeholders".*

We would respectfully request that you instruct all relevant officials to commence a meaningful dialogue with us as outlined in this letter.

Yours sincerely on behalf of the Committee

Paul O'Neill (Community Development Coordinator Ashton Community Trust)

The Ashton Centre 5 Churchill St. Belfast BT15 2 BP
Phone 028 90 742255
Email – paul.oneill@ashtoncentre.com

Committee members

Barry Kilfeather (Resident)
Bernie Caughey, (Resident)
Brenda Murphy (Resident)
Brendan Callan (Resident)
Jason Heron Resident)
Kate Clarke (Resident)
Liam Wiggins (Resident)
Lily Torbitt (Resident)
JJ Magee (BCC Councillor)
Pat Irvine (Resident)

14

York Street Road Interchange
Issues arising from community facilitated sessions

Following a public presentation held by Forum for Alternative Belfast at Clifton House on the 23rd September local representatives ran two further sessions dealing with the North Queen Street wider area. The last workshop held 5th November gathered the following issues expressed by the residents committee formed at the 13th October meeting.

contact person agreed as Paul O'Neill, community development worker. Email: paul.oneill@ashtoncentre.com

General;

Not enough detailed information has been provided to fully understand the implications of the new structures, the following items would be required:

- clear proposed levels on plans related to existing spot levels on adjacent streets.
- spot height of signage, walls and bridges relative to existing streets and houses.

Residents need clear a indication of the nature of the disruption during construction and any mitigation measures. There are concerns about evening, night and weekend working. The impacts at street level and landscaping should be clearly illustrated.

Specific issues

1 houses at Little Georges Street

The retaining wall to the rear of houses at Little Georges Street is to be extended upwards and the carriageway moved towards some houses. It seems that existing screening landscape will be removed. There is no indication of safety, visual screening (landscape) and sound screening proposed.

a
any sound and safety screening is likely to add to the obstruction caused by the raising of the new retaining walls which lie to the south (sunlight) aspect of the housing.
b
no compensation measures such as acoustic glazing are being proposed.
c
no landscape plan for each house in mitigation is provided
d
concerns over health and children's play in gardens.
e
the residents have an established legal 'right to light'

The widened motorway is only 10 metres away from existing houses, the traffic is being moved one lane closer to some houses, essentially these issues are a 'Catch 22' for the designers; any visual, safety and sound mitigation measures will only add to the obstruction effect of the new retaining wall cutting out southern light rights to existing housing. The rehousing and compensation of residents on this street should be open for discussion.

2 Parade Interface at bottom of Henry Street / York Road proposed bridge.

Residents highlighted that the current screen, wall and fences are part of an Interface during parades where a DOJ project is ongoing. The raised approach road to the York Road overpass will change the nature of the layout. Residents suggest that the issue is addressed with local involvement and with reference to work with existing agencies such as DOJ

3 Noise and Air pollution locally

Whilst the Interchange may reduce these issues on a wider scale, attention does not seem to be focused on the immediate local issues. Questions raised about long term exposure particulates in the area around the North Queen Street with reference to the new housing project at the former PSNI station and the existing houses 10 metres away from the elevated carriageway as point **1/**

4 McGurks bar memorial site

DRD will be aware of the McGurks bar memorials, the road was built over this site. The proposal indicates a complete rebuilt wall and widened flyover some 5-6 metres over the memorials.

A process whereby the relatives are able to commission an integrated memorials as part of a respectful wider environment and aesthetic design should be undertaken. The relatives do not wish this issue to be divided off from addressing the wider context around as point 5/.

5 Undercroft and extension of North Queen Street bridge underpass including ramps and blighted lands adjacent

Some years ago a neighbourhood group worked up proposals at the pedestrian ramps and lands adjacent to the North Queen Street flyover. These blighted lands exist from the earlier road building of the Westlink. The left over area is not visually secure or safe, and the ramp walls give cover to antisocial behaviour and stone throwing onto North Queen Street. The proposals create a new similar unresolved space towards proposed housing at the former PSNI station.

The Interchange project needs to include addressing the blighted spaces and strips of land caused by the road. This should be co-designed with groups who understand the context from experience.

6 North Queen Street Flyover

The flyover is to be widened. Currently it is a dark unimaginative space that blights investment and amenity for wider inner North Belfast. The design, materials and lighting of the space under and the fence over the bridge needs to be addressed and co-designed with the community and wider civic interests, with public space that is of high quality and civic.

7 Traffic system approach to Thomas Street

This group of houses exists off a one way system and has only one way in/out. The arrangement is already awkward for residents. Concerns were raised about the construction phase were access may be further restricted and diverted traffic causing increased disruption. Fears of noise, amenity disturbance and drainage during the construction phase in particular were also expressed. The street is currently screened by planting, concern that this will be lost and not replaced.

8 Equity and compensatory projects

The Interchange is suggested to be of regional importance for DRD extending throughout the East coast between ports and trunk routes. The project has, as drawn, large negative impacts both at a personal street scale and for the wider neighbourhoods. Along the route, it is our community that suffers severe negative impacts without any sense of equity and compensatory measures in amenity.

In the region we observe rural and urban areas where roads are screened with large areas of careful tree planting, stone walls (such as the road through Cultra) along with roundabouts and urban approaches where large investments have been made in visual amenity. We believe the same approach must be taken in our area. Compensatory projects should be undertaken in a co-design approach that clearly demonstrate that our area has been respected and treated in a equable manner with the expenditure of such a significant amount of public funds.

New Motorway Interchange Public Meeting

A public meeting was held in North Queen Street Community Centre (The RECY) on Monday night the 13th of October to discuss community concerns about plans for a new motorway interchange which will run through Inner North Belfast including a road widening phase at North Queen Street. The meeting was chaired by Paul O'Neill of the Ashton Community Trust and included a presentation from Mark Hackett of the Forum for Alternative Belfast (FAB). In his presentation Mark Hackett described the potential impacts that the new motorway construction could have on the physical and social life of the local community. He also provided some possible design alternatives that could help alleviate at least some of the potential problems. He explained that although final decisions had not been made and no firm date had been set for the commencement of works it was nevertheless important that the local community understood the potential implications and got organised in order to offset or minimise any negative effects and achieve the best possible outcome.

Local Concerns

Residents attending the meeting expressed a number of concerns including the inevitable disruption that would be caused. Other potential problems that were identified included overshadowing, loss of light, loss of space and intrusion on their homes, increased noise levels and environmental problems including additional air pollution, possible flooding hazards to nearby streets and traffic flow.

McGurks Bar

Relatives of the victims of the McGurk's Bar massacre also expressed worries about the future of the memorial mural at the site and said that it was important that the memorial is protected. Elected representatives Gerry Kelly MLA and Councillor JJ Magee also spoke at the meeting and assured residents of their full support. It was agreed that a working committee be set up to identify and list concerns and organise a plan of action including arranging meetings with any relevant statutory authorities. The meeting concluded with a show of hands from anyone wishing to sit on the working committee. As a result a number of local people will sit on the committee.

Working Committee Meeting

The working committee held its first meeting on Wednesday 5th November at North Queen Street Play Centre and twelve people attended. At the meeting it was agreed to request that the Cross Departmental Group of Statutory Agencies who have the key responsibility for the project, including Road Service, DSD and BCC should come and meet with the committee and provide a presentation about the planned works. The meeting also listed the main issues and concerns of residents that should be open for discussion at any such meeting. It was agreed that this might not be the final list of concerns as other issues may emerge once we receive more clarity about what is actually planned. It was agreed that residents must be kept up to date with any developments. This will be done through leaflets, word of mouth and via this community magazine.

New Lodge Oil Club

Community Heating Oil Energy Saving Scheme

Ashton Community Trust is exploring the possibility of establishing a local Community Heating Oil Energy Saving Scheme. The basic idea is to bring people together to form a collective or club that negotiate's better/lower prices from oil dealers. However for such a scheme to work, it would require a commitment from a significant number of people to join the club and take on some responsibilities. If you are interested in joining contact the Ashton Centre on 90742255 and ask for Paul O'Neill or Louise Curley.

15

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 23 February 2015 16:24
To: Cycling Unit
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.

15

Department for Regional Development
www.drdni.gov.uk

The Divisional Manager
TransportNI – Eastern Division Headquarters
Hydebank
4 Hospital Road
BELFAST
BT74 7BA

Room 3.06
Clarence Court
10-18 Adelaide Street
Belfast
BT2 8GB
Tel: 02890 540422
Email: cycling.unit@drdni.gov.uk

Your Ref:
Our Ref:
Date: February 2015

Dear Kevin

YORK STREET INTERCHANGE – DRAFT ORDERS AND ENVIRONMENTAL STATEMENT

Thank you for letter of 27th January 2015 in relation to the consultation of the above scheme.

Cycling Unit have been giving further consideration to the design of the York Street Interchange as presented in your current consultation.

At a previous meeting we discussed cycling provision through the scheme and Cycling Unit priority was for routes away from York Street (such as North Queen Street and Corporation Street).

However, following recent consideration of the plans set out recently we now feel that a direct route through the scheme will be important to those travelling from York Street and the Yorkgate Station through to the new university campus. We believe that the scheme also provides an opportunity to give expression to the Minister's cycling ambition for Belfast and Northern Ireland as it could demonstrate the way in which good quality cycling infrastructure for everyday cycling will be incorporated in transport infrastructure for the future.

Cycling Unit would therefore recommend 2.0m segregated cycling lanes in each direction throughout York Street (i.e. from Frederick Street / Great Patrick Street to Brougham Street / Dock Street) in the form of a stepped 'Copenhagen' style lane (I have attached a graphic).

I believe there is sufficient width within the remits of the scheme if buffer strips can be reduced to 0.6m and the bus lane from 3.5m to 3.2m.

I have also attached an example of how stepped lanes carry cycling provision through junctions in Copenhagen.

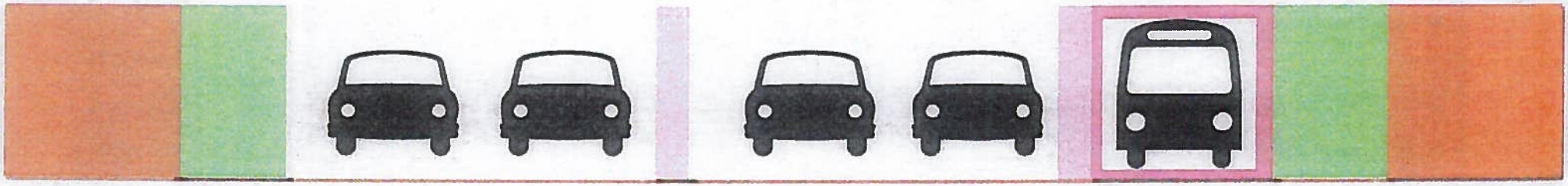
Another option is to increase the bus lane instead to 4.5m shared cycle/bus lane with narrower buffers for the into town option.

We are happy to meet to discuss the options

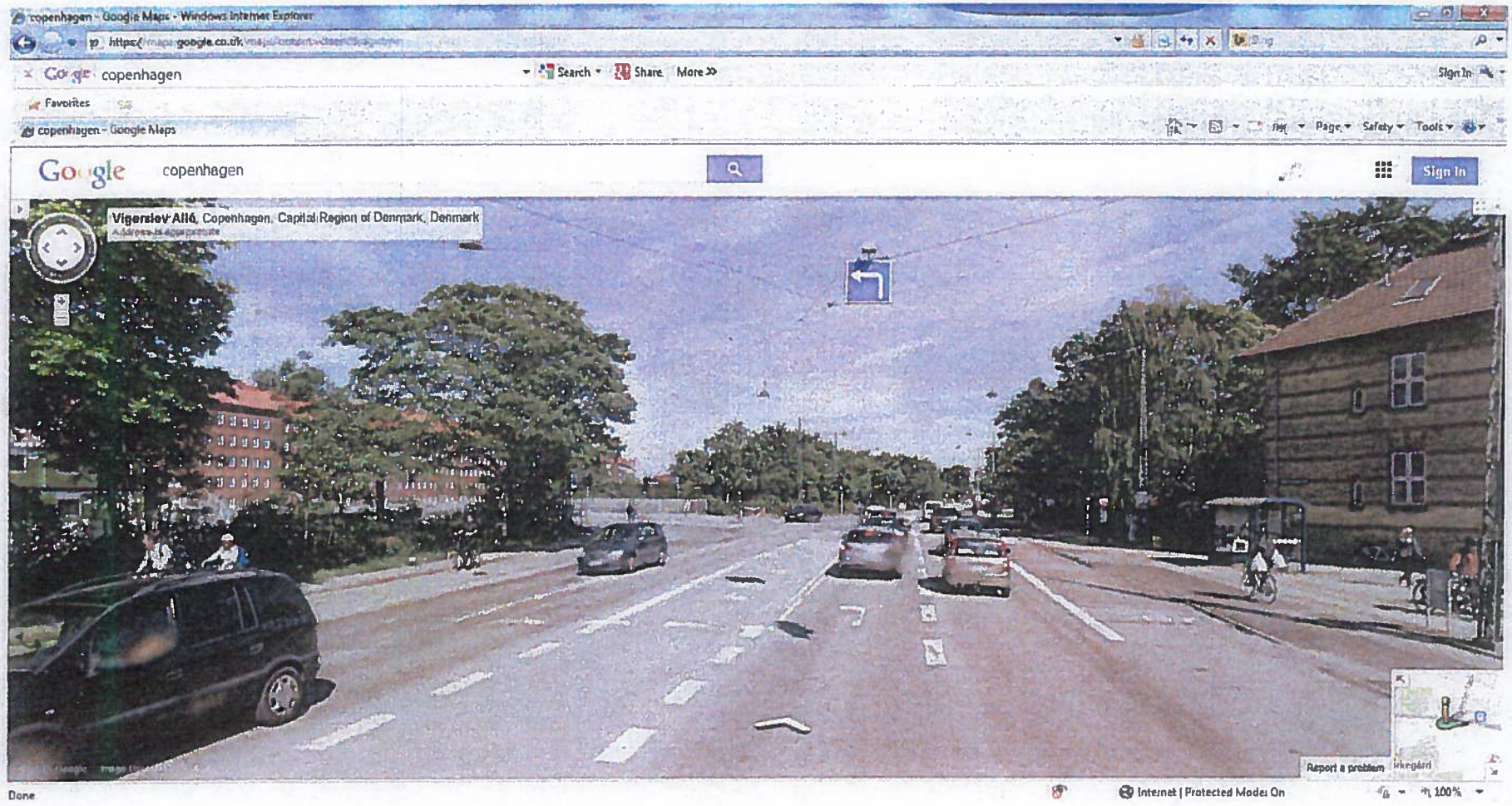
Yours sincerely

ANDREW GRIEVE

Head of Cycling Unit



3.0m f/way 2.0m cycle 6.5m – 2x3.25m traffic lane 0.6m 6.5m – 2x3.25m traffic lane 0.6m 3.2m bus lane 2.0m cycle
3.0m f/way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CYCLING UNIT

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Email: cycling.unit@drdni.gov.uk

The Divisional Manager
TransportNI – Eastern Division Headquarters
Hydebank
4, Hospital Road
BELFAST
BT8 8JL

Your Ref:
Our Ref:
Date: 7th May 2015

Dear Kevin

YORK STREET INTERCHANGE – DRAFT ORDERS AND ENVIRONMENTAL STATEMENT: FOLLOW UP

Following my letter to you about the above consultation, I met with Roy Spiers on Monday 30th March for a discussion of the Cycling Unit recommendations in relation to cycling provision through the York Street Interchange scheme. Roy explained the procedural difficulty of having a response from one part of the Department that would be considered as an objection to a scheme being taken forward by another part of the Department. In order to remove that procedural difficulty I am prepared to withdraw my February 2015 note to you entitled 'York Street Interchange – Draft Orders and Environmental Statement'.

The Cycling Unit would welcome the opportunity to consider the various 'cycling related' objections that have been received and to work with you to consider how these could be accommodated in the scheme so that a solution might be presented to the public inquiry that would be in keeping with the Minister's cycling ambition for Belfast. I am willing to be involved in discussions with the objectors should that be helpful in resolving outstanding issues. Indeed, a meeting has been arranged with Sustrans next week for that purpose.

Yours sincerely

Andrew Grieve

Head of Cycling Unit

16

Campbell, Jacqui

From: Andrew Crothers [redacted]
Sent: 24 February 2015 19:45
To: Roads Eastern Srit
Subject: York Street Interchange

Hello,

I would just like to voice my overwhelming support for the proposed York Street Interchange. This project is LONG overdue as this is quite easily the busiest and worst junction (for traffic flow) in Northern Ireland. The sooner the project starts, the better!

Many thanks

Andrew

16

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 27 February 2015 09:45
To: [redacted]
Subject: York Street Interchange

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.

17

Campbell, Jacqui

From: Paschal James Lynch [redacted]
Sent: 02 March 2015 09:54
To: Roads Eastern Srit
Subject: York Street Interchange - Formal Objection

Good Morning,

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.

Kind Regards
Paschal Lynch
[redacted]

17

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 02 March 2015 10:43
To: [redacted]
Subject: York Street Interchange

Paschal
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.

18

Campbell, Jacqui

From: Borghmans, Borghert [redacted]
Sent: 04 March 2015 14:43
To: Roads Eastern Srit
Cc: [redacted]
Subject: Comment on York Street Interchange
Attachments: YSI response BJB 150227.pdf

Dear Sir, Madam,

Please find attached my response to the York Street Interchange.

Thank you.

Regards,

Borghert Jan Borghmans
[redacted]

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[redacted] 27 February 2015

Dear Sir, Madam,

Thank you for allowing me the opportunity to comment on your Department's proposals for the York Street Interchange. The scheme is greatly needed and I do not oppose its implementation.

However, there are aspects of this project that have serious problems, and these should be addressed before implementation.

The Main Aims

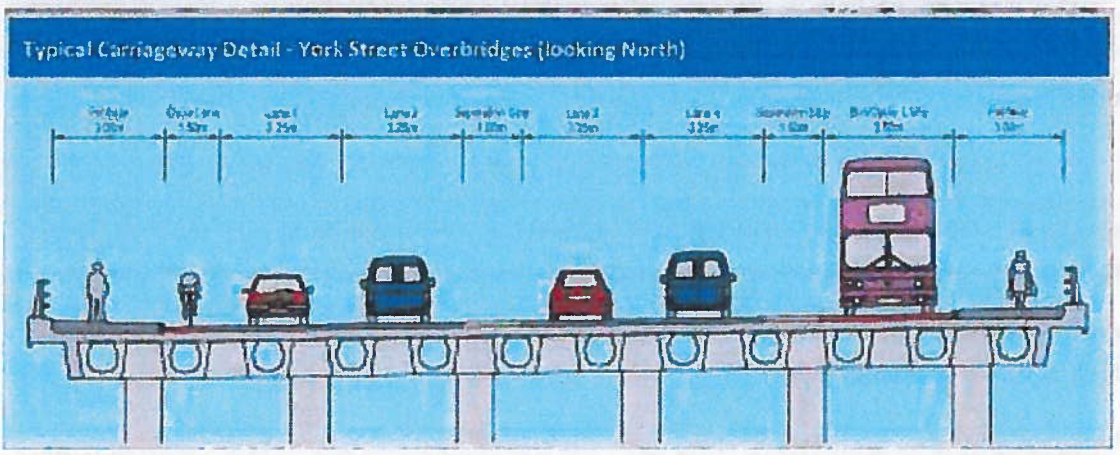
The main aims of the project include:

- to remove a bottleneck on the strategic road network;
- to deliver an affordable solution to reduce congestion on the strategic road network;
- to improve reliability of strategic journey times for the travelling public;
- to improve access to the regional gateways from the Eastern Seaboard Key Transport Corridor;
- to maintain access to existing properties, community facilities and commercial interests;
- to maintain access for pedestrians and cyclists;
- to improve separation between strategic and local traffic.

The first 4 are addressed well by the project, but the final 3 are problematic. The project delivers improvements for strategic traffic, but at best it maintains the present provision for local access and traffic. And here lies the rub. Present local access is very poor. It is a scandal that in a £125million budget to improve 1 junction no money can be found to sharpen the aims to "to improve access to existing properties" and "to improve access for pedestrians and cyclists".

18

The York Street Flyover



I am trying to be brief and I limit myself to the York Street flyover and the roads either side from Dock Street junction to Dunbar Link.

On the positive side, cyclists were considered as a traffic flow from Shore Road to Dunbar Link, as evidenced by the provision of a bus/cycle lane. This is an improvement, but it is again lacking in ambition. Minister Danny Kennedy wants to create a cycling capital for these islands, but these ambitions are thwarted if at best the cyclist is expected to share with buses. This cannot be a permanent solution and evidence from across Belfast suggests that bus lanes do not give a give a sense of safety. This perception is a major block to cycling uptake. Unfortunately DRD only concentrate on absolute safety, the KSI statistics, not how people perceive their safety to be endangered by a bus driving close behind them.

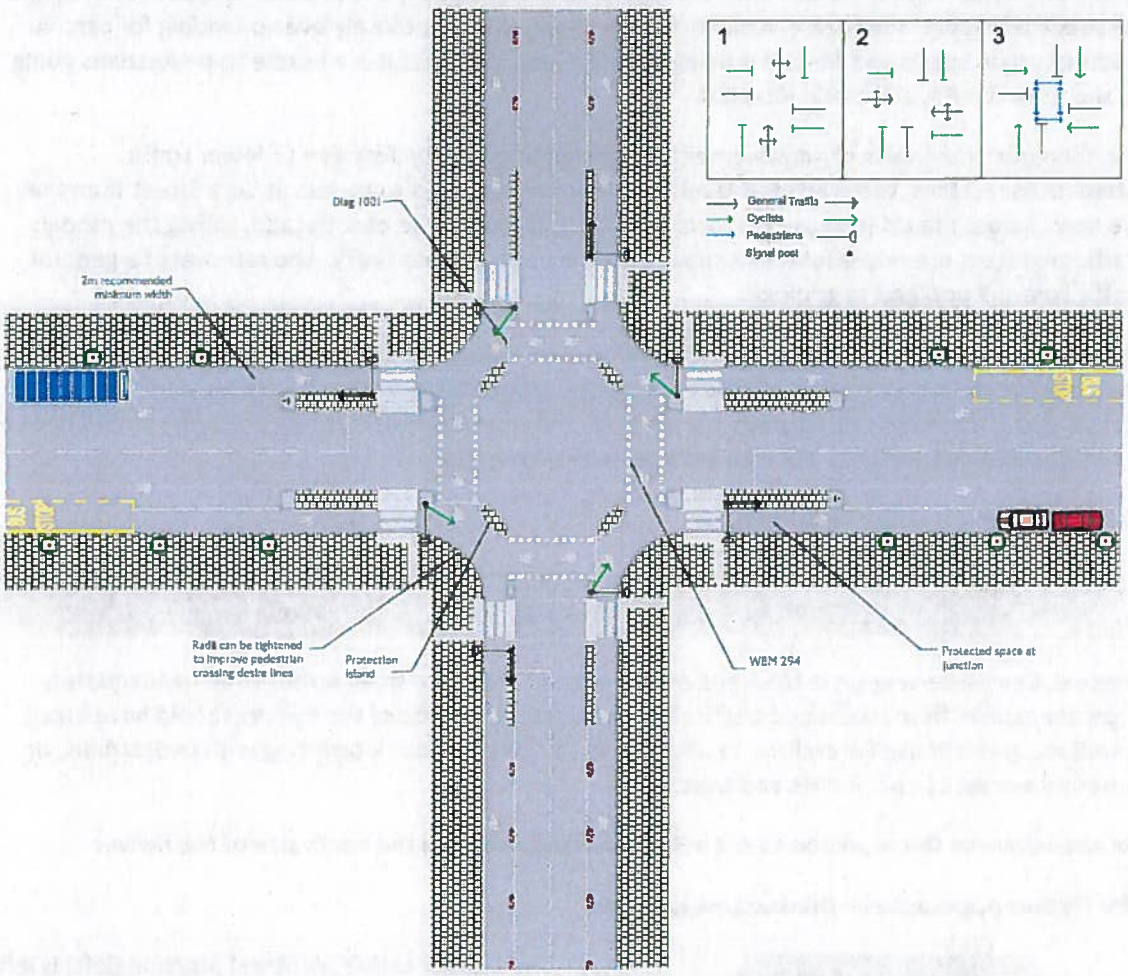
On the other side of the road, country-bound, the plans foresee a 1.5m painted cycle. This lane won't be protected by a kerb. Firstly, the width of the lane is not sufficient to allow for 2 cyclists to go side-by-side without straying into the car space. As a minimum the width should be 2m to allow a faster cyclist to overtake a slower cyclist without straying in to the car lane beside.

The separation by paint is not at all sufficient. Car drivers will see the white line as the safe buffer between them and the cyclist, leading, ironically, to closer overtaking than if no lane was present.

Above is the proposed lay out. The separation of 1.6m between the car lanes is to accommodate double headed traffic lights. It is rather disappointing that more space and safety concern is given to traffic lights than cyclists.

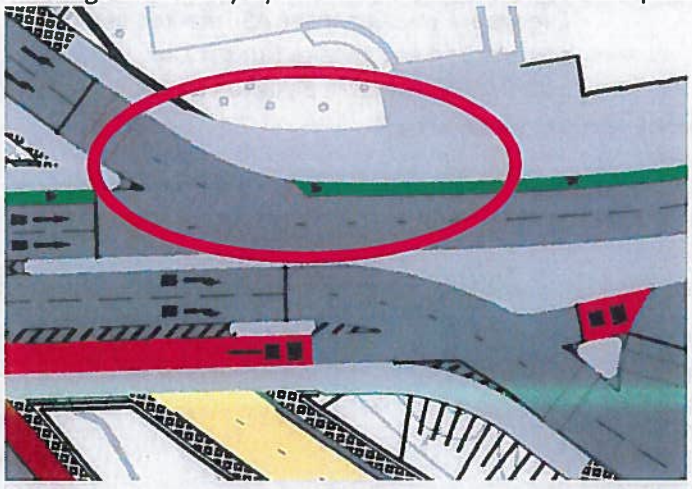
I note that there are 2 running lanes are devoted to traffic from Dunbar Link to Shore Road. When pressed the URS engineer stated this was needed to deal with the traffic flow at that location. This rings untrue because at the city centre side approach there are only 3 lanes of outbound traffic and the left most lane separates out into two at the flyover. Why not continue with the 3 lane layout from Dunbar Link across the flyover?

Across the City DRD are happy to allow parking 24 hours a day on one lane of the city's A-roads. For instance, for 20 hours a day the Lisburn Road is reduced to one lane each way to accommodate parking, and traffic levels are comparable if not higher.



The northern approach

One of the problems of having a painted cycle lane with a sliproad across it is that the paint quickly wears off. Motorists do not slow down to enter the side street, putting pedestrians and cyclists in a very vulnerable position. The A12 offslip cuts across the painted lane and whilst traffic light phasing means cars and cyclists should not meet at the mouth of the lane, the message of cycle lane markings worn away by car traffic is that it is not a safe place for cycling.



At the Grosvenor flyover no less than 6 traffic lanes are provided, but there is no space for cycling or for public transport. The road is virtually empty all day, it is grandiosely over-providing for cars. A waste of urban space and despite it being hailed a design success it is a hurdle to pedestrians going to and from the Royal Victoria Hospital.

The YSI report itself talks of improvement for pedestrians and cyclists due to fewer traffic interactions. Further, the predicted levels of traffic are expected to be less at York Street than they are now. Across the UK increase in motor traffic has stalled in the past decade, calling the models traffic engineers use into doubt. In a situation where there is less traffic, the removal of a general traffic lane will not lead to gridlock.

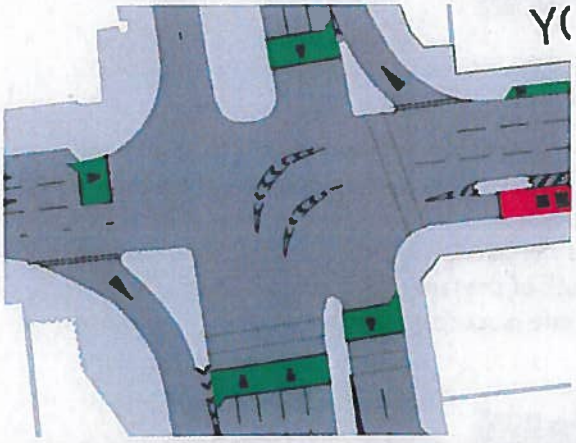
Bearing in mind the above real life experience we can reduce the Shore Road bound lanes to one and redistribute the space to allow for cycle tracks, separated by kerbs. Ideally we want the gold standard, but the following diagram is a sensible compromise; Dutch design principles would have a 3 to 4m wide two-way cycle track on both sides of such a road.

Here is my version of the flyover layout:

There is now a one-way cycle track either side with a kerb and a small buffer zone to adequately separate cyclists from motorised traffic. The junctions either side of the flyover should have an all directions green phase for cyclists, to allow them to cross without interfering with pedestrians, or run the gauntlet of cars, lorries and buses.

An alternative to this would be to put a 3-4m *two-way* track up the north side of the flyover.

The Flyover Approaches – Dunbar Link junction



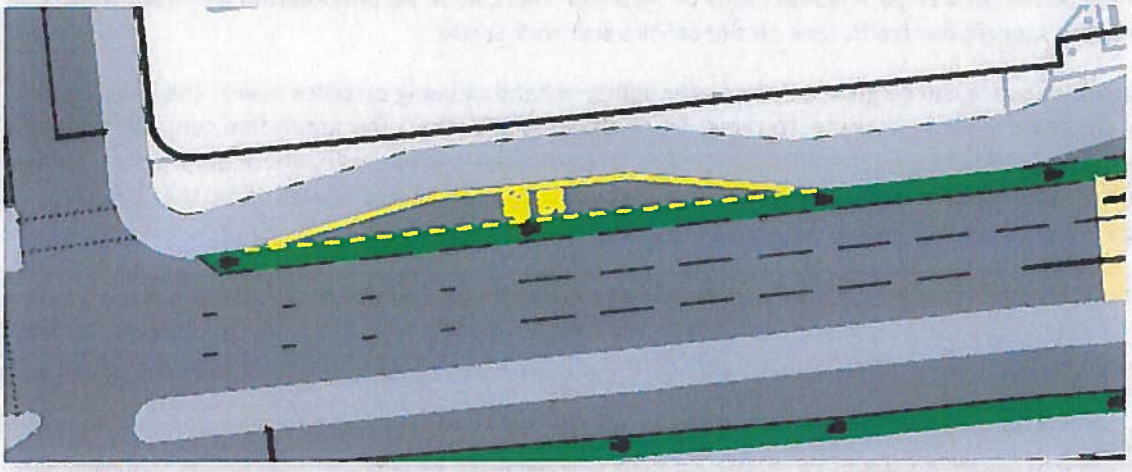
The Dunbar Link/York Street junction (left) is left as it is, but redesigned to accommodate the end of the citybound bus lane. My proposed layout for the flyover can be extended to the junction with the buffer zones (marked in black hatches in the diagram left) removed to accommodate the cycle tracks either side of the road.

The junction has a 5-lane ASL. This is beyond credible, but it actually is the present layout. Even more puzzling is the ASL marked out at the southbound entrance to Dunbar Link. Why, oh why? It is green paint designed to tick boxes but not designed for cycling: an abomination that needs to be be erased!

The area immediately to the southwest of this junction is going to be dominated by the University of Ulster campus, introducing many thousands of pedestrians and hundreds of cyclists. Rather than waste money on green paint, DRD could really push the boat out and with adaptation introduce a proposed Transport for London junction design that is safe for cycling (below) taken from:

http://www.hackney.gov.uk/Assets/Documents/08_Brian_Deegan_and_Paul_Lavelle_-_LCDS.pdf

York Street – floating bus stop



Across the entry to the car park is a bus stop. Here is another example of where cyclists are put in danger by the present proposals. The cyclist might be tempted to overtake the bus at the stop and then find that the bus pulls out. What does the cyclist do? Swerve into the traffic lane, or get run over by the bus pulling out?

A much better arrangement would see the cycle path run to the left of the bus stop, with the waiting area for bus passengers either on the "island" or on footpath.

Here is an example from Brighton:

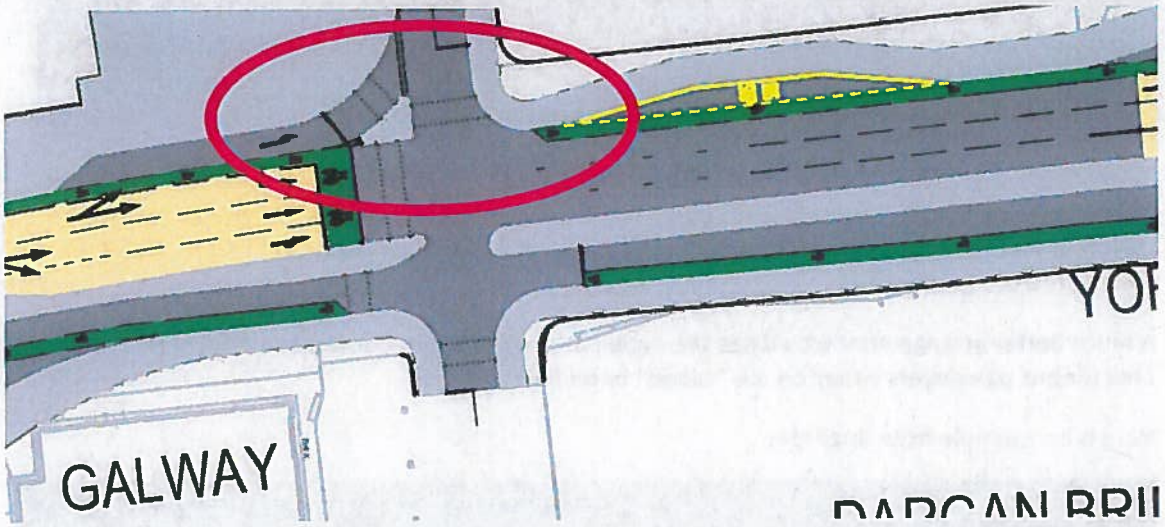
This design helped win Brighton and Hove the 2014 CIVITAS Award for its policies to promote sustainable transport.

The cyclist can pass the bus stop without worrying about traffic behind or buses pulling out. There are visual clues to the cyclist (the tactile paving) alerting them to pedestrians crossing.

With so much space available, the lighter grey in the diagram is pedestrian space – at least 6m, a completely separated path would easily be installed. This can be accommodated without taking away the *superfluous* traffic lane on the off-slip and York Street.

More road space can be gained if the traffic lights, instead of being on poles beside the lanes, were put on a gantry above the lane, so removing the rationale for the 1.6m separation centrally between the two sets of northbound traffic lanes. Gantries are commonplace everywhere but on the island of Ireland. When asked why the response was that poles were what was always done; that gantries weren't even considered.

Further down York Street the cycle path and footpath cross the CitySide complex off-slip.



In my version the segregated cycle lane runs on the left of the off-slip to the CitySide complex. Then it crosses the side road at a right angle. Visually the path forms a continuum with the paving of the cyclepath and the footpath forming a visual clue to drivers, pedestrians and cyclists. Raising the road to kerb height would also tell drivers to be alert and slow down.

The present arrangement sees motorists sweeping into the car park, with no real incentive to slow down and pedestrians and cyclists needing the aid of traffic lights to get across; pedestrians needing 2 crossings and potentially waiting twice. It is a very car-friendly design, which does little to get people going on foot, or by bike or bus.

Here is an example of a continuous footpath which compels drivers to slow down.

York Street citybound

There is ample space to include a segregated cycle path from Dock Street to the flyover in the plans. South of the flyover space is more limited, but even here a Copenhagen style cycle path (such as the one on Victoria Street) can be introduced *beside* the citybound bus lane. I despair at the limited ambition the designers have shown towards cyclists and pedestrians when space has been so abundantly available!

Future thinking

The design for York Street, specifically the flyover, is behind the times. It doesn't think of near future where the University of Ulster will bring a large influx of bicycle users to the area; it doesn't mention or cater for the flow of pedestrians from Yorkgate station to the campus. Belfast City Council have ambitious plans for Dunbar Link, Buoys Park and the Library Square, with events spaces, reduction and banning of motor traffic. The plans are blind to the roll out of the bicycle hire scheme.

In the text of the proposals there is talk of community greenways, but it will be difficult to see where they are designed into the plans. Once the concrete has been poured and the road layout has literally been set in stone it will be difficult to put Community Greenways in place without serious compromise to their effectiveness.

One of the great phrases of building cycling infrastructure is "Build it, and they'll come". The numbers of cyclists are so lamentably low, precisely because of the perceived danger of the junctions and heavy traffic. Design the infrastructure right and cyclists will come. Around the cyclepaths of South and East Belfast numbers of cyclists have increased dramatically, with cycling modal share for inner suburbs approaching 10%.

North Belfast has been bypassed by this revolution, and the proposals as they are will not encourage more to cycle to work, or to go into the City Centre to shop or find entertainment.

Meeting the aims of the Project – but no more, and probably falling short

A recap of the aims of the project:

- to maintain access to existing properties, community facilities and commercial interests;
- to maintain access for pedestrians and cyclists;
- to improve separation between strategic and local traffic.

These aims lack ambition and it arguably those aims are not being met. The project documents talk of lessening the impact for local residents, yet a person traversing the junction across the flyover is still crossing two roads with traffic lights as they currently do. At the CitySide Complex entrance pedestrians will face a new staggered crossing that prioritises motorists over pedestrians. Cyclists will need to duel with buses on a shared bus/cycle lane and dice with death when buses are pulling away from the stop at the CitySide Complex.

No thought whatsoever is given to increased numbers of pedestrians using Yorkgate rail halt to access the University of Ulster campus. If the pedestrians are made to wait excessively long at Dock Street and the Westlink sliproads experience shows that pedestrians will not wait, but use any hiatus in the traffic flow to get across. This could have fatal consequences.

Strategic traffic will be banished into the chasm below ground level, but pedestrians and cyclists will still have to contend with considerable traffic joining and leaving the Westlink.

DRD Cycling Unit

The engineers present at the public viewing of the plans mentioned that the DRD Cycling Unit had seen the plans. Seen maybe, but there are many issues that run counter to the draft Bicycle Strategy, so it would be hard to believe these plans received any kind of approval from them.

At the Changing Gear conference Minister Danny Kennedy has set out his stall to make Belfast a Cycling Capital. When the Giro rolled into town renowned Dutch cycling commentator Gio Lippens spoke of Belfast as a great cycling city. Let's change the design to give substance to those words.

Yours sincerely,

Borghert Jan Borghmans

[redacted]

18

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 05 March 2015 09:17
To: [redacted]
Subject: York Street Interchange

Borghert

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.

19

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 09 March 2015 15:54
To: 'grace.mcloughlin@thompson.co.uk'
Subject: York Street Interchange

Grace

Thank you for your email of 05 March 2015 regarding the York Street Interchange. I can confirm that the information relating to the current conditions, using 2013 traffic figures, the year of opening and the design year, both with and without the scheme are included in the Environmental Statement. The information is contained in Chapter 8 in Volume 1, which is covered in the link below.

http://www.drdni.gov.uk/ysi_es_vol_1_part2.pdf

Within Chapter 8, Table 8.2 identifies the representative Receptor sites, Table 8.14 gives the current local air quality conditions, Table 8.15 gives the conditions without the scheme for the year of opening and Table 8.16 gives the conditions without the scheme for the design year. Table 8.18 gives the conditions with the scheme for the year of opening, while Table 8.19 gives the changes to the conditions for the year of opening between the proposed scheme and the Do-Nothing alternative.

Table 8.20 gives the conditions with the scheme for the design year, while Table 8.21 gives the changes to the conditions for the design year between the proposed scheme and the Do-Nothing alternative.

A plan showing the location of the representative Receptor Sites may be found at the link below.

http://www.drdni.gov.uk/ysi_es_figure_8.1.pdf

You will note that concentrations are reported in terms of NO_2 rather than NO_x as this is the format required for direct comparison with the UK National Air Quality Objective Values (Table 8.10). NO_x concentrations are converted to NO_2 concentrations using the Defra conversion tool, as referred to in sub-section 8.2.6.6 in Chapter 8 of the ES.

I trust that this information will meet your needs.

Regards

Colin Pentland

Strategic Road Improvements

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

19

Campbell, Jacqui

From: Grace McLoughlin [grace.mcloughlin@thompson.co.uk]
Sent: 05 March 2015 16:21
To: Roads Eastern Srit
Subject: York Street Interchange Consultation

On behalf of John Thompson & Sons Ltd (35-39 York Road, Belfast BT15 3GW) I write to request that additional information be presented with regards to the Air Quality impact of the proposed York Street Interchange scheme.

It is noted within the environmental statement, that the scheme is described as having no significant impact on either local or regional air quality. However, it is also noted that the scheme will result in localised changes in emissions and in the year of Opening & Design year, Nitrogen Dioxide is predicted to be below national air quality objective values. Both the localised change & predicted NOx levels are of interest to John Thompson & Sons & we request that further information be made available. Specifically, description of the localised changes in terms of receptors in the vicinity of the scheme (and in turn our facility) e.g. is redistribution of NOx projected to occur & what are the predicted concentrations at current receptors. Additionally, numerical values for changes in NOx for the scheme are requested in order that we may fully understand the scheme air quality benefit.

Should further clarification on our request be required, please do not hesitate to contact me.

With regards,
Grace McLoughlin

—

Grace McLoughlin
H&S Environmental Co-ordinator
M:
grace.mcloughlin@thompson.co.uk

35-39 York Road, Belfast, BT153GW
T: 028 9035 1321 | F: 028 9035 1420
www.thompson.co.uk

THOMPSONS
FEEDING INNOVATION

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20

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 09 March 2015 11:32
To: [redacted]
Subject: York Street Interchange Formal Consultation

Stephen

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.

20

Campbell, Jacqui

From: Stephen O'Kane [redacted]
Sent: 05 March 2015 16:59
To: Roads Eastern Srit
Subject: Response to proposed York Street Interchange Scheme.

After attending the consultation event at the Ramada Encore hotel, I was asked to make my points again to this email address, as no one at the event was recording responses on the night I attended. I was told this by a URS employee, and this seems to me to be an attempt at URS to defend their flawed plans by deflecting any criticism.

I hope I am wrong.

I feel that this is a very poor, and highly flawed way to consult with the public, and I would request that the event is held again in the near future, and that responses are recorded during the event.

However I will do as suggested any make my points again here.

This is a rare development opportunity, one that will not come around again for probably at least 40 years. This opportunity must be taken now to future proof this junction for people. Not just cars and buses.
Cities are about people, and movement of people. Not just about the movement of cars. Cities work better for everyone, (including motorists) if cities are designed for people, not just transport.

The opportunity must be seized now to ensure that this vital piece of infrastructure is designed for everyone, not just for motor vehicles.

This junction is in a residential area, one of the few residential areas close to the city centre, and we need to encourage more residential areas in the city to bring life back into the city centre.
This scheme needs to ensure that it does not further restrict access to the city centre along this vital route further eliminating any incentive to enter the city after core shopping hours.

One of the major flaws in this scheme is the lack of consideration given to cyclists. What consideration there was, was done in by someone with little or no understanding of cyclists needs.

The proposed layout, in particular, the York Street bridge/overpass is especially dangerous to cyclists.
Cycling in shared lanes in a busy city is dangerous. Cyclists need space. Cyclists need protection. Cyclists need to be segregated from larger and faster moving vehicles, or else cyclists will die.

Giving space to cyclists will benefit all road users.
If space is given to cycling, it will encourage more cyclists, it will move more people out of cars, reducing congestion for everyone.
If space is given to cycling, it will remove cyclists from motor vehicle lanes, and improve traffic flow for both cyclists, and motorised traffic.
If space is given to cycling, less cyclists will die.

The DRD minister wants Belfast to be a cycling city, and to help lead the cycling revolution in the UK. To achieve this cycling needs to be prioritised and safe routes must be provided.

This is a golden opportunity to provide quality cycling infrastructure, and to keep encouraging more people out of their cars.

The proposed cycling infrastructure is sub-standard, and in the 21 Century that is unacceptable, and it shows a complete lack of foresight in the minds of the architects of this scheme.

To allow only 1.5m for cyclists in an unprotected lane out of over 27metres in total width is unfathomable. This single statistic shows clearly how much consideration was given to cyclists in this design.

There is enough width in this bridge/overpass to allow wide footpaths, segregated bus lanes, protected cycle lanes and enough lanes for other motorised traffic.

With this proposed layout, if a cyclist makes a mistake, the cyclist will likely be injured or killed by traffic.
It is also the case in this layout that if a driver makes a mistake, the cyclist will also likely be injured or killed.
Everyone makes mistakes, and enough is known about road design that the designers should know that road design needs to allow for a small mistake to not result in a fatality.
In this proposed scheme, a drivers momentary lapse of attention, a moment of distraction, a misreading of road layout could easily result in a cyclists death.

The BRT (Bus Rapid Transport) routes are being rolled out in various parts of the city, and it is likely that if it is expanded to the north of the city it will be along this route, and therefore the bus lanes should be separated from bicycles, and other motorised traffic.

The University of Ulster will be providing at least 200 bicycle parking spaces, primarily on Fredrick Street right at the southern edge of the junction development. Therefore it is clear that the number of cyclists in this area will be increasing greatly, as courses and students move from Jordanstown to the new campus buildings.

Another flawed aspect is the junction design. There has been as much consideration for cyclist in the junction design as there has been in the width allocation for cyclists.

- The York Street/Frederick St junction southbound should provide provision for a cyclist turning right into Frederick St for the University parking facility.
- No cycle lanes have been provided at all on York Street between Frederick St and Gt Georges St.
- No provision for southbound cyclists to turn right onto Gt Georges St.
- Southbound bus/cycle lane narrows to a dangerous pinch point at Gt Georges St/York St junction.
- Southbound buses on York Street bridge/overpass will either have to squeeze past cyclists or move into oncoming traffic, either situation is highly dangerous.
- The cycling lane markings should continue through the junctions
  * especially on the southbound direction reaching the York St bridge/overpass other wise M2 traffic will likely cut across cyclists.
- pinch points at the traffic signals must be resolved. Pinch points such as this cause the most difficulty for cyclists forced to share road space with incompatible vehicular traffic.
- the loops at the junctions must detect cyclists
- traffic light timing must allow ample time for cyclists to pass
  *especially southbound reaching the York St bridge/overpass due to the length of the open junction.
- drivers travelling North on York Street are used to one way, making this two way is dangerous, so southbound lanes need to be segregated/protected.

There are a number of simple, low cost solutions:
Wider protected cycle lane on the north bound side.
Protected cycle lane on the south bound side - separated from the bus lane/ This can be achieved is several ways,

One less north bound lane, i.e. two towards M2, and a single lane towards York Road.
Remove one or more (or narrow both) lane separators.
As a last resort narrow or remove path on East side of the bridge (virtually no pedestrian traffic there)

I would have preferred these points to have been recorded on the night, as it is possible that I have missed some points, but is is clear that the road design needs to be revisited.

We need to bring this junction up to the highest standard for all road users, and pedestrians. This cannot and should not be just a scheme for motorised traffic.

I hope that my points will be considered carefully.

I would greatly appreciate an acknowledgement that my email has been received, and ideally I would like a response to the issues I have raised here.

Regards,
Stephen O'Kane.

21

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 09 March 2015 15:19
To: 'gsni@detini.gov.uk'
Subject: York Street Interchange Formal Consultation

Kirstin

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.

(21)

Campbell, Jacqui

From: Lemon, Kirstin
Sent: 05 March 2015 17:19
To: Roads Eastern Srit
Subject: York Street Interchange - Draft Orders and Environmental Statement
Attachments: E1-15-110 York Street INterchange consultation 4-3-15.pdf

Please find attached the response from the Geological Survey of Northern Ireland for the Proposed York Street Interchange.

Your sincerely,

Kirstin

Dr Kirstin Lemon
GSNI
Department of Enterprise, Trade & Investment
Colby House (GSNI)
Stranmillis Court, Stranmillis Road
Belfast, BT9 5BF
[redacted]
Web: www.detini.gov.uk

Please consider the environment - do you really need to print this e-mail?

(21)

Department of
Enterprise, Trade
and Investment

Geological Survey of Northern Ireland

Colby House
Stranmillis Court
Malone Lower
Belfast
BT9 5BF
Phone: 028 9038 8462
Fax: 028 9038 8461
E-mail: gsni@detini.gov.uk

GSNI Ref : E1/15/110

The Divisional Manager
Transport NI – Eastern Division Headquarters
Hydebank
4 Hospital Road
BELFAST
BT8 8JL

4 March 2015

Dear Sir / Madam,

RE : York Street Interchange – Draft Orders and Environmental Statement

As part of the formal consultation process for the York Street Interchange, the Geological Survey of Northern Ireland has considered the Environmental Statement.

On page viii under the **Geology and Soils** sections it states :

'From a geology and soils perspective, there would be relatively few key issues'.

We would like to comment that the area for the proposed York Street Interchange is underlain by a substantial amount of estuarine alluvium, also known as 'sleech'. This very loose and very soft ground should be taken into consideration prior to any development work.

Other factors to take into consideration would include the potential for contamination of the Sherwood Sandstone bedrock aquifer that underlies the 'sleech'.

Should you require any further information, then do not hesitate to contact William Smyth at this address who will be able to provide you with detailed information on the site of the proposed York Street Interchange.

Yours sincerely,

Dr Kirstin Lemon

22

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 09 March 2015 11:35
To: [redacted]
Subject: York Street Interchange Formal Consultation

Kimberley

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.

22

Campbell, Jacqui

From: Kimberley Reynolds [redacted]
Sent: 06 March 2015 10:27
To: Roads Eastern Srit
Subject: York Street Interchange

Hello

I feel like there is an inconsistent route design for cyclists on your plans.

For example cycling past the busy Cityside Retail Park means potential conflict with buses, which have to cross the cycle lane to reach the bus stop. Take the cycle lane behind the bus stop, it's a very simple design and should be easy to change, it would also help with the flow of traffic.

You have a fantastic opportunity here to have separate cycle lanes making travelling safer for everyone – drivers included.

Please listen to what the public have to say.

Kind regards

Kimberley

Kimberley Reynolds

23

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 09 March 2015 11:38
To: [redacted]
Subject: York Street Interchange Formal Consultation

David

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.

23

Campbell, Jacqui

From: David McKeever [redacted]
Sent: 06 March 2015 12:11
To: Roads Eastern Srit
Subject: York Street Interchange consultation

To whom it may concern,

Please consider my comments, as a resident of Belfast and road user, on the proposed redesign of York street.

In short; the project is not viable without fully segregated cycle lanes in every direction. At a time when Belfast is suffering from an obesity epidemic, my university is planning to move many departments to the affected city centre campus and Belfast is implementing its cycle share scheme it is scandalous and inexcusable that any town centre infrastructure work does not account for the needs of cyclists. Given these challenges all infrastructure should aim at reducing motorised transport and increasing active transport. Belfasters need to get out of their cars and onto their bikes whether they like it or not. Any local government working to deepen car dependency is failing in its duty of public service. So fix it.

Best,
David McKeever,
[redacted]

24

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 09 March 2015 11:40
To: [redacted]
Subject: York Street Interchange Formal Consultation

Emer

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.

24

Campbell, Jacqui

From: emer bussmann [redacted]
Sent: 06 March 2015 14:27
To: Roads Eastern Srit
Subject: YSI opposition

Hi there,

I am extremely opposed to what I have just read about this new YSI plan. I would like to know what cycling organisations were involved in the planning of this and what safety measures are being put in place for cyclists. I can understand that you want to improve the traffic for motorists, but surely you are just adding to the traffic problem by encouraging more people to drive and making driving even easier! I would like to know what guidelines are adhered to regarding cyclists for the building or improving of infrastructure for motorists. If you build this without considering the best possible cycling safety, you are repeating past mistakes and not making any improvements to the health of your people. How can the below image be acceptable?

can you really tell me that you would dare to cycle in that lane, never mind that a child could cycle there! Everything should be done to change this dangerous layout, and this includes more than anything, adding safe cycling infrastructure into the future projects including this one.
This plan is in total contrast with the new bike scheme starting soon in Belfast. How can you start a bike scheme but continue to make the road an unsafe place for cyclists. It should be safe for your granny and it should be safe for a child. There's nothing stopping them being there.
This plan needs to be re-planned so it can be done right as it will guaranteed not be fixed afterwards. Do not go ahead with this without consulting the cycling police (whoever they may be) and ensure that you have buy in from the people who risk their lives (and lose their lives) on the roads every day - the cyclists.
Clearly nobody who planned this cycles here. Shared bus lanes are not a solution!! No cyclist wants to sit behind a bus, NOR do they want to be surrounded by big huge bulky fast paced buses that cut in and out trying to overtake us. NOR do buses want this solution. It doesn't improve life for the very people you are trying to blossom, the cyclist and the bus user.

Hoping to hear from you soon to get some reassurance on this.

A concerned citizen.

Emer

25

transportni

Department for Regional Development
www.drdni.gov.uk

Eastern Division
Hydebank
4 Hospital Road
Belfast
BT8 8JL

Telephone: 0300 200 7893
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Textphone number: 028 9054 0022
Email:
www.roadsni.gov.uk

Being Dealt With By: R J Spiers/C R Pentland
Direct Line: 028 9025 3212

Mr John Ford
NIEA
Natural Environment Division
Klondyke Building
Cromac Avenue
Malone Lower
BELFAST
BT7 2JA

Date: 10 March 2015

Dear Mr Ford

YORK STREET INTERCHANGE FORMAL CONSULTATION

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.

Yours sincerely

Jacqueline Campbell

p.p.

ROY SPIERS
Strategic Route Improvement

INVESTORS IN PEOPLE

25

Northern Ireland Environment Agency
www.ni-environment.gov.uk

Northern Ireland Environment Agency
Natural Environment Division
Klondyke Building
Cromac Avenue
Malone Lower
BELFAST
BT7 2JA

ROADS SERVICE - EASTERN DIVISION
REFERRED TO | Action | Info | Inits
K BLAGBOROUGH RSP&RS
-6 MAR 2015
FILE REF:
FILE REF:

Divisional Manager
Transport NI – Eastern Division
Hydebank
4 Hospital Road
Belfast
BT8 8JL

Date: 05 March 2015
Telephone: 028 905 69615
Your Ref: RDS 10/8/1/14
Our Ref: CC 57/4/31

RE: York Street Interchange

To whom it may concern,

I refer to the Environmental Statement (ES) which was received in this office on 28 January 2015.

Having considered the content of the Environmental Impact Assessment consultation submitted by URS in support of this proposal, NIEA would make the following comments.

We are pleased to note from submitted documents the proposed mitigation for bats and breeding birds on the development site and are of the opinion that should these be followed, the site may become of greater value for biodiversity.

We remind Transport NI that Under Article 1 of the Wildlife and Natural Environment Act (Northern Ireland) 2011 it is the duty of every public body, in exercising any functions, to further the conservation of biodiversity so far as is consistent with the proper exercise of those functions.
Conserving biodiversity includes:

a) In relation to any species of flora or fauna, restoring or enhancing a population of that species;
b) In relation to any type of habitat, restoring or enhancing the habitat.

We note that two stands of Japanese knotweed *(Fallopia japonica)* were discovered on the development site. We remind the applicant of their responsibility under Article 15 of the Wildlife (Northern Ireland) Order 1985 (as amended) under which it is an offence to plant or otherwise cause to grow in the wild any plant included under Part II of Schedule 9 of the Order, which includes Japanese knotweed. This highly invasive plant species has been recorded on site and control measures must be taken to ensure that any works do not cause it to spread either on or off the site. We would expect best practice to be followed at all times when dealing with Japanese knotweed.

The submitted documents have identified the following perceived risks as a result of the proposed development:

1. The drainage velocity of storm water from the scheme entering Belfast Harbour has the potential to disturb and re-suspend contaminants from pervious industrially contaminated lands on the bed of Belfast Harbour;
2. Disturbance of contaminated ground/contaminated groundwater within the construction footprint has potential to indirectly introduce the contaminants to Belfast Lough SPA/Belfast Lough Open Water SPA via new pathways or groundwater mobilisation;
3. The effect of the proposed scheme in-combination to other plans or projects in the area.

The impact of the proposal on the Natura 2000 sites has been assessed and it has been determined that adherence to a series of strict protocols and mitigation measures should alleviate any adverse impact. Mitigation measures include adherence to relevant PPG's and environmental legislation as well as specific measures such as sediment traps, emergency pollution control cut-off valves, bunding and utilising the existing drainage system.

NIEA is content that URS on behalf of Transport NI have identified the potential adverse effects on both Belfast Lough SPA & Belfast Lough Open Water SPA from this proposal and presented appropriate mitigation measures. Due to the scale and nature of the proposed development a Construction Environmental Management Plan (CEMP) should be submitted by the appointed contractor to ensure they are aware of the potential risks at each stage of the development and the mitigation measures to be employed to ensure there are no significant impacts on the designated sites from this proposal.

Yours sincerely

Development Management Team

John Ford

26

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 09 March 2015 11:43
To: [redacted]
Subject: York Street Interchange Formal Consultation

David

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.

26

Campbell, Jacqui

From: David Hembrow [redacted]
Sent: 06 March 2015 17:58
To: Roads Eastern Srit
Subject: York Street Interchange project

Hello,

I'm writing about the plans for the York Street interchange in Belfast. The reason why I am doing so is that it is clear that the designer has not understood what it takes to create a safe environment for cycling and walking.

On-road cycle-lanes, advanced stop lines, central cycle lanes to access advanced stop lines and bus stop designs as featured in the plans are all associated with injuries to cyclists. None of these features are real infrastructure, they are merely paint and paint does nothing to prevent motor vehicles from injuring cyclists.

The bicycle strategy for Northern Ireland says "We are committed to creating a network of high quality, direct, joined up routes. We want to make the bicycle an attractive, obvious mode of transport, and to help those who choose to cycle, by having high quality infrastructure which provides greater priority for the bicycle."

Unfortunately there is no sign of that in the current plans. Have the planners forgotten who cyclists and pedestrians are ? Not thrill seekers, but just normal members of the public trying to get from A to B.

A simple test for planners: Consider if you would feel safe cycling on the infrastructure that you design. Would you want your spouse to use it ? Your child ? Your parents ? If not then don't expect other people to want to use it.

You can read more about the problems caused by the type of infrastructure proposed for the York Street interchange at the following link:

http://www.aviewfromthecyclepath.com/search/label/on-road%20cycle-lanes

If you would like to know more about how to design truly safe infrastructure which will encourage everyone in Belfast to cycle, in line with the Northern Ireland bicycle strategy, please get in touch. We run regular study tours in the Netherlands in which important features of good design are demonstrated.

And please do not go ahead with this development until it has been revised so that it does not exclude the most vulnerable people or force them to have to use motor vehicles to make their journeys.

Yours.

David Hembrow.
--
A View from the Cycle Path blog http://www.aviewfromthecyclepath.com
Cycling Infrastructure Study Tours: http://www.hembrow.eu/studytour

(27)

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 09 March 2015 11:51
To: [redacted]
Subject: York Street Interchange Formal Consultation

Greg

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.

27

Campbell, Jacqui

From: Greg Keeffe [redacted]
Sent: 07 March 2015 18:07
To: Roads Eastern Srit
Subject: York Street Interchange

Dear Sir,

Having seen the plans for York Street and having studied the provision for cyclists in the scheme, I am writing to voice my opposition to the scheme.

The complete lack of engagement with cyclist groups and the utilisation of the very minimum in terms of provision would seem to me to be a serious mistake.

Cycling is the future of transport in the city. Many cities are removing motorised provision to make space for cyclists. Research has shown that segregation for cyclists is the most important factor in changing people's mode of transport. Belfast has a chance to make a sea-change in its modal mix which the current scheme totally misses.

I hope you will listen to me and other dissenters and review the scheme and prioritise cycling and pedestrian movement rather than the car.

Yours

Greg

Greg Keeffe
Professor of Sustainable Architecture.
[redacted]

Read my blog: www.technoscape.org.uk

28

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 09 March 2015 11:53
To: [redacted]
Subject: York Street Interchange Formal Consultation

Niamh

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.

28

Campbell, Jacqui

From: Niamh's Email [redacted]
Sent: 07 March 2015 21:29
To: Roads Eastern Srit
Subject: York street interchange

My comments are brief. My main concern is the lack of segregated, maintained cycle paths on this proposal. After availing of the free cycle training offered before the launch of the Belfast bike scheme, using advance stop lines and bus lanes is really inadequate for the less experienced commuting cyclist especially on busier routes. These cyclists will never become experienced if the roads simply do not offer a safer route for cyclists. This will put cyclists off commuting via bicycle. This surely goes against government targets for healthy living and increasing levels of cycling. There must be a solution to improve commuting for all and not just motorists.

Regards
Niamh Collins
Sent from my iPad

29

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 09 March 2015 11:55
To: [redacted]
Subject: York Street Interchange Formal Consultation

Chris

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.

29

Campbell, Jacqui

From: Chris [redacted]
Sent: 08 March 2015 20:09
To: Roads Eastern Srit
Subject: Feedback on York Street Interchange consultation

To whom it may concern,

I have looked at the proposals and am disappointed at the lack of foresight and planning for cycling.

There is room within the existing plans to allow for proper segregation. Paint is not sufficient.

I fail to see how the current plans fulfill the Minister's vision of enabling and increasing cycling.

Indeed, I note that the NI Greenways blog has highlighted this complete lack of ambition; "maintain access" for cycling - potentially a tragically missed opportunity, just as the Grosvenor Rd bridge development ignored cycling.

I fully endorse the views expressed about this proposal by the NI Greenways blog.

Chris Murphy

30

DRM
R-Spiers

DOE
Department of the Environment
www.doeni.gov.uk

The Divisional Manager
Transport NI – Eastern Division HQ
Hydebank
4 Hospital Road
BELFAST
BT8 8JL

Marine Division
Level 6
Causeway Exchange
1-7 Bedford Street
Town Parks
Belfast
BT2 7EG
Telephone: 02890 823549

Email: marinedivision.inforequests@doeni.gov.uk

4th March 2015

CONSULTATION RESPONSE

Reference	York Street Interchange – Environmental Statement
Proposal	Proposed construction of the York Street Interchange as a long term strategic road improvement to improve links between the A12 Westlink and M2 and M3 Motorways in Belfast.
Location	York Street Junction, Belfast
Date Consulted	27th January 2015
Reply Due By	10th March 2015

The DoE Marine Division has considered the Environmental Statement provided to this office on 27th January 2015 relating to the proposal to upgrade the York Street Road junction, Belfast.

Following correspondence with URS (various in 2014), it was concluded that is unlikely that any of the development will be carried out below the HWMST mark of nearby Belfast Lough; therefore not requiring a Marine Construction Licence under the Marine and Coastal Access Act 2009. However if there are any updated plans which require works at the water edge below the HWMST mark, please contact us to ensure any marine licensing requirements are met. Any further outfall pipe effects should be reflected in the ES.

We are content that all the relevant environmental issues associated with Marine Licensing have been considered in the current ES and any drainage and potential pollution issues in Belfast Lough are being addressed through the NIEA Consents team.

DoE Marine Division has no objections to the proposal.

pp. Orla Ruddle

Issued on behalf of
Damian Campbell
Director of Marine Division

30

transportni

Department for Regional Development
www.drdni.gov.uk

Eastern Division
Hydebank
4 Hospital Road
Belfast
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Being Dealt With By: R J Spiers/C R Pentland
Direct Line: 028 9025 3212

Mr Damian Campbell
DOE
Marine Division
Level 6 Causeway Exchange
1-7 Bedford Street
Town Parks
BELFAST
BT2 7EG

Date: 19 March 2015

Dear Mr Campbell

YORK STREET INTERCHANGE FORMAL CONSULTATION

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.

Yours sincerely

Jacqueline Campbell

pp ROY SPIERS
Strategic Route Improvement

INVESTORS IN PEOPLE

transportni

Department for Regional Development
www.drdni.gov.uk

31

Eastern Division
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Being Dealt With By: R J Spiers/C R Pentland
Direct Line: 028 9025 3212

Mr Colin McDowell
DTZ McComb Pierce LLP
5 Oxford Street
BELFAST
BT1 3LA

Date: 19 March 2015

Dear Mr McDowell

YORK STREET INTERCHANGE FORMAL CONSULTATION

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.

Yours sincerely

Jacqueline Campbell

P.P

ROY SPIERS
Strategic Route Improvement

INVESTORS IN PEOPLE

31

YOUR REF:
OUR REF: CMcD/FB

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The Divisional Manager
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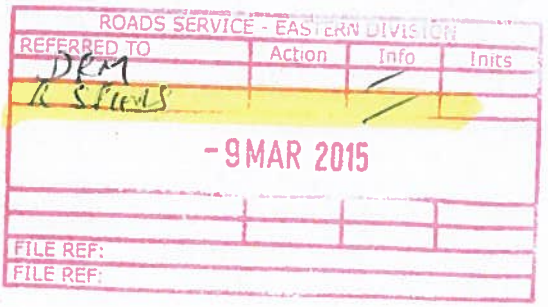

6 March 2015

Dear Sirs

YORK STREET INTERCHANGE
JACK KIRK GARAGE, 26 SHIPBUOY STREET, BELFAST BT15 1DA

I write to advise that I am instructed to act on behalf of Mr Jeff Rutherford, proprietor of Jack Kirk Garage, located at 26 Shipbuoy Street, Belfast which is affected by the proposals for the York Street interchange.

My client advises me that the proposed development in connection with the York Street interchange will have a catastrophic impact on his property and business to the extent that property and business will be vested and extinguished.

The nature of my client's business means it cannot be easily relocated and therefore on his behalf I write to formally object to the proposals in their current format and to the proposed vesting order with the reasoning set out below:

1. We have acted on behalf of Mr Rutherford and undertaken extensive searches of the commercial property market with a view to establishing whether it is feasible to relocate the existing business to another premises. Having exhausted all possibilities we are satisfied that there are no other premises offering an affordable, feasible alternative to the existing premises and therefore the vesting of this property will involve total extinguishment of the existing business.

2. The existing Jack Kirk business has been trading at this location since 1975 under the current ownership for the past 10 years and has therefore built up a significant level of goodwill and trade over this period. This goodwill is a combination not only of the skills of the staff involved but also as a result of the strategic location of the property where the customer base is drawn from every part of Belfast and from a wider radius up to 30 miles from the city centre.

3. The current business provides employment for 4 full time staff which will be lost as a result of the vesting order and furthermore the current trading level provides services to up to 10 customers a day, 5 days a week.

DTZ McCombe Pierce LLP A limited liability partnership registered in Northern Ireland No. NILLP516
William McCombe BBS MRICS, Michael Pierce BSc MRICS, Peter McMorran FRICS Dip Prop Inv ACIArb, Colin McDowell BSc (Hons) FRICS, Robert Toland BSc (Hons) MRICS
DTZ Sherry FitzGerald NI Limited, DTZ (Northern Ireland) Limited. Regulated by RICS. **VAT No: 617 7170 37**

DTZ McCombe Pierce

4. The current provisions for compensation under a vesting order will not adequately reflect the true value of the premises which have been specified to a very high standard nor will it provide satisfactory compensation for the true goodwill of the business and therefore Mr Rutherford will be significantly financially compromised.

For the reasons above we therefore feel that reconsideration should be given to the boundaries of the current proposal to exclude my client's premises from the vesting proposals.

We trust that you will accept this information in the good faith that it has been provided and give serious consideration to an amendment of the current proposals.

Please contact the undersigned to progress this matter.

Yours faithfully

Colin McDowell BSc (Hons) FRICS
colin.mcdowell@dtzmcp.com

32

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 10 March 2015 14:42
To: McAuley, Barry
Subject: York Street Interchange Formal Consultation

Barry

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.

Department of the Environment
www.doeni.gov.uk

32

The Divisional Manager
Transport NI – Eastern Division HQ
Hydebank
4 Hospital Road
Belfast
BT8 8JL

roads.sriteastern@drdni.gov.uk

Air and Environmental Quality Unit
Regulatory & Natural Resources Policy Division
6th Floor
Goodwood House
44-58 May St
Town Parks
Belfast
BT1 4NN

Telephone: 028 9025 4730

Email: barry.mcauley@doeni.gov.uk

Your reference: HYDE/ROADS/SRIT/G/15/RG133, CP
Our reference: TP/017/4

09 March 2015

Dear Sir or Madam

YORK STREET INTERCHANGE – DRAFT ORDERS AND ENVIRONMENTAL STATEMENT

I am writing in response to the letter of 27 January 2015 from Roads Service Eastern Division, regarding the Environmental Statement (ES) which has been prepared for the proposed York Street Interchange.

I am happy to see that the consultants who have prepared the ES have engaged with Belfast City Council, and taken account of the Council's Reviews and Assessments of Air Quality.

I note that it is predicted that levels of air pollutants (PM_{10} and NO_2) at sensitive receptors are predicted to be below national air quality standards in Opening Year (2021) and Design Year (2035) scenarios, and that changes in concentrations of pollutants are expected to be in general negligible, and where changes are significant, that levels would nevertheless be below national air quality standards (p158-159).

However, as I set out in my advice of 24th March 2014, levels of NO_2 along the Westlink are currently in breach of requirements set out in Directive 2008/50/EC. I would encourage the consultants who have prepared the ES to give some indication of the predicted effects on concentrations of NO_2 along the A12, and other neighbouring roads, not necessarily just where there is relevant exposure in the vicinity of the interchange (an indicative assessment may suffice). For example, the AQMA in Figure 8.1 extends beyond the general vicinity of the area of mapped receptors. Again, Belfast City Council may be able to advise in this regard.

With regard to noise, I would advise that any relevant Noise Action Plans (prepared in fulfilment of requirements of the Environmental Noise Directive – 2002/49/EC)

which have been prepared (or will be prepared) will have to take account of the proposed interchange, as necessary.

For information, all historic air quality data collected on the Northern Ireland network can be found at the Department's website: www.airqualityni.co.uk
Noise maps are available from the Department's website at: www.noiseni.co.uk

If I can be of any further assistance, do not hesitate to contact me.

Yours sincerely

DR BARRY MCAULEY
Air and Environmental Quality

33

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 10 March 2015 14:46
To: [redacted]
Subject: York Street Interchange Formal Consultation

Bruce

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.

33

Campbell, Jacqui

From: Harper, Bruce
Sent: 09 March 2015 16:00
To: Roads Eastern Srit
Subject: Response to Consultation on

Dear Roads Service,

I am a civil engineer BSc (Ing) MSc MEI, resident in East Belfast who drives circa 20,000 miles per year primarily to travel to Limerick. I note the need for this upgrade and agree *in principle* to the project.

I have however major concerns in relation to York street, in particular the provision for pedestrians and cyclists. This is not a motorway but a city street and this needs to be given a sufficient weight.
The influx of students to this area as a result of University Ulster move and the associated regeneration of this area of the city must not be compromised by an inadequate design.
In particular the pedestrian and cycle provision between the UU and the cinema at Cityside is below par.
The Minister has indicated that Belfast is to become a leading city for cycling. I believe that the design of the non-motorway city streets elements of the plan are very dated and do not constitute best practice. It would be a mistake for Belfast in 2060 to be lumbered with 1960's designs
The provision for students and staff cycling from the south and east of the city turning left into UU is inadequate and should be grade separated from general traffic (preventing truck crush injuries).

I note that the date of coming into operation is 2021. To what degree is this plan in line with the Ministers vision of a cycling revolution in Belfast?
Does the provision for cyclists and pedestrians promote or disincentivise driving as a modal share *within* the city (particularly between city centre and cityside retail park)?

I note that this plan will have no significant effect on air emissions which are currently breaching EU levels. Do you believe that adequate (read grade segregated) provision for cyclists would incentivise commuters to travel by bicycle instead of by car thus improving air quality and reducing congestion?

Many thanks for your consideration.
Regards,
Bruce

[redacted]

34

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 10 March 2015 14:50
To: 'colette@focussecuritysolutions.com'
Subject: York Street Interchange Formal Consultation

Collette/Brendan

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.

34

Campbel, Jacqui

From: Colette McKernan [colette@focussecuritysolutions.com]
Sent: 09 March 2015 16:32
To: Roads Eastern Srit
Cc: Brendan McKernan
Subject: York Street Interchange Project
Attachments: 150309 L FSS Transport NI re Objection to Draft Orders.pdf

Dear Sirs

We refer tothe Draft Orders in relation to the above project and attach a letter confirming our objection to these Draft Orders.

Please confirm receipt of this letter.

Regards

Colette McKernan
Director

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Security Solutions

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Focus Security Solutions (NI) Ltd
130-132 Corporation Street
Belfast
BT1 3DH

T 028 9089 2929

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Our Ref: BM/cmm /150309
9 March 2015

Mr C Pentland
Transport NI
Department of Regional Development
Eastern Division
Hydebank
4 Hospital Road
Belfast
BT8 8JL

Dear Mr Pentland

York Street Interchange
Objection to Draft Orders

We write to object to the proposed Draft Orders and subsequent Notice of Vesting as advised to us in your letters of 27 January and 28 January 2015 which affects premises leased by us on 130-132 Corporation Street, Belfast.

Focus Security Solutions is an established business of 13 years and since its formation has been located in this general location. From 2002 to 2006 the organisation leased accommodation in Midland Building, York Street, before relocating in April 2006 to our current premises in Corporation Street.

The business strategically operates from this location, because we are on the cusp of the M1, M2 and M3. Our client base geographically covers the whole of the Province and our main suppliers are located within a 5 mile radius of the premises in all directions. This provides for operational efficiencies in terms of our engineering team getting quickly to client sites and for our suppliers to promptly deliver equipment to us, often at short notice.

The building was renovated entirely in 2006 and is perfect for our needs in terms of its location, facilities and accessibility. We are the sole tenant of the ground floor of the premises, which is circa 1500 sq feet and comprises bespoke office space, store rooms and waste storage facilities. The side entrance of the premises, on Trafalgar Street, has both a side entrance door and a loading bay entrance to allow for the loading and unloading of equipment to the storerooms located in this area of the building. While there are no parking facilities in close proximity to the premises on Corporation Street, Trafalgar Street has off street parking which can be used for our office staff, engineers and visitors.

The frontage of the premises is on Corporation Street has approximately 12,000 vehicles passing on a daily basis, allowing us to promote the business to the passing traffic. The rear of the premises which also has signage, is visible from the slip road off the M2and from the M3 flyover. Again this provides us with marketing opportunities to promote our business.

NSI GOLD

We believe that there is currently no alternative accommodation in this general area which affords us the same level of suitable accommodation for the reasons denoted above.

The relocation to alternative accommodation will cause significant disruption to our business activity. We are a small organisation with currently 12 employees, comprising two directors, four office staff and six engineers. The time which will be required by the two Directors, to facilitate a move will cause an additional unnecessary burden and will inevitably mean that they will be unable to fully concentrate their efforts in securing and delivering the operational needs of the business.

It is for the reasons outlined above that we wish to raise objection to the Draft Orders and Notice of Vesting of our premises. We ask that a public enquiry is held into the Scheme and we reserve the right to make further comment to support our objection. Please also keep us informed of all matters pertaining to this Project as and when they arise.

Yours Sincerely,
For and On Behalf of Focus Security Solutions (NI) Ltd

Brendan Mc Kernan

BRENDAN MCKERNAN
DIRECTOR

35

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 10 March 2015 14:53
To: 'sleheny@fta.co.uk'
Subject: York Street Interchange Formal Consultation

Seamus

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.

35

Campbell, Jacqui

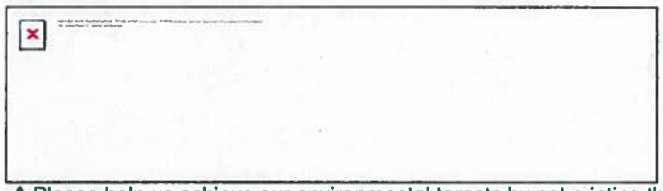
From: Seamus Leheny [sleheny@fta.co.uk]
Sent: 09 March 2015 17:22
To: Roads Eastern Srit
Subject: York Street Interchange Draft Orders - FTA Views
Attachments: York Street Interchange - FTA Response - March 2015.doc

To Whom It Concerns,

Please find attached comments from the Freight Transport Association regarding the Draft Orders for proposed construction of the York Street Interchange.

Best Regards,
Seamus

Seamus Leheny
Policy & Membership Relations Manager - Northern Ireland
Freight Transport Association
[redacted]
Direct Line : 02890 466699
09 Airport Road West, Belfast, BT3 9ED
www.fta.co.uk



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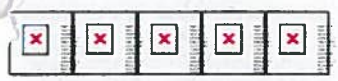

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Please note that the FTA is able to, and reserves the right to, monitor e-mail communications passing through its network.
Freight Transport Association, Hermes House, St John's Road, Tunbridge Wells, Kent TN4 9UZ
Telephone: (01892) 526171 Fax: (01892) 534989
Freight Transport Association Limited. Registered Office Hermes House, St John's Road, Tunbridge Wells, Kent TN4 9UZ.
Registered in England Number 391957.

35

The Divisional Manager
Transport NI – Eastern Division Headquarters
Hydebank
4 Hospital Road
Belfast
BT8 8JL

9th March 2015

Dear Sir / Madam,

Reference: York Street Interchange Draft Orders

The Freight Transport Association (FTA) is one of the UK's largest trade associations and represents over 14,500 companies relying on or providing transport integration both domestically and internationally, to or from the UK. Our members include hauliers, freight forwarders, rail, sea and air freight operators, through to customers – producers, manufacturers, wholesalers and retailers. They cover all modes of transport – road, rail, air and sea.
FTA members operate over 200,000 commercial goods vehicles on the roads in the UK; approximately half of the UK fleet. FTA members also consign around 90 per cent of goods moved by rail and around 70 per cent of goods moved by air and sea.
The FTA represent over 300 members in Northern Ireland from right across the logistics industry and we welcome the opportunity to put forward our views regarding the draft orders concerning the upgrade of the York Street Interchange in Belfast.

The Freight Transport Association (FTA) strongly welcome and support the proposed development of the York Street Interchange as outlined in the current Environmental Statement dated January 2015.
FTA are pleased that the chosen option which was one of four initially considered has been selected.

The reasons for our support of this scheme are as follows:

- **Better connectivity of the Strategic Road Network**
  The York Street Interchange is a pivotal component of the Strategic Road Network for Northern Ireland as it connects all major traffic flows and the vast majority of freight movements within Northern Ireland.
  Major distribution centres that serve Northern Ireland are located in Belfast Harbour estate, Boucher and Mallusk industrial estates therefore for goods to get to final delivery points, regardless of the distribution centres location, the majority of goods are destined to transit via the York Street Interchange at some point in their journey.

- **Port Access**
  Access to and from Belfast Harbour will be improved thus improving the efficiency of operators getting goods to market which is vital in growing the economy and attracting inward investment.
  In 2014 Belfast Harbour moved 66% of freight traffic in Northern Ireland which was 23 million tonnes. The proposed on-slip from Duncrue Street will improve the efficiency of freight traffic exiting the Port for Southbound traffic, especially from the Southern section of the port which caters for high volume bulk goods.
  Access at Fortwilliam for container and Ferry traffic will also be greatly improved both for traffic from North and South due to reduced congestion on Westlink and M2 which is currently caused by congestion at the York Street Interchange traffic signals.
  9% of NI freight traffic is shipped via Larne therefore access to Larne port will be greatly improved with a better connection between the M1, M2 and the newly completed A8. This will have a positive effect for Larne Harbour as it will mean operators from South of Belfast will have better access and improved journey times to Larne. Improving competition between both ports will ultimately lead to saving operators money and consequently end users.

- **Fuel Economy**
  40% of operating costs for Haulage companies is fuel. Modern Euro 6 engines are excellent at conserving fuel in consistent moving traffic however stop start movements associated with urban traffic and traffic lights counteracts these savings. With the removal of traffic signals for traffic travelling between M1,M2 and M3, the consequence is that freight traffic will operate more efficiently and be more cost effective.

- **Air Quality**
  Belfast City Council recently assessed the impact the York Street Interchange improvement would have with regards to helping achieve the EU Air Quality targets for Belfast. The test evaluated the impact of improved throughput of the junction by reducing stop start activity based on the rational that removing existing traffic signals at the junction will in effect improve the throughput of traffic. The results indicate that the impact from smoothing the driving pattern at the two junctions would reduce concentrations of road NO_2 by ~60%. The test assumed an average speed of ~6 km/h in the congested mode and ~56 km/h in the free flow mode.
  In terms of air quality, the scheme is considered as a means of reducing localised emissions on connecting roads (i.e. as a result of relieving a significant congestion hotspot) and, to a lesser extent, incremental reductions in background emissions, which of course will have a wider impact on exposure.
  Modern Euro 6 LGV engines are extremely good at cutting carbon emissions when driven at a consistent speed but these benefits are hindered when the vehicle is then driven at inconsistent stop start intervals.

The FTA welcomes the opportunity to engage with TransportNI on the progress of the York Street Interchange and we appreciate any future feedback, consultation opportunities and updates in due course.
One area that we would be keen to be consulted on is the Traffic Management Plan that would be implemented during construction. It is likely that this would have a major impact on freight movements to and from ports and well as deliveries to Belfast therefore we would request any constraints put in place take into consideration the need for goods vehicles to still have adequate access to the city centre and ports. The FTA would also request that an information system is established to advise operators during the proposed scheme construction. Adequate access and reliable information will not only ensure commerce is not unduly affected by delays

in deliveries and collections but it will also protect city residents and vulnerable road users from some operators who may seek alternative routes that are unsuitable for Large Goods Vehicles.

In conclusion, the FTA fully supports the proposed plans to construct the new York Street Interchange as it will result in a more efficient road network for commercial goods vehicles and it will reduce emissions by such vehicles therefore bringing with it economic and environmental benefits for the entire community of Belfast and beyond.

Yours Sincerely,

Seamus Leheny

Policy Manager – Northern Ireland
Freight Transport Association
109 Airport Road West
Belfast
BT3 9ED

36

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 10 March 2015 14:55
To: [redacted]
Subject: York Street Interchange Formal Consultation

Michael

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.

36

Campbell, Jacqui

From: M Greene [redacted]
Sent: 09 March 2015 21:03
To: Roads Eastern Srit
Subject: York Street Interchange Consultation Feedback

Dear DRD,

I'm terrified by the new look junction proposed at York Street. I'm terrified frequently on my bike already. Can't this and all new roads be made safer for cyclists? With the bike hire scheme and Stormont trying to encourage active travel, this looks actively discouraging.

Yours sincerely,

Michael Greene

37

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 10 March 2015 14:57
To: [redacted]
Subject: York Street Interchange Formal Consultation

Mick

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.

37

Campbell, Jacqui

From: mick carragher [redacted]
Sent: 09 March 2015 21:47
To: Roads Eastern Srit
Subject: York St interchange proposals

I'm very pleased to see the new bridge in the York St proposal. I am a regular pedestrian in the area walking from Yorkgate rail station to ulster university. The current situation is desperate for pedestrians, dangerous, noisy and unpleasant, and the suggested improvements will enhance the pedestrian journey.

However, the plans for cycling in the proposed scheme are very very poor. This is a great opportunity to link north belfast to the city centre, in a perfect flat cycling environment in a high density urban area. The scheme should have separated lanes for cyclists to encourage all types of cycling, including children, casual commuters and people using the forthcoming cycle hire scheme. Have any road planners been to other European cities to see what's happening there? The best way to encourage alternatives to the car is to create safe spaces for pedestrians and cyclists. Separated, dedicated cycle lanes need to be incorporated into the interchange now.

Kind regards
Mick Carragher

38

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.

38

Campbell, Jacqui

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

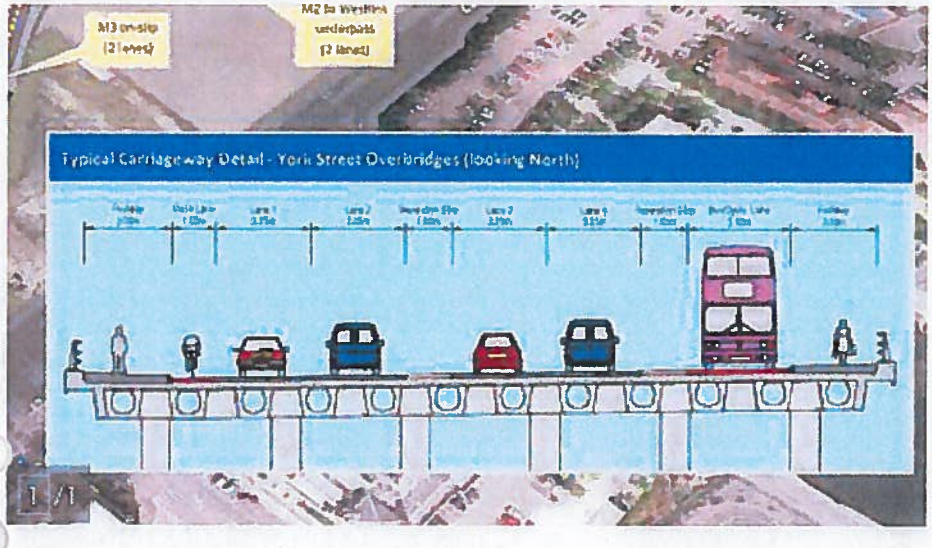
Hi,

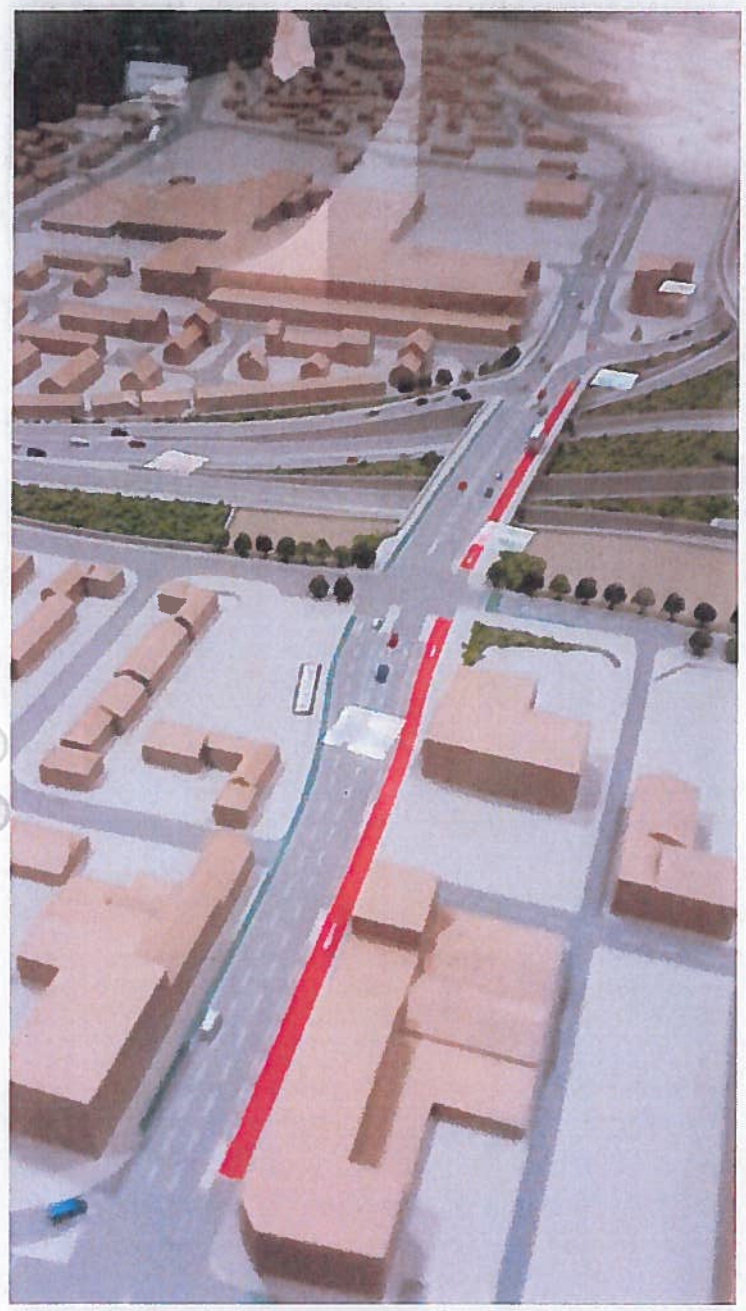
I think this is a great, and much needed scheme to help reduce traffic bottlenecks in Belfast, this scheme being the most important as it is probably the biggest bottle neck in the whole country, and blocking off Dee Street Junction at the Sydenham bypass as part of the Sydenham Bypass widening scheme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

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 reimagined 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,

39

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 10 March 2015 15:47
To: [redacted]
Subject: York Street Interchange Formal Consultation

Paul

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.

39

Campbell, Jacqui

From: [redacted]
Sent: 09 March 2015 23:01
To: Roads Eastern Srit
Subject: York St Interchange
Attachments: 150309 L SHPP Transport NI re Draft Orders.pdf

Dear Sirs,

Please see attached letter of objection for the attention of Mr C Pentland. Could you please confirm receipt of the attached?

Best Regards
Paul Easton

39

Security House Property Partnership
130-132 Corporation Street
Belfast
BT1 3DH

9 March 2015

Our Ref SHPP/cmm/150309

Mr C Pentland
Transport NI
Department of Regional Development
Eastern Division
Hydebank
4 Hospital Road
Belfast
BT8 8JL

Dear Mr Pentland

York Street Interchange
Objection to Draft Orders

We write to object to the proposed Draft Orders and subsequent Notice of Vesting as advised to us in your letters of 27 January and 28 January 2015 which affects a property owned by Security House Property Partnership (the Partnership) on 130-132 Corporation Street Belfast.

The proposed roads scheme will cause a significant financial loss to the Partnership.

The premises, formerly a paint storage warehouse, was bought and renovated in 2006. It comprises office accommodation and storage facilities on the Ground Floor and separate office accommodation on the first floor. Since April 2006 until August 2014, both floors were fully occupied. In April 2014, the first floor tenant decided not to renew their lease because of the proposed road scheme and vacated the premises in August 2014.

In addition if the proposed scheme is given approval to proceed, the Partnership will lose their property and the opportunity of retaining a long term investment. Furthermore, until such times as there is a confirmed decision on this Scheme, the premises will most likely be unsaleable and unrentable while at the same time costs will continue to be incurred by the Partnership to keep the building in good general repair.

We ask that a public inquiry is held into the Scheme and we reserve the right to make further comment to support our objection.

Yours sincerely
For and On Behalf of Security House Property Partnership

Paul Easton
Partner

40

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

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

40 (i) (ii)

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

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

regards
Mark Hackett

40 (ii)

Mark Hackett architect
c/o
mark@forumbelfast.org

The Divisional Manager

Transport NI - Eastern Division HQ
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York Street Interchange
Draft Orders response and for submission to Public Enquiry

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, I write with the following issues regarding the houses on Little George Street. This letter was circulated to the residents at late notice, they had already completed their group letter process.

1
In places the proposals raise the road up between 600-900mm and also one lane closer to many of the houses. This has a major impact on the only sunlight, amenity, health, well-being and safety of residents, along with that of future generations and children in these houses. Housing should and does last longer than its current inhabitants.

The road further impacts on their south and private amenity garden aspect. Good access to sunlight, fresh air ventilation and freedom from excessive noise are essential aspects of healthy living, which the NI Executive and all its departments are committed to at a high policy level.

I do not believe these issues have been assessed and addressed within a best practice, professional and legislative context.

2
The current landscape, whilst it has not been topped or maintained (it is in DRD ownership) nonetheless provides permeable and natural visual screening, being deciduous it also allows screened sun light through the canopy during winter when light is most needed for health and wellbeing. This does not compare with the solid banks and walls being proposed, the solid aspects of which will be 2 or 2.5m taller than the existing road line and moving closer to the housing.

3
The residents and houses have an established 'right to light'.

4
Whilst air quality issues for the overall area may appear neutral to DRD - It is clear the study has not been specific to this street and its houses, those living closest to the motorway and below it.

Residents confirm that Air Quality was not monitored at the rear elevation of the houses and compared to a standard in a nearby street. Without such 'control' readings, such studies as DRD have conducted cannot claim to address the issue in this specific case.

5
Notwithstanding the major issues noted above, the landscape proposals on the retained bank are not detailed and well enough considered. At the end of the building process individual gardens will suffer and there is no provision for betterment or compensation in providing good quality planting on a garden by garden basis. Good landscape can cover many ills, and well designed landscape at all scales will be key to integrating this project. One observes other parts of the road network, in more rural and suburban areas, where landowners have been compensated for the loss of existing hedges, lanes, gateposts and walls.

6
There has been no early or detailed professional study of the building issues noted above.

Firstly, an assessment should have been made on the retention of the houses
Secondly, if retention would meet the professional and legal standards required of decent family housing, what aspects are needed to ensure its habitability?
Thirdly, the question of road alignment adjustment would have been raised at an earlier stage

This proposal has been designed the 'wrong way around' - DRD have designed a roads and engineering solution, rather than assess the context first with the relevant professionals. (who in this case of existing houses and buildings could only be fully qualified architects)

If such an assessment by a professional RIBA architect suggests the houses could be retained and meet decent housing needs (I express my professional doubts regarding this) then a professional and technical study should specify and agree the measures to address the light, sunlight, air, noise and garden amenity issues. I believe such a process is necessary if Transport NI and URS are to fulfil their professional 'duty of care' and meet regulations.

Such a DRD employed architect should act within their **code of conduct and duty of care to residents**, not DRD, as their primary professional concern. I cite the relevant RIBA Code of Conduct issues such an architect will be required to address in an appendix.

7
Transport NI should resource the residents to have access to independent technical assistance to deal with the issues the proposal is inflicting on them.

8
Finally - and most relevant for the expenditure of public funds. The recent proposals for the elevated motorway at this street indicate:

- difficult and restricted excavation between existing housing and a motorway
- the installation of two piles at frequent centres. (are these bored not driven piles?)
- a large continuous pile cap slab.
- off this is built a specialised steep slope.
- an expensive sound barrier (possibly perspex although this will get dirty and grubby)
- the costs involved in addressing point 6/
- acoustic glazing, ventilation and sound reduction measures, enhanced landscape

I find it difficult to believe that the linear cost of piling, ground slab, retaining structures and mitigating measures will not exceed the value of the properties to rebuild or rehouse in more appropriate location.

Should this matter not be resolved, I suggest it is referred to the auditors for review, is this a good use of public funds?

As mentioned in the recent meeting, such a solution would not be advocated, I believe, in any other part of the EU. What this illustrates is a failure, in my view, in joined up governance where the urban design / cost / impacts and benefits for the city would be assessed in a holistic manner, by all agencies in a team approach.

Motorway funds ultimately come from EU funds, I doubt that the EU will want photographs showcasing children playing in the shadow (literally) of this road in 2023 as an example of EU infrastructure quality.

Finally, we would ask the engineers and people working on this project to reflect on their designs and positions from a human and professional point of view, and work with the relevant professionals to propose humane solutions that respect the right of local people to decent health, home and family life.

Yours faithfully

Mark Hackett architect

APPENDIX

RIBA code of conduct required of architects

1.1 Members are expected to act with integrity in all their professional and business activities. This means acting with honesty, **fairness and impartiality** at all times and not allowing oneself to be improperly influenced either by self-interest or the interests of others.

(in this case the expediency of DRD interests)

1.3 Members should not be a party to any statement which they know to be untrue, misleading, unfair to others, or contrary to their own professional knowledge, either by making it themselves, or acquiescing to its being made by others.

1.4 Members should seek appropriate advice when faced with a situation which they recognise as being outside their own or their practice's experience, knowledge or competence.

1.7 Members must not undertake any architectural functions which require independence and impartiality (such as the issue of Architect's Certificates) if they are connected to the contracting party.

(a DRD employed architect will need to assure themselves that their contract allows them to meet high standards of independence and impartiality from DRD vested interests)

2.1 Members are expected to apply high standards of skill, knowledge and care in all their work. They must also apply their informed and impartial judgment in reaching any decisions, which may require members having to balance differing and sometimes opposing demands (for example, the stakeholders' interests with the community's and the project's capital costs with its overall performance).

3.1 Members should respect the beliefs and opinions of other people, recognise social diversity and treat everyone fairly. They should also have a proper concern and due regard for the effect that their work may have on its users and the local community.

3.2 Members should be aware of the environmental impact of their work.

Mark Hackett architect
c/o
mark@forumbelfast.org

The Divisional Manager

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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 were 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

41

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 10 March 2015 15:31
To: 'Karen.smith@nutreco.com'
Subject: York Street Interchange Formal Consultation

Karen

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.

41

Campbell, Jacqui

From: Karen Smith [Karen.smith@nutreco.com]
Sent: 10 March 2015 08:03
To: Roads Eastern Srit
Cc: Garth Boyd
Subject: York Street Interchange
Attachments: Trouw Nutrition Ireland-10032015084244.pdf

Dear Sirs

Please find attached a letter from Trouw Nutrition Ireland outlining our concerns regarding the planned works for the York Street Interchange.

Kind Regards
Karen Smith

Karen Smith
Controller
Quality Manager

+44 (0)28 9075 0720
+44 (0)28 9074 8233
[redacted]
karen.smith@nutreco.com
www.trouwnutrition.co.uk

Trouw Nutrition Northern Ireland
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Please consider the environment before printing this e-mail.

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41

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Date
10 March 2015

Page
1/2

Dear Sirs,

I am writing to you, on behalf of Trouw Nutrition Ireland, 36 Ship Street, Belfast, in response to the presentation and consultation of the Environmental Statement for the proposed York Street Interchange.

I have some minor reservations, if the project was to proceed, with regards to the proposed flow of traffic from the docks, via Dock Street onto the M2, but my main concern is the almost certain disruption to the business of Trouw Nutrition Ireland whilst the works are ongoing.

The premises of Trouw Nutrition Ireland is accessed via Whitla Street and Garmoyle Street which is currently one way traffic. We have on average in excess of 50 articulated vehicle movements on and offsite per day, entering via Marine Street, which sits between our premises and that of the Whitla Street Fire Station. From maps, models and discussions with your colleagues we learnt that part of the 'construction effects' will involve making Corporation Street , Garmoyle Street and Whilta Street two way traffic for a significant part of the project. If this is the case then our concerns would be as follows:

- access onto our premises will be affected negatively, with a knock-on effect likely for other traffic as our vehicles and those of our customers attempt to access and leave the site.
- consideration must be given to the fact that the turning circle required for the articulated vehicles will likely affect oncoming lanes and hence the general flow of traffic in the area, especially at peak times
- Some delivery vehicles to our site use Marine Street as a delivery point via pneumatic blow-in pipes, but as this street is used also via the Fire Brigade then we are aware on the need to keep access free to both ends of the street.
- Although Trouw trades across the whole island of Ireland, a large proportion of the turnover is on a collected basis from our premises, hence our customers need to have free and easy access to our premises between the hours of 7AM-6PM.

VAT number
GB 616 1702 66

trouw nutrition
a Nutreco company

Date	Page
10 March 2015	2/2

In discussions with DRDNI officials, it was clear that there was pride in the fact that only 6 properties needed vesting on an inner city project of this size, but it is our opinion that due consideration has not been afforded to all businesses directly affected by the works.

Yours faithfully,

Garth Boyd
General Manager
Trouw Nutrition Ireland

42 (i)

Campbell, Jacqui

From: Bernie Caughey [redacted]
Sent: 10 March 2015 09:39
To: Roads Eastern Srit
Subject: York Street Interchange
Attachments: Scan_20150310 (2).png; Scan_20150310 (3).png; Scan_20150310.png

Dear Sir/Madam

Please find enclosed letter of concern, in regards to the York St. interchange, from the Residents of Molyneaux Street and the lower half of Little Georges St.

Many Thanks
B. Caughey
[redacted]

42

To
The Divisional Manager
Transport N.I. Eastern Division Headquarters
Hydebank
4 Hospital Road
BT8 8JIL

REF: York Street Interchange

To Whom It May Concern

We the Residents of Little George's Street and Molyneaux Street wish to express our concerns in regards to the forthcoming York Street Interchange.

We believe that the development of this Interchange will affect the Residents of both these Streets in the following ways.

Both Streets

- The disruption cause by the 3 years construction of the Interchange, in the way of dust, dirt and noise , especially noise if most of the construction is carried-out at night,

- The increase in noise and air pollution when the Interchange is completed and is operational

- The potential for flooding in the underpasses.

Little George's Street

- The widening of the West Link, which will bring the West Link closer to the backs of the Houses in the upper half of Little George's Street and increase the noise and air pollution to these houses.

- The heightening of the retaining wall at the back of the houses and the erection of a sound barrier on top of this, which will block out light to these houses and so deprive the residents of the Right To Light.

Molyneaux Street

- The removal of the official Peace Wall at the bottom of Henry St, which will lead to the loss of protection to the Residents and their properties in Molyneaux St.

- The York Street Bridge will enable pedestrians to look down on the house in Molyneax St, and so take away the Residents right to privacy in their own homes.

These are just some of the main concerns that the resident would have and would appreciate if these concerns could be address

Thanking you in advance

Names and Address of Residents

Maura Lavery [redacted]
PATRICIA MCWILLIAMS [redacted]
Y. McGreevy. [redacted]
Elizabeth M Wade [redacted]
C. Devlin [redacted]
L. JENKINS [redacted]
T Johanson [redacted]
Shiny John [redacted]
R McCarthy [redacted]

[redacted]

These are just some of the main concerns that the resident would have and would appreciate if these concerns could be address

Thanking you in advance

Names and Address of Residents

A REILLY [redacted]

J BRADY

D SMYTH

A MCKEOWN

B CAVEN

42 (ii)

To
The Divisional Manager
Transport N.I. Eastern Division Headquarters
Hydebank
4 Hospital Road
BT8 8JIL

DEPT. REGIONAL DEV
RECEIVED
- 9 MAR 2015
ROADS SERVICE
EASTERN DIVISION

REF: York Street Interchange

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These are just some of the main concerns that the resident would have and would appreciate if these concerns could be addressed.

Thanking you in advance

Names and Address of Residents

Ruby Torbett [redacted]

Brenda Murphy
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

42 (i) (ii)

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Being Dealt With By: R J Spiers/C R Pentland
Direct Line: 028 9025 3212

R McCartney
[redacted]

Date: // March 2015

Dear Sir/Madam

YORK STREET INTERCHANGE FORMAL CONSULTATION

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.

Yours faithfully

Jacqueline Campbell

pp ROY SPIERS
Strategic Route Improvement

INVESTORS IN PEOPLE

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Thomas Doran
[redacted]

Date: 11 March 2015

Dear Madam

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Lorraine Lavery
[redacted]

Date: 11 March 2015

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Ronan Quinn
[redacted]

Date: 11 March 2015

Dear Sir

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p.p. ROY SPIERS
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P Allsopp
[redacted]

Date: 11 March 2015

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E Murphy
[redacted]

Date: // March 2015

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M O'Keefe
[redacted]

Date: 11 March 2015

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Jacqueline Campbell

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M McGreevy
[redacted]

Date: 11 March 2015

Dear Sir/Madam

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Kathleen Flynn
[redacted]

Date: 11 March 2015

Dear Madam

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Yours faithfully

Joaquelin Campbell

pp ROY SPIERS
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S Murphy
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Y Jennings
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Brenda Murphy
[redacted]

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Email:
www.roadsni.gov.uk

Being Dealt With By: R J Spiers/C R Pentland
Direct Line: 028 9025 3212

Lilly Torbitt
[redacted]

Date: 11 March 2015

Dear Madam

YORK STREET INTERCHANGE FORMAL CONSULTATION

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.

Yours faithfully

Jacqueline Campbell

pp ROY SPIERS
Strategic Route Improvement

INVESTORS IN PEOPLE

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Direct Line: 028 9025 3212

The Occupier
[redacted]

Date: 6 March 2015

Dear Sir/Madam

YORK STREET INTERCHANGE FORMAL CONSULTATION

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.

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T Johanson
[redacted]

Date: 11 March 2015

Dear Sir/Madam

YORK STREET INTERCHANGE FORMAL CONSULTATION

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Yours faithfully

Jacqueline Campbell

pp ROY SPIERS
Strategic Route Improvement

INVESTORS IN PEOPLE

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L Jenkins
[redacted]

Date: March 2015

Dear Sir/Madam

YORK STREET INTERCHANGE FORMAL CONSULTATION

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C Devlin
[redacted]

Date: 11 March 2015

Dear Sir/Madam

YORK STREET INTERCHANGE FORMAL CONSULTATION

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Yours faithfully

Jacqueline Campbell

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Being Dealt With By: R J Spiers/C R Pentland
Direct Line: 028 9025 3212

Ms Elizabeth Wade
[redacted]

Date: 11 March 2015

Dear Ms Wade

YORK STREET INTERCHANGE FORMAL CONSULTATION

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.

Yours sincerely

Jacqueline Campbell

P.P

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T McGreevy
[redacted]

Date: 11 March 2015

Dear Sir/Madam

YORK STREET INTERCHANGE FORMAL CONSULTATION

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Yours faithfully

Jacqueline Campbell

PP ROY SPIERS
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Being Dealt With By: R J Spiers/C R Pentland
Direct Line: 028 9025 3212

Ms Patricia McWilliams
[redacted]

Date: 11 March 2015

Dear Ms McWilliams

YORK STREET INTERCHANGE FORMAL CONSULTATION

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Yours sincerely

Jacqueline Campbell

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Direct Line: 028 9025 3212

Maura Lavery
[redacted]

Date: 11 March 2015

Dear Ms Lavery

YORK STREET INTERCHANGE FORMAL CONSULTATION

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.

Yours sincerely

Jacqueline Campbell

ROY SPIERS
Strategic Route Improvement

INVESTORS IN PEOPLE

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Direct Line: 028 9025 3212

A Reeves
[redacted]

Date: March 2015

Dear Sir/Madam

YORK STREET INTERCHANGE FORMAL CONSULTATION

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.

Yours faithfully

Jacqueline Campbell

pp ROY SPIERS
Strategic Route Improvement

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Being Dealt With By: R J Spiers/C R Pentland
Direct Line: 028 9025 3212

J Brady
[redacted]

Date: 11 March 2015

Dear Sir/Madam

YORK STREET INTERCHANGE FORMAL CONSULTATION

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.

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Jacqueline Campbell

P.P ROY SPIERS
Strategic Route Improvement

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D Smyth
[redacted]

Date: March 2015

Dear Sir/Madam

YORK STREET INTERCHANGE FORMAL CONSULTATION

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Jacqueline Campbell

P.P ROY SPIERS
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A McKeown
[redacted]

Date: March 2015

Dear Sir/Madam

YORK STREET INTERCHANGE FORMAL CONSULTATION

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.

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Jacqueline Campbell

P.P

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Being Dealt With By: R J Spiers/C R Pentland
Direct Line: 028 9025 3212

Ms Bernie Caughey
[redacted]

Date: March 2015

Dear Ms Caughey

YORK STREET INTERCHANGE FORMAL CONSULTATION

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.

Yours sincerely

Jacqueline Campbell

p.p. ROY SPIERS
Strategic Route Improvement

INVESTORS IN PEOPLE

HYDE/ROADS/SRIT/G/15/RG380, JC

43

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 10 March 2015 15:34
To: [redacted]
Subject: York Street Interchange Formal Consultation

Roy

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.

43

Campbell, Jacqui

From: Roy White [redacted]
Sent: 10 March 2015 09:46
To: Roads Eastern Srit
Subject: York Street Interface

Hello,

Thank you for the opportunity to comment on the York Street Interchange project.

I attended the information day and viewed the model and the panels, and spoke to the representatives present.
This was useful, though I would have liked more computer simulations of how the surrounding streets would look and feel,
after completion, to pedestrians and cyclists.

I am not in a position to comment on the need for such a massive road project, or on how it will improve things for drivers.
However, I'm afraid that I don't think enough consideration has been given to pedestrians or cyclists, or to how this project fits in with the city, being as it is on the edge of the city centre.

There is a general consensus that achieving population growth in cities, particularly in the centre, can help both the economy
and the environment. This scheme, as it is, will make this much harder. People will not want to live or spend time where high speed roads are so prominent - much more must be done to make them less obtrusive.

Even if we largely retain the proposed layout, more can be done to improve conditions for cycling. I accept that there are some slight
improvements over the current situation, but if we are serious about a "cycling revolution" we should be aiming for much more. This includes putting in physically separated cycle lanes on both sides of the York Street Overbridge.

Regards

Roy White

44

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 10 March 2015 15:36
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.

44

Campbell, Jacqui

From: Andrew Thomson [redacted]
Sent: 10 March 2015 10:05
To: Roads Eastern Srit
Subject: York Street Interchange - Public consultation

Sir,

I wish to voice my concerns over the of the plans for the new York Street interchange.

In my opinion the design, as it stands, not only discourages cyclists and pedestrians but actually increases the danger to both these groups. The cycling lanes proposed, which go against all International best practice, seem to have been designed by people who have never been on a bike in traffic. It would be better to remove all of the green markings as these offer an illusion of safety. In addition, expecting buses and cycles to share the same lane is utter stupidity.

With the opening of the University campus there will be many more pedestrians and cyclists making the journey between the York Street train station and the campus. This means that there will be large groups of people crossing several junctions at rush hour. This will slow down traffic and will actually increase the delays, will be dangerous, and will create conflict between pedestrians and drivers.

The design seems to have one focus, and that is how to facilitate more and more cars. This seems misguided as increasing capacity at the YSI doesn't take into account any of the bottle necks elsewhere in Belfast. For example, where there is a delay on the M1, the south bound traffic block the routes of north bound traffic via the West Link, the Broadway interchange, and across town. A bigger YSI will not fix this. The only thing that will fix it is to reduce the number of cars. You reduce the number of cars by providing infrastructure for other forms of travel.
The YSI needs a segregated cycle lane running in both directions - with bus stop by-passes and International best practice employed where turning vehicles cross over the cycle lanes.

There should be wider pavements to facilitate the increase in footfall when the UU campus opens and rather then having to negotiate several junctions pedestrians should have a clear way between the train station and the campus.

How to do all this? Remove a car lane. Simple.

Regards
Andrew

45

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 10 March 2015 15:38
To: 'oc.mcsorley@ulster.ac.uk'
Subject: York Street Interchange Formal Consultation

Oonagh

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.

45

Campbell, Jacqui

From: McSorley, Oonagh [oc.mcsorley@ulster.ac.uk]
Sent: 10 March 2015 10:56
To: Roads Eastern Srit
Subject: York Street Interchange - consultation feedback

To the Divisional Manager,

I would like to respond to the proposed layout of the York Street Interchange. The cycling infrastructure in the current plans is very poor and a missed opportunity. My family lives in North Belfast, within two miles of City Hall. It would suit us all to be able to get into the city centre and home again by bike. This new scheme does nothing to improve my safety, nor that of my children.

I understood that the Minister Danny Kennedy had instigated a policy of including cycling infrastructure in projects. This paint on the road is not sufficient infrastructure, narrow lanes separated by paint from heavy traffic is not sufficient - for me, nor my children. I've read the NI Greenways blog and there seems to be a clear solution to providing sufficient space, without the expense of having to physically widen the bridge. The cycling infrastructure needs to be up to a certain minimum standard before it will convince me and others like me, that it is safe for me and my family to use it. If it is not safe enough, it is a waste of paint.

Oonagh McSorley

Ulster University

Dr Oonagh Mc Sorley
Research Associate
T: 02890366649
E: oc.mcsorley@ulster.ac.uk W: www.ulster.ac.uk

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(46)

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 10 March 2015 15:41
To: [redacted]
Subject: York Street Interchange Formal Consultation

John

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.

(46)

Campbell, Jacqui

From: John Murphy [redacted]
Sent: 10 March 2015 12:04
To: Roads Eastern Srit
Subject: YSI consultation

The Divisional Manager,

I have looked at your current plans for the new York Street Interchange. I do not drive. I do walk, cycle and use public transport. I have been cycling almost daily for over 60 years.

The plans make very poor accommodation for cycling. I use the road in it's current form while on my bike. It is an experience that can get the heart racing - not in a good way. My grandchildren are at an age where they are able to ride their bikes with confidence. I would love to be able to cycle with them, but the roads are too dangerous. The new plans don't change this, despite the positive noises Mr Kennedy has made about cycling.

As a user of buses, I have some experience of "floating" bus stops in other cities. I've never found them to be a problem. There's an opportunity to use this design on bus-stops along York Street, allowing better flow and segregation for travelling by bicycle.

The proposed cycle lanes and bus lanes are not going to improve things for cyclists. Those brave enough to use the roads currently, will not benefit. I cannot see the money spent on paint to be of any value.

I would hope and expect better provision from a £165m project to encourage use of sustainable transport thereby reducing motorised traffic and so improving total traffic flow.

John Murphy

47

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 10 March 2015 15:43
To: [redacted]
Subject: York Street Interchange Formal Consultation

John

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.

47

Campbell, Jacqui

From: John Ferguson [redacted]
Sent: 10 March 2015 12:39
To: Roads Eastern Srit
Subject: York Street Interchange Consultation

Dear Sir or Madam,

The proposed redesign for the York Street Interchange is a welcome one for motorists who must use the Belfast-centric road infrastructure to get to a destination on the other side of the city, e.g. from the North to Boucher road or beyond or vice versa, the so-called strategic traffic.

However, I worry about the consequences for the people who must live and work nearby the York Street Interchange. The plan's stated objective is to maintain access for pedestrians and cyclists, but the existing provision for cyclists and pedestrians is limited and sometimes scary, which gives little hope for the future. For several years when I lived near Ballymena, I used the North Side Park and Ride at York street, and walked to the city centre where I worked because it was more convenient for me than using the bus, which didn't go on a suitable route and I could not be bothered waiting for it. The 15-minute walk to the Waterfront was good for me, too. However, getting on to Nelson Street from Great Georges Street as a pedestrian was often very dangerous, with many motorists going through red lights to try to get onto the Westlink. I use that example, because although the proposed improvements will remove a lot of 'strategic' traffic, there will still be many motorists commuting or delivering using the new interchange, motorists under time pressure or just impatient, who will make things difficult and dangerous for pedestrians. I'm not entirely sure of the answer. There are subways under Victoria street, but you'd only use them to look at the graffiti. Elevated crossings have a terrible side effect of needing to be closed in and have vast ramps. The street-level pedestrian crossings are cheap and pedestrians generally prefer the visibility they afford, but they will need to be fenced in.

And I haven't even mentioned cyclists yet! I once rode through Ballymena on my bike. I am an avid rural road cyclist who is generally confident to skirt round towns or nip through a village, but Ballymena centre, even in slow traffic was a scary experience and I resolved not to ride there again. I felt very vulnerable surrounded by cars that could open their doors or pull out and flatten me at any moment. Part of that could be improved by me simply being more aware of the dangers and riding more confidently, but I use that as an example to highlight how cyclists will feel at the new York Street interchange, which will tend to involve dense traffic moving at higher speed than Ballymena town centre. The proposals include narrow cycle lanes with no protection from vehicles and a shared bus/cycle lane. That would be OK, but there will be traffic crossing the cycle lanes at some of the junctions. There are similar cycle lanes on Raceview Road between Ballymena and Broughshane. I don't think I've ever seen a cyclist on those roads (granted I'm never there when Michelin workers change shift), but I for one would be terrified at the thought of a lorry or even a car crossing in front of me to leave for, or join from, the M2. If the proposed York Street Interchange is constructed as currently planned I foresee the cycle lanes being as empty as the ones between Ballymena and Broughshane and people decrying them as 'useless paint'.

There will very soon be a huge influx of people to the North of Belfast because of the new University of Ulster buildings that are now being erected. Many of these new residents will be young, fit and able students who may not have the resources for a car, but will be making many journeys on foot or by bicycle and I can foresee many cyclists simply disregarding the inadequate and unsafe cycling infrastructure and using the footpath instead, to the detriment of pedestrians (and further re-inforcing the people's view that cycling on the footpath is not something the police bother with, in fact I've seen them do it themselves!). And that's a best case scenario. I am often out and about round Ravenhill road, Ormeau Road and the Lagan embankments where the cycle lanes are sometimes embarassing and sometimes simply ignored by the few cyclists I see, even where it does make sense to cycle in them, probably because they just don't trust the

cycle lanes. And who would, if, like on the proposed York Street Interchange, a bus, lorry or a car that "simply didn't see the cyclist" could knock you off at any moment as they exit for a side road.

In conclusion, I believe it is vitally important to make the new York Street Interchange as safe and appealing as possible for pedestrians and cyclists because encouraging local journeys to be made by foot or by bike will remove cars from the road and further improve the experience for all traffic, not just strategic traffic. It will also hugely improve the quality of life for the many residents and future students in the area. The provision for cyclists and pedestrians must be improved, not simply maintained at the current inadequate levels.

Regards,

John Ferguson

[redacted]

48

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 11 March 2015 09:22
To: 'Arthur Acheson'
Subject: York Street Interchange Formal Consultation

Arthur

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.

48

Campbell, Jacqui

From: Arthur Acheson [redacted]
Sent: 10 March 2015 16:49
To: Roads Eastern Srit
Subject: RE: YORK STREET INTERCHANGE BELFAST
Attachments: York Street Interchange.docx

Dear Jacqui,

I attach a slightly amended version that removes one or two typographical errors in my original and I should appreciate it if you would please substitute this for the original.

There is no change in the substance of the submission.

Many thanks.

Yours sincerely

Arthur Acheson

From: roads.sriteastern@drdni.gov.uk
To: [redacted]
Date: Tue, 10 Mar 2015 16:14:47 +0000
Subject: RE: YORK STREET INTERCHANGE BELFAST

Mr Acheson
This is just confirmation that your email has been received.A formal acknowledgement will follow shortly

Regards
Jacqui Campbel
ISRIT

From: Arthur Acheson [redacted]
Sent: 10 March 2015 16:02
To: Roads Eastern Srit
Subject: YORK STREET INTERCHANGE BELFAST

Dear Sir or Madam,

Please acknowledge timely receipt of my attached response to the public consultation.

Yours faithfully

Arthur Acheson
Architect + Civic Planner

York Street Interchange

Co-financed by the European Union
Trans-European Transport Network (TEN-T)
RESPONSE TO SIX WEEK PUBLIC CONSULTATION

Arthur Acheson BSc MArch MRTPI AoU

Registered Architect, Chartered Town Planner, Academician of the Academy of Urbanism

INTRODUCTION

The scheme as proposed and described is disappointing. It is essentially single function infrastructure.

HM TREASURY GREEN BOOK

When examined in accordance with HM Treasury Green Book, the proposal fails to consider alternative means of dealing with the movements of people rather than vehicles.

The Green Book is often misunderstood and used as a set of formulae to prove that one particular (often capital build) option is better than a "do-nothing" option or any of the other options that may be under consideration.

However, the Green Book is a much more fundamental document. It calls on promoters of schemes to "build in flexibility from the start". It requires consideration of "radical options". It requires early (and good) consultation. Its binding guidance includes the use of "pilot projects", " activities rather than projects", "recurrent as well as capital expenditure" and consideration of various different timescales.

EXAMPLES OF PILOT PROJECTS, RADICAL OPTIONS and BUILDING IN FLEXIBILITY

Creative consultation about the future of people moving in Northern Ireland would include action learning. Part of this happens naturally, simply by observation. I am an active user of the Interchange. I have used it frequently as a car driver and as a pedestrian. The York Street Interchange is very quiet between the hours of midnight and 6.00am. It is also very quiet on a typical Sunday. During school holidays the Interchange is considerably less busy than when schools are in session.

The active learning from these observations is that the volume of traffic peaks at certain times of day, largely caused by behaviour of people who find that their optimum means of travel is by private car through the Interchange. The optimum means of travel is dictated by a combination of convenience, comfort and cost. Pilot Projects can temporarily adjust the optimum. For example, it is already apparent that during holiday periods, evenings, nights and weekends the Interchange is fully sufficient in its present state and could be improved by the construction of buildings, parks and other amenities on the land around the streets, creating a better city district for all users.

Additional Pilot Projects which cost very little could include, for example, measurement of the busiest times on the Interchange (perhaps it is a December afternoon before Christmas) and the tailoring of techniques to encourage greater use of public transport during the busiest times. Funding bus and train journeys free for all at this time for a trial period (say a busy month) would indicate the difference that greater use of public transport makes to the Interchange. The

Department for Regional Development recognises the benefit of Pilot Projects, having used them to help to alleviate parking issues in Belfast City Centre during the pre-Christmas period. One year, the parking charges in selected parts of the city centre were removed from 4.30pm instead of from 6.00pm daily. A second Pilot Project a year later changed this to allow free parking and bus transfers from Park and Ride locations. Measuring the impact of such changes on the Interchange would be beneficial and if they are found to be of benefit, their cost could be assessed against some or all of the capital works proposed. Increasing the frequency of public transport would also be a worthwhile pilot project for the Northern Ireland Government and Belfast City Council which must act in unison for the city.

Co-finance by the European Union will recognise the most important aspects of the scheme which are defined by the objectives of the scheme which are stated in the Environmental Statement as **Environment, Safety, Economy, Accessibility** and **Integration**.

ENVIRONMENT

The Environmental Statement describes the local environment as a "degraded urban landscape" whose "main characteristic is the legacy of 20th century transport planning which has changed the urban fabric". The existing junction degraded the urban landscape and the proposals continue the degradation. The Environmental Statement refers to the existing scheme as having caused "a certain degree of severance" but the promoters know that urban design analysis refers to this junction and its effects on the neighbourhoods as a "Shatter Zone", which is hardly a complimentary description and certainly emphasises the amount of disconnection which has been caused by major road infrastructure created in the last century. Not only disconnection, but also proximity to residential and commercial buildings of heavy infrastructure which is at times as high as the eaves of the adjoining buildings, creates a second class environment that should not be tolerated in a 21st century city. Steps should be taken to reduce the impact of the existing infrastructure rather than using its existence as a measure that the proposals will be not much worse than the currently degraded urban environment, or in Environmental Statement parlance "slight adverse". Residents have proved recently that they are not content with "slight adverse"; they successfully judicially reviewed and stopped a stadium project in the west of the city.

SAFETY

No figures are produced in the environmental statement to describe the existing safety situation and that which is proposed. Certainly accidents occur at the Interchange and it would be important to see which areas of the existing road and street network are actually the most dangerous in terms of safety of people.

ECONOMY

The scope to produce a "lighter, quicker, cheaper" solution to the movement of people is not described. The Department for Regional Development has several tools in its toolkit in addition to the capital works programmes of Transport NI. For example, its Active Travel Unit recognised the importance of "places" – destinations that are worth travelling to – in contrast to "degraded urban environments", "links", "embankments", "gyratory junctions", "underpasses", "bridges", "corridors", "hubs", "gateways". The economy depends on good places that people enjoy and I have never heard any person expressing joy or delight about any of these technical names given to places, save perhaps a beautiful bridge.

ACCESSIBILITY

The proposals reduce accessibility to existing housing and commercial places. They also reduce the scope to walk or cycle directly from place to place, offering dull, uninspiring and actually dangerous walking places which by their dullness are unpopular and by their unpopularity are empty, creating huge temptation and opportunity for anti-social behaviour, making them unsafe to use and completing the vicious spiral downwards from ideal places to dangerous and injurious ones of which nobody can be proud.

INTEGRATION

The scheme is dis-integrational. It does not integrate with the bus stops, the stations, the normal streets, the footpaths. It degrades all other experiences to create smooth running in each strand of "spaghetti "in the junction.

Even with the smoothest spaghetti, just one break can cause chaos. Belfast is not unlike other cities in some respects – accidents happen and planned and unplanned road repairs happen too. However, it is unlike other cities in that roads are blocked from time to time for other reasons, related to protests and violence as well as threats of violence.

EMERGENCY SITUATIONS

Interestingly, I have never had a complaint about having to use the traffic signalled junctions referred to in the Environmental Statement, nor have I heard complaints from other road users, except when an emergency occurs, which blocks one or more lanes due to roadworks or a road traffic accident. When an emergency occurs in a city street it blocks perhaps one or two road junctions but the permeability of streets in the city centre and suburbs allows traffic to escape from the emergency and find other routes with relative ease. The nature of the strategic, single function, one directional lanes involved in the proposed Interchange is that there is no escape. To compensate for the lack of escape, additional technical fixes are used, involving large gantries with electronic signage with (often outdated) messages several miles before the junction, warning of long delays or adjusted speed limits. Technology cannot fix the situation and serious congestion occurs. The proposals will add technology which again cannot fix the lack of escape routes and will inevitably allow congestion during the difficult periods during an emergency.

It is recognised that technical fixes solve only a symptom and not the cause of a problem.

RECOMMENDATION - A WIDER GOVERNMENT COMMISSION

I recommend that due cognisance is given to HM Treasury Green Book by a wider, more strategic **Government Commission** than can exist in single section (Transport NI) of a single department (Regional Development). I recommend that the Commission be requested to examine the scheme under the binding guidance of the Green Book and that the Commission be charged with examining the proposals under their key objectives, **Environment, Safety, Economy, Accessibility** and **Integration**, in a more independent manner than paid consultants from a single department and taking cognisance of each of the following **Green Book** headings:

- **Building in flexibility from the start** – the scheme currently allows no flexibility for future transport systems and even requires construction of foundations for a future railway to be predicted and built into its heart, rather than having flexibility to accommodate futures.

- **Radical options** – the proposed scheme is not radical – it is traditional late 20th century based road planning , single function, with predominance of use by private vehicles and no endeavour to reduce the demand for travel by private cars.

- **Early consultation** – the proposals have given only half the recommended twelve week consultation period which would allow organisations and groups of people to properly acquaint themselves with the scheme and prepare consolidated responses. Instead the consultation has depended on the legislation which requires a statutory minimum of 6 weeks which was allowed. In my opinion this is inadequate.

- **Pilot projects** – the current scheme presents no evidence of pilot projects which would reduce carbon emissions, mitigate climate change and reduce the need for capital works on infrastructure. Pilot projects could open an attractive prospect of keeping the existing traffic arrangements, reducing the number of vehicles by clever encouragement and spending the £165 million not on tunnels and bridges and tarmac but on urban regeneration. Some previous bridges and overpasses are now being considered for removal – at more cost to the tax payer.

- **Activities rather than projects** - means to alleviate peak periods need to be considered, including attractive incentives for people to work from home at certain times, having more flexible times to commute, etc. Government as a major employer is in a key position to encourage more activities of this nature which would reduce the need for large capital projects of this nature.

- **Recurrent as well as capital expenditure** - consideration should be given to making public transport more accessible, with particular incentives to encourage public transport usage during peak periods at this Interchange and other similar areas of current congestion.

- **Consideration of various different timescales** – stewardship of the place now would indicate that at best any construction work will commence three years from now. Creative use of places meanwhile is essential to rebuild communities and the spirit of the place.

Arthur Acheson

Registered Architect

Chartered Town Planner

Academician of the Academy of Urbanism

10 March 2015

49

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 11 March 2015 09:25
To: 'John@nthbp.com'
Subject: York Street Interchange Formal Consultation

John

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

49

Campbell, Jacqui

From: John McCorry [John@nthbp.com]
Sent: 10 March 2015 16:12
To: Roads Eastern Srit
Cc: Megarry, Michael; John McCorry; Fiona Surgenor
Subject: York Street Interchange - Draft Orders and Environmental Statement Consultation
Attachments: York Street Interchange consultation 3 3 15.docx

To whom it may concern,

Please find attached a submission from North Belfast Partnership and stakeholders who attended the local consultation event.
This submission is representative of the views expressed at that meeting.

Regards

John McCorry

Chief Executive,
North Belfast Partnership,
2 Duncairn Gardens,
Belfast, BT15 2GG
Ph: (028) 9075 2990 [redacted] Fax: (028) 9075 2788

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* * * *

NorthBelfast partnership

EVENT: NORTH BELFAST PARTNERSHIP - YORK STREET INTERCHANGE CONSULTATION

DATE: Tuesday 3rd March 2015

PRESENTING: Michael McGarry, URS & Roy Spiers, Transport NI

VENUE: North Belfast Partnership offices, Duncairn Gardens, Belfast

Please find attached the following comments from North Belfast Partnership (NBP) in response to the York Street Interchange Public Consultation which is due to close 10th March 2015.

- NBP acknowledge the importance of upgrading The York Street junction as it is used by 100,000 vehicles per day. The proposal to make it a grade-separated interchange, ie have a number of roads running through tunnels under the York Street/York Road junction is acknowledged as the preferred option.

- NBP supports the key drivers for this development as the Belfast Port which forms part of the Eastern Seaboard Key Transport Corridor and the need to seek an improved solution to the transport related problems as identified by the Regional Strategic Transport Network Transport Plan.

- NBP understands that this development is a Strategic Road Investment scheme (SRI) and as such follows an agreed process which is set out in three stages:

    - Stage 1 Scheme Assessment: this identified 6 proposals for the improvement strategy for the area. Four proposals were identified as going forward to Stage 2.

    - Stage 2 Scheme Assessment: This stage examined the four proposals and chose a Preferred Option.

    - Stage 3 Scheme Assessment: Following the announcement of the Preferred Option a preliminary design is developed to inform the preparation of the draft Designation Order (planning), and the draft Vesting Order and Environmental Statement.

- NBP acknowledges the consultation process that is underway via letters, emails, and presentations and that the Environmental Statement, copies of which were available at the Consultation, also includes the communications plan. The formal consultation ends on 10th March 2015.

- NBP welcomes the estimated economic multiplier associated with this project, forecast at for every £1.00 cost, £2.33 benefit is delivered to users. However, this does not take into account disadvantages and inconvenience incurred by residential areas and communities on the fringe of this project development i.e. Little George Street.

- NBP welcomes the inclusion of Cycles-Lanes incorporated into the design for York Street/York Road and the single use lane northbound, and a multi-use lane southbound (cycles and buses).

- NBP encourage Transport NI be mindful of the needs of residents and surrounding properties and gardens. NBP wish to highlight the concerns of residents relating to overshadowing of their property and potential reductions in natural light cause by these project improvements. NBP welcomes proposals to establish reinforced slope which can be planted.

- NBP acknowledges project timelines related to construction will commence in April 2018 and complete in March 2021 if the contractors are given the authority to proceed. The Procurement period for the contractor is envisaged to be approximately 18 months to 2 years and that this is industry standard procurement times.

- NBP ask that traffic displacement is addressed as it is anticipated that implementation of this project will increase significantly traffic on Corporation Street due to Nelson Street being closed off. This was acknowledged however an assessment has been undertaken and it indicated that the thoroughfare can cope with the increase in traffic.

- NBP highlighted concerns that improvements to the York Street Interchange will increase traffic from the M2 and Westlink exiting at this junction towards the city centre therefore creating additional pressure on local traffic. This should be reviewed and catered for as part of the project.

- It was highlighted that Corporation Street/Dunbar Link/Fredrick Street and North Queen Street, is already stopped up and that traffic will increase considerably due to the extension of Ulster University and city traffic at the Clifton Street on/off slipways to the Westlink. This junction already experiences significant traffic congestion at all times of the day and should be reviewed as part of the Interchange project improvements.

- NBP feel the project plans as presented are almost exclusively car orientated. Arguably there is a requirement for the integration of more pedestrian friendly and person friendly environment to attract footfall activities to and from the city. NBP ask is the public thoroughfare and associated walkways being improved best effect? NBP would argue there is a need for creative and attractive solutions for pedestrians that are complementary to road usage. On this basis it is recommended that the York Street Bridge does not break the eye line vista along York Street for pedestrians and offers more than a roadway to serve movement of traffic. People need a pleasant built environment, and bridge façade with places to stop, areas to shelter, and spatial planning that fits with the UU Campus build.

- It was suggested using the footpath for both pedestrians and cyclists as in other parts of the country. This was the preference of those attending the meeting who were made aware that cyclist forums are lobbying for segregated cycle lanes.

- NBP felt that money needs set aside to soften the area and any harsh physical infrastructure associated with project improvement plans i.e. quality materials, spatial layout and design around the bridge areas at North Queen Street, York Street and Clifton Street and that foliage and environmental enhancements are used to improve the aesthetics overall.

- NBP would welcome regular feedback from the working group that look at finishes and aesthetics, including an opportunity to meet representatives collectively, the Arts Council and two independents, Forum for Alternative Belfast being one of those independents.

- Participants wanted cognisance taken of sensitive local issues such as the area.

- NBP are pleased that the project is giving due consideration to nature and wildlife in the area.

- NBP proposed early opportunities should be used to dispose of unused areas with a redevelopment brief that relates to the wider environmental conditions. Transport NI are encouraged to make every effort to ensure these areas are accessible and safe spaces. It was stated that the land will be disposed of via department procedures. However, it was felt that this would limit the ability for the land to be used creatively, as unused land is usually earmarked for car parking, landscaping or roads and nothing else. This land should be used creatively and to stimulate investment, job creation and social enterprise, perhaps via a local Development Trust or Enterprise Agency.

- The City Centre Master plan was raised for discussion. It was felt it would be useful to have early integration of these areas in their strategy.

- It was felt by those present that any spare land should be kept green and landscaped.

- NBP proposed Social Clauses were incorporated into the procurement process. It was felt that this would be beneficial for the area to have these clauses placed in the procurement Brief for the Interchange project. Transport NI advised they always include social clauses in large scale contracts and that DEL will monitor this. NBP felt local input to the uptake and Implementation of the project Social Clauses would be advantageous

- Those representing the Business community at the meeting were content with the project proposals did not impede their business services to any significant level.

- NBP proposed that compensation for residents be considered where alterations to homes such as triple glazing are required to reduce noise pollution.

- NBP requested that Transport NI monitor noise levels and pollution changes to minimise disruption locally for residents. It was acknowledged that if people/residents are not losing land, then there will be no compensation available. Part 2 claims are assessed one year after the opening of the road. NBP acknowledged if the rateable value of a property has reduced directly as a result of the road works project then claims can be made.

- NBP was informed that there is no compensation for disruption to businesses but the contractor must maintain access to places of business and residence throughout the project.

- NBP was informed that the progress of the project was dependent upon government and available budgets, however, the scheme should be well supported as it is in a key regeneration area and is likely to get all party support.

- It was suggested that it is very possible that the scheme will go to public enquiry.

- NBP enquired if an additional rail halt was mentioned at Gamble Street. Transport NI advised that they have raised this issue with Translink.and the Transport Holding Company NI. NBP was informed that in order to install a dual rail line, the foundations work would need to be upgraded. Once the scheme is complete there will be no other opportunity to do this in the future.

- NBP proposed the possibility of Translink upgrading Yorkgate Train station as this stop will become the main feeder station for the Ulster University Campus. This will see an increase in pedestrians, Park and Ride and cyclists along the York Street arterial route.

- NBP was informed that BCC are working on cycle routes and that Transport NI is linking in with BCC in this respect.

- The meeting enquired if it is feasible to include crossing points at some agreed interval along the York Road. Transport NI and URS were asked to consider the distance between crossing points for pedestrians along this York Street route and new bridge.

These comments are submitted on behalf of North Belfast Partnership and those stakeholders in attendance at the consultation evening.

John McCorry

Chief Executive
North Belfast Partnership

CC: Consultation Stakeholders.

50

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 11 March 2015 09:27
To: 'Anne.Madden@sustrans.org.uk'
Subject: York Street Interchange Formal Consultation

Anne

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.

50

Campbell, Jacqui

From: Anne Madden [Anne.Madden@sustrans.org.uk]
Sent: 10 March 2015 16:34
To: Roads Eastern Srit
Subject: York Street Interchange Proposals
Attachments: York St Interchange Letter of Objection. Signature. Final 10.3.15.docx; Appendix 1 - York St letter March 2014.pdf; Appendix II Fig. 8.4 - Belfast City Centre Cycle Routes.pdf; Appendix III Fig. 8.3 - Belfast City - Quality Walking Route Network.pdf

Dear Divisional Manager,

Please find Sustrans Northern Ireland's response to the York Street Interchange proposals attached. Also attached are appendices mentioned in the letter. A hard copy of all this is in the post.

Best wishes

Anne

Anne Madden
Policy & Media Advisor
Sustrans, Ground Floor, Premier Business Centres, 20 Adelaide Street, Belfast, BT2 8GD

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The Divisional Manager
Transport NI – Eastern Division Headquarters
Hydebank
4 Hospital Road
Belfast
BT8 8JL

9 March 2015

Dear Sir

YORK STREET INTERCHANGE PROPOSALS

We wish to object to the draft Orders for the York Street Interchange.

We object on the following basis:

(i) The Proposed Scheme fails to meet the requirements for the provision of walking and cycling, as set out in the Belfast Metropolitan Transport Plan 2015.

(ii) The Proposed Scheme fails to meet the aspirations/objectives for cycling, as set out in the Department for Regional Development' s Draft Bicycle Strategy 2014.

(iii) The Proposed Scheme fails to give due recognition to the significant impact on walking and cycling that the current relocation of the University of Ulster will have.

We are extremely disappointed with the proposals. We previously engaged in the design development process when we responded to the consultation with the designers last year (see

Appendix 1, letter dated 28/3/2014 sent to URS). There is little evidence that our comments and the advice given then have been incorporated into the Proposed Scheme.

THE BELFAST METROPOLITAN TRANSPORT PLAN 2015

The justification for and design of the Proposed Scheme refers to a number of strategies and plans, including the Belfast Metropolitan Transport Plan 2015 (BMTP).

We would contend that the proposals fail to take on board the objectives and design standards for walking and cycling set out in this document.

(i) The Proposed Scheme fails to recognise and provide for the cycling network illustrated in Figure 8.4, Belfast City Centre Cycle Paths (Appendix II).

(ii) The Proposed Scheme fails to recognise and provide for quality walking routes, as illustrated in Figure 8.3, Belfast City Quality Walking Route Network (Appendix III).

(iii) The Belfast Metropolitan Transport Plan goes on to set out key design features of the Cycle Network.

Coherence: the cycling infrastructure should form a coherent entity, linking all trip origins and destinations; with a continuous level of provision;

Directness: Routes should be as direct as possible, based on desire lines, since detours and delays will deter use;

Attractiveness: Routes must be attractive to cyclists on subjective as well as objective criteria. Lighting, personal safety, aesthetics, noise and integration with the surrounding area are important;

Safety: Designs should minimise the danger for cyclists and other road users; and

Comfort: Cycle routes need smooth, well-maintained surfaces, regular sweeping and gentle gradients. Routes must be convenient to use and avoid complicated manoeuvres and interruptions.

We would contend that the cycling proposals in the scheme fail on most accounts to achieve these key design features.

(iv) The BMTP goes on to state 'On heavily trafficked roads cycle routes would be expected to be provided as fully segregated facilities' .

Cycling provision in both directions along York Street and the inner ring road must meet this requirement.

(v) The Plan states:

'Current provision for pedestrians and cyclists is poor by the standards of some other metropolitan areas - and poorer still when compared to towns and cities in continental Europe. Walking and cycling in the BMA are unattractive because of conflicts with road traffic. The BMTP provides a significant opportunity to redress this by identifying improvements that have considered walking and cycling as integral elements of an overall transport system. This will support the changes made to development control traffic assessment procedures, which require measures to encourage greater levels of walking and cycling to be factored into the planning of new development' .

The Proposed Scheme fails to demonstrate a commitment to this statement.

THE DRAFT BICYCLE STRATEGY AUGUST 2014 - DEPARTMENT OF REGIONAL DEVELOPMENT (DRD)

The Draft Bicycle Strategy, which was recently consulted on, sets out a 25 year vision for a cycling revolution. Key objectives include:

(i) "We are committed to creating a network of high quality, direct, joined up routes. We envisage a series of 'arterial routes' in our urban areas, which will largely mirror our arterial road network and be in a radial form."

(ii) "Going forward we will ensure that provision is more integrated and coherent in nature, by providing a 'whole of route' treatment. Where 'opportunities' arise, i.e. provision of bicycle infrastructure as part of road maintenance or upgrade schemes we will seize these opportunities, whilst emphasising how these improvements fit into the wider vision for Northern Ireland."

(iii) "In urban areas we will develop masterplans which will build on the 'comprehensive network for the bicycle' connecting where people want to travel from/get to."

(iv) "We plan to develop new, best practice design guidance which will be used by those designing for cycling. This guidance will identify ways that junctions, roundabouts and cycle lanes can be made safer and made to feel safer."

The Draft Bicycle Strategy also set out a road user hierarchy which it adapted from the Department for Transport (2007), Manual for Streets which sets out how the most vulnerable road users i.e. pedestrians and cyclists should be considered first in urban highway schemes, although not necessarily giving them priority at all locations.

We would contend that while this DRD document is still in draft format the Proposed Scheme should recognise and respond to it. This should include new updated design standards for cycle routes, road junctions and bus stops for cycling infrastructure.

RELOCATION OF THE UNIVERSITY OF ULSTER

This is perhaps the most significant regeneration project in the recent history of the City. The chosen site for the University, while adjacent to the Proposed Scheme, will have a significant impact on the wider area around it.

Some 13,000 students and 2,000 staff will be located at the campus, potentially generating some 30,000 local journeys per day, most likely by walking, cycling and public transport.

We understand that there are planning applications already being prepared or lodged to provide significant student accommodation around and close to the Proposed Scheme.

High quality walking and cycling links to public transport such as Belfast Rapid Transit, Yorkgate Railway Station and the proposed station at Dunbar Link will need to be provided in addition to links to Laganside, Titanic Quarter and NCN 93.

These linkages will also enable local communities around the project area, where car ownership may be low, to access opportunities for employment at the University, in Titanic Quarter and the City Centre.

We contend that the Proposed Scheme does not adequately provide for this substantial increase in local journeys in and through this area, which the University will generate.

THE PROPOSED SCHEME

These comments relate to specific aspects of the Scheme:

(i) Scheme-Specific Objectives

- **'To maintain access for pedestrians and cyclists'**

The current provision is particularly poor in what is a shattered urban environment dominated in the most part by roads/vehicle movements. Effectively what exists is a major barrier to pedestrians and cyclists and is preventing the development of active travel to the north of the City. The redevelopment of the York Street Interchange offers the potential to connect the City Centre with the Shore Road/Antrim Road segment of the City. As we previously pointed out in our earlier letter where good infrastructure is provided sustainable transport increases, for example in south Belfast. This would be in line with the BMTP objectives and the Draft Bicycle Strategy.

In the context of the existing inadequate level of provision, the objectives in the BMTP, the draft Bicycle Strategy and the impact of the new University Campus, this Scheme-Specific Objective is effectively redundant.

(ii) Typical Carriageway Detail York Street Overbridges (looking North)

Out of a total width of 27.2m only 1.5m has been allocated specifically for cycling, while 3.2m are allocated for separation strips and 6m for footway.

We would contend that the total space available could be reallocated to provide two 2m wide segregated cycle lanes and meet all the other spatial requirements.

(iii) Junctions

Cyclists are at their most vulnerable at road junctions and the proposals which include advance stop lines up to 5 lanes wide are impractical. Much more thought needs to be given to the design of all junctions, including Danish style two phase turning for cyclists.

CONCLUSION

We are extremely disappointed with the cycling and walking infrastructure being proposed and we have set out our rationale for objecting. We are, however, convinced that the situation can be rectified through the redistribution of road space and redesign of junctions. These changes can, we believe, be accommodated within the general layout of the proposed scheme, for example, without the need to widen the York Street Bridge.

We would welcome an early opportunity to discuss our concerns with the Department.

Yours sincerely,

Steven Patterson

Steven Patterson
Deputy Director Sustrans Northern Ireland

Enc.

Our ref: SP6016
Your ref: 47037827/GC/YSI

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28 March 2014

Dear Gareth

Re: York Street Interchange EIA

Thank you for your letter of 24th February about the Yorkgate Interchange and the opportunity to comment upon it with particular reference to cycling and walking.

Our comments relate primarily to the impact on the existing walking and cycling network and the opportunity that this development has to significantly improve the network. We think this scheme presents a great opportunity to improve access for pedestrians and cyclists in an area of Belfast where they are poorly provided for at present. We note the interest from the DRD in cycling matters including the recent establishment of a new Cycling Unit. We recommend early involvement of the Cycling Unit in discussions about this scheme.

The current at-grade M3/M2 junction and the associated linking roads provide a hazardous environment for cycling and an unpleasant environment for walking.

Below are some comments we would ask you to consider:-

- Cycling commuter levels in north Belfast are not high compared with south and east Belfast where the infrastructure is much better, through the provision of greenways and bus lanes. However the topography of the York Street Corridor is favourable to future development. We suspect one of the main reasons for low commuting numbers is the barrier created by the current M3/M2 junction. That said, at Currie Primary School on the Limestone Road there is an emerging cycling culture. Here 48% of pupils cycle or scoot to school.

- Certain areas of Belfast in the vicinity of Queens University have commuting cycling levels of 5 and 6% of adults commuting by bike, according to the NI Census. However 17% are female and 83% male. We recommend the highest quality infrastructure is incorporated into the scheme and this should be segregated from traffic where possible. This is needed to ensure those who feel vulnerable cycling on the road, including women and children, can use high quality safe provision.

- While it is welcome that thought has been given to cycling, the quality of the current provision shown is very disappointing. There is no evidence that the sort of provision shown i.e. green boxes without feeder lanes at traffic lights is proving beneficial to existing cyclists or resulting in new cyclists. It is likely that cycle lanes alongside busy roads are only of use to the most confident of cyclists. Given the

wide roads and new bridges this scheme should provide the highest quality cycle ways segregated from cars and pedestrians.

- The University of Ulster will have some 13,000 students and 2,000 staff located at York Street by 2017. Access for cycling to the site should be of the highest quality. The plans currently show cyclists having to use very busy multi-lane roads from the west, south and east with a bus lane coming close to the site from the north. It is anticipated that some students will continue to live in the Holylands/Ormeau area but that the residential areas to the north and west of the university will, in time, become student residential areas. Segregated cycle tracks should be developed to the north, south, east and western approaches to the site leading, without gaps, to the front entrance and other cycle parking sites. This provision should link to other cycle routes including the National Cycle Network at Queens Quay – the Big Fish sculpture - with the most likely corridor along the western side of Dunbar Link.

- The scheme offers significant potential to reconnect north Belfast to the City Centre. There is significant residential housing to the north and west of the Yorkgate shopping area. Indeed the Yorkgate centre is also a key destination and should be connected to the network. A segregated continuous north-south cycle route should be incorporated into this scheme from the University to Dock Street.

- The underpass at Whitla Street provides a useful link to those wishing to access the riverside and docks area on both sides of the river from North Belfast. A high quality link from the Whitla Street Underpass to Clarendon Dock using Corporation Street should be included.

- The plans should show the proposed pedestrian bridge indicated in Belfast Metropolitan Transport Plan across the Lagan at Coproration Square leading to Titanic Quarter and East Belfast. This link will give access to jobs for the people of North Belfast. Links to this proposed pedestrian/cycle bridge should be indicated including links to Corporation Street, Great Georges Street and York Road.

- It is of the utmost importance that walking and cycling links to public transport nodes are provided. A high quality link to Yorkgate Railway Station should be provided in coordination with Translink to ensure cycle parking and good access. Corridors should be protected to the proposed new rail station at Dunbar link.

A cycling Masterplan for Belfast is currently being considered and this proposed road scheme should have regard to the emerging plans. This offers the opportunity to make a significant contribution to the development of cycling and walking in our city with new safer segregated routes linking communities to the City Centre and Titanic Quarter and providing access to the new University creating a University City environment with cycling and walking links between the two universities being developed.

When considering the cost of the scheme, our suggestions will be relatively inexpensive to construct and the benefits could be significant. We would be very pleased to discuss these ideas with you in order to reach agreement on appropriate cycle provision.

Yours sincerely

Steven Patterson

Steven Patterson
Deputy Director for Northern Ireland

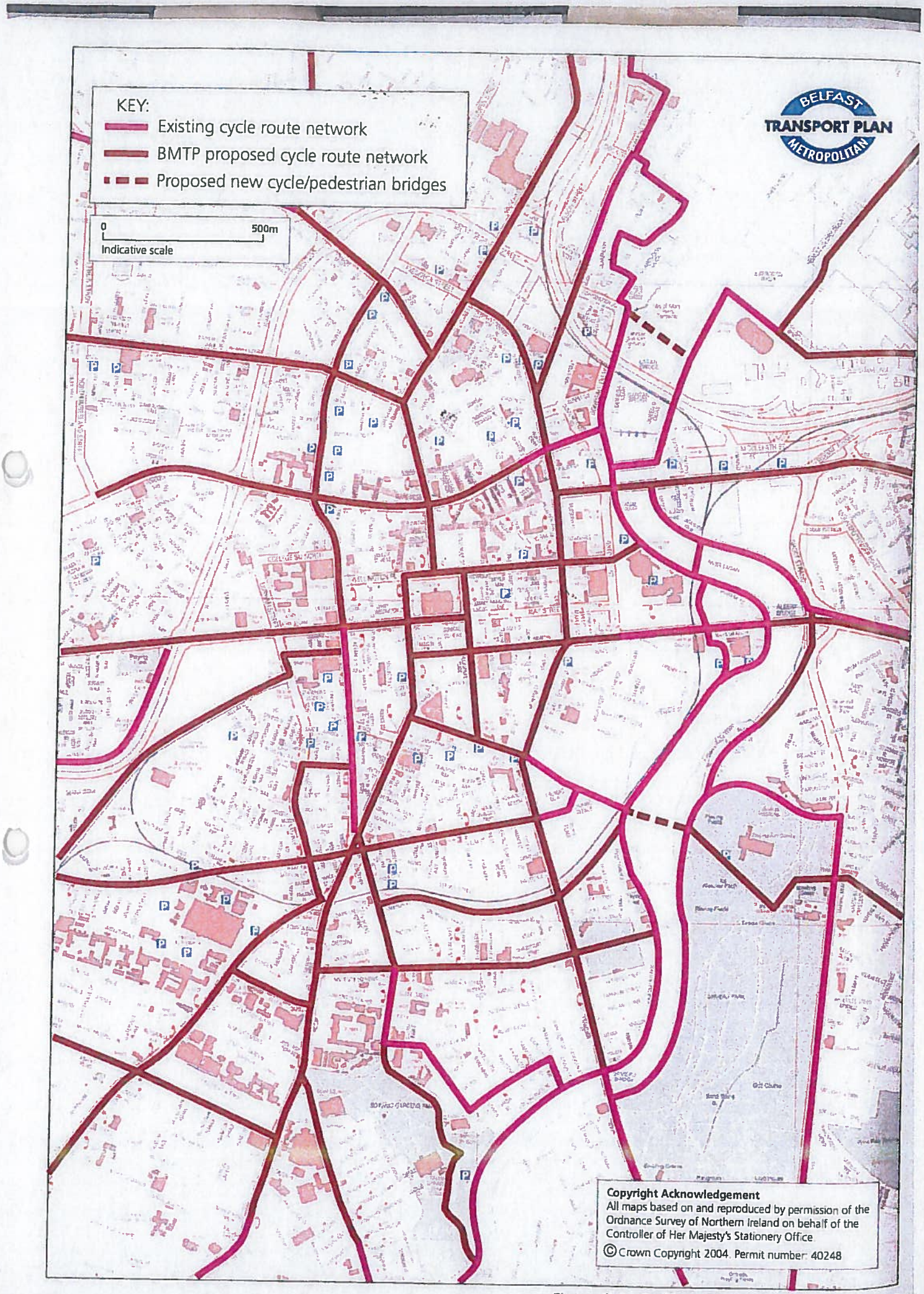

Figure 8.4 - **Belfast City Centre Cycle Routes**

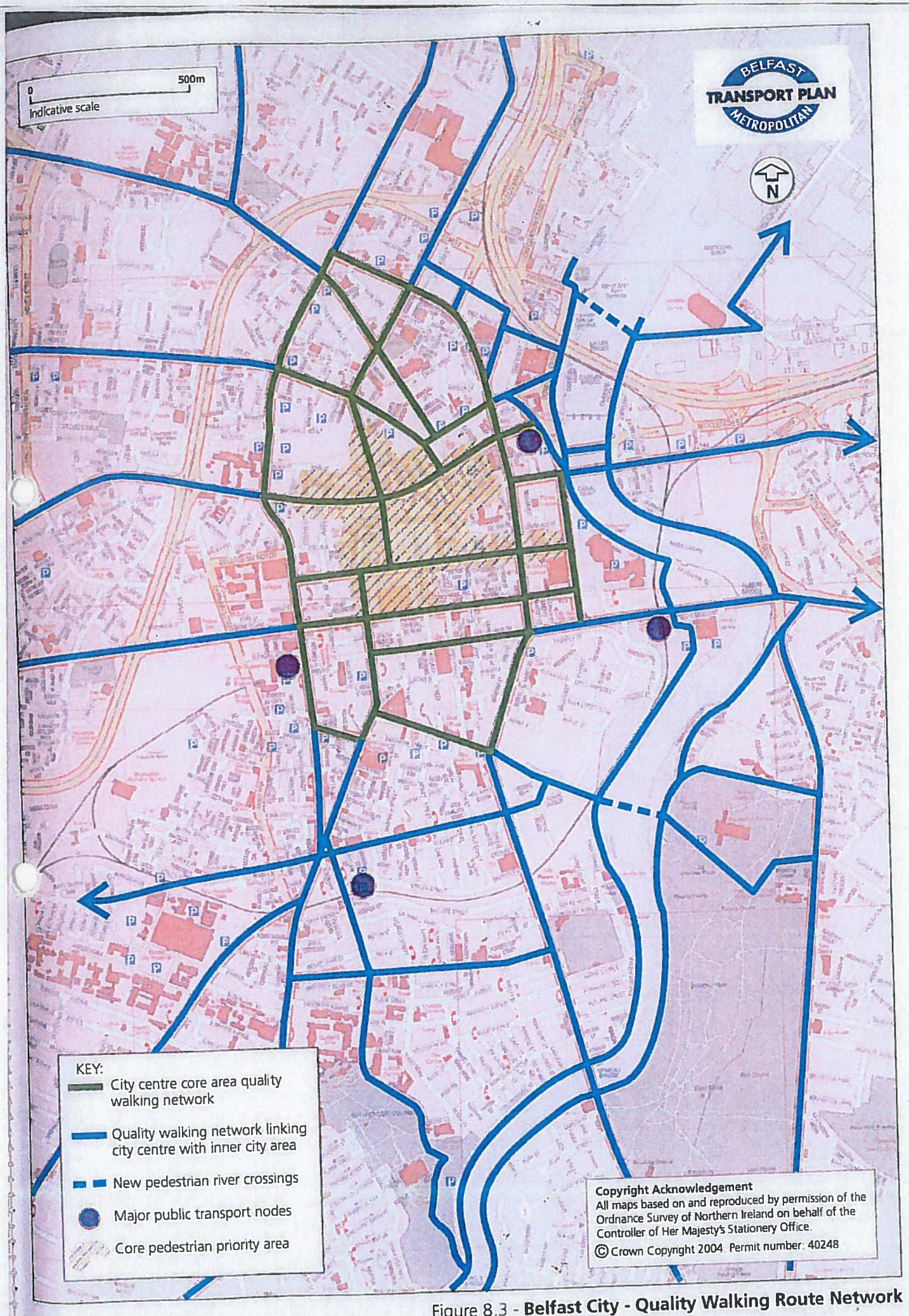

Figure 8.3 - **Belfast City - Quality Walking Route Network**

51

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

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

51

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 reponsibility 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

52

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 11 March 2015 09:34
To: 'DavisonL@BelfastCity.gov.uk'
Subject: York Street Interchange Formal Consultation

Lucy

Thank you for your response (on behalf of Belfast City Council) 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

52

Campbell, Jacqui

From: Lucy Davison [DavisonL@BelfastCity.gov.uk]
Sent: 10 March 2015 17:15
To: Roads Eastern Srit
Cc: Anne Doherty
Subject: Belfast City Council response to York Street Interchange Environmental Statement Public Consultation
Attachments: BCCDEV-#194447-v1-YSI_BCC_SUBMITTED_RESPONSE_100315.DOCX

Dear Sir/Madam,

Re: Belfast City Council response to York Street Interchange Environmental Statement Public Consultation

Please find attached Belfast City Council's draft response to the York Street Interchange Environmental Statement Public Consultation for consideration. The response will be considered at the Council's Shadow Strategic Policy and Resources Committee on 20 March and is subject to ratification at the full Council meeting in April 2015. Should any changes to the draft response be requested by elected members you will be notified the next day following the Council meeting.

If you require any further information or clarification on the issues raised, please contact Anne Doherty on 028 9027 0387.

Yours sincerely,
Lucy Davison

Lucy Davison | Planning and Transport Assistant | Urban Development Unit| 4-10 Linenhall Street| Belfast | BT2 8BP |Internal ☎:3325 |External ☎:02890 320 202

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Belfast City Council Draft Response to York Street Interchange - Environmental Statement Public Consultation

Belfast City Council welcomes the opportunity to comment on the Environmental Statement for the York Street Interchange as part of the Stage 3 Assessment public consultation process. A Strategic Advisory Group has been set up by DRD Transport NI to provide strategic guidance to facilitate the integration of York Street Interchange with other government and private initiatives and also to review the scheme aesthetics. The Council are represented on this group along with representatives from DSD, Planning NI, Arts Council, FAB and Transport NI.

The Council will work with DRD and other partners through the Strategic Advisory Forum to consider actions to minimise the impact of the scheme on the adjoining residential areas and to consider the aesthetics and finishes of the road proposal. The Council are also keen to assess the regeneration opportunities of surplus land parcels resulting from the proposed development at an early stage to maximise the potential benefit for the city. It should be noted that the YSI proposal will impact on a number of DRD off street car parks which will be transferred to Council ownership in April 2015

Our response below outlines the Council position in relation to the strategic context of the York Street Interchange proposal and this is followed by specific comments on technical aspects.

Belfast City Centre Regeneration Strategy and Investment Plan (Draft)

The York Street Interchange is highlighted in the Council's draft City Centre Regeneration Strategy and Investment Plan as a significant project for the city. The northern edge of the city centre is identified as the least permeable, defined by the major highway infrastructure of the Westlink and M3. The Plan highlights the issue that with the construction of the York Street Interchange there is the danger that the barrier between the city centre and the communities to the north will become even more pronounced. The City Centre Regeneration Strategy and Investment Plan suggest that innovative and interesting ways must be found to penetrate this barrier and foster connections through the concrete of the interchange.

Under the policy of "Creating a green, walkable, cyclable centre" the objective is to "reduce the area of asphalt and increase green space in the city centre through the provision of new open spaces, a comprehensive streetscaping programme and development of the Lagan corridor as a recreational spine." The draft plan considers the need to rebalance the scales between asphalt and softness on city centre streets as a priority. With the introduction of the York Street Interchange there will be excess road capacity on some of the worst offending portions, notably the Dunbar Link, which the plan proposes could be reallocated to support cyclists and pedestrians.

The Plan also outlines a policy to "Connect to the city around" and aims to "reduce barriers around the city centre and the communities that surround it by connecting to activity in adjacent neighbourhoods, ... reducing road widths, improving pedestrian crossings,

streetscaping key corridors and improving the built form relationship at the edge of the centre."

It is recommended that careful design is required for connecting north / south routes for pedestrian and cyclists and creative solutions are needed to reduce the visual impact of the interchange and make use of otherwise dead space required. The Plan suggests "Underpass Projects" to improve the visual impact and pedestrian connectivity through the M3 and York Street interchange through public art, landscaping interventions and community sports facilities.

Finally the Plan states that with some modest investment in the design of the interchange with the aim of improving development and regeneration potential and non-motorised movement could have significant future benefits. The Council will work with DRD and other partners thorough the Strategic Advisory Group to consider how the barrier effect of the interchange can be minimised.

Belfast City Masterplan

Belfast City Masterplan sets out the Cathedral area placemaking solution to deliver the integration of the University of Ulster at Cathedral Quarter. The Plan states that with the opportunity to plan for a new university campus care needs to be taken to shape the substantial investment of public money to ensure that it delivers the optimal social, economic and physical impacts on the city centre. Belfast City Masterplan recognises the need for alignment between the University expansion in this part of the City and the proposed major upgrade of the motorway interchange at York Street.

Specific Comments:

Cycling provision

The Council would request that DRD reconsider the use of on road cycle lanes and shared bus lanes as part of the proposed cycle provision for the scheme. In our response to the draft NI Bicycle Strategy, the Council strongly supported high quality segregated cycle lanes in urban areas particularly on routes where traffic volumes and speed may be high. It is considered that the York Street proposal presents an opportunity to develop segregated cycle lanes along with other innovative measures for cycling infrastructure such as bus stop by passes. The Council would recommend input from DRD Cycle unit into the design of this infrastructure following on from consultation on the Bicycle Strategy.

There are a number of proposed developments in the vicinity of the YSI proposals such as City Quays and the new University of Ulster campus development on York Street. The need to increase the opportunity for active travel access to the new University campus, the city centre and the harbour area is vital.

Open Space

The York Street Interchange project presents the opportunity to create significant areas of new green space in a sector of the city currently dominated by transport infrastructure. In line with Council policy, set out in our City Centre Regeneration Plan, we need to increase our network of green spaces to balance increased amounts of hardscape associated with a

project of this scale. Opportunities also exist to create new green boulevards that connect the Northern Quarter through Dunbar Link and back to the city's core.

The northern edge of the city is the least permeable, therefore new open space associated with the development must be accessible to local communities, welcoming, easy to maintain and innovative in terms of landscape treatments. The project presents an opportunity to reconnect this sector of the city through green walking and cycling routes and to reduce severance of adjacent neighbourhoods.

The proximity of the UU Campus development is also significant. The Interchange project also provides opportunities to enhance pedestrian activity associated with the new campus and further develop pedestrian connections to the city centre.

New green spaces should also be designed to reduce the visual impact of new elevated road structures. The Council would support the introduction of significant mature tree and screen planting where possible. Our City Centre Regeneration Plan also advocates the use of planters that disguise harsh concrete surfaces with vines/climbers and the use of vibrant public art or lighting schemes.

The development also offers the opportunity to re-design spaces between road infrastructure which are currently dead space. Where appropriate underpass areas could be transformed into productive community spaces used for sport e.g. multi use games areas or climbing walls. A recent council success has been the development of 'The Bridge's urban sports park beneath the M3 bridge at Corporation Street. A more simple 'greening' approach may present opportunities for informal recreation e.g. small urban parks with stronger connectivity to surrounding communities.

Air Quality

BCC have been working closely with DRD on the development of a new Air Quality Action Plan for the city and York Street Interchange has been identified as one of the measures to include in the new plan to improve air quality in that area. The scheme is considered as a means of reducing localised emissions on connecting roads (i.e. as a result of relieving a significant congestion hotspot) and, to a lesser extent, incremental reductions in background emissions, which of course will have a wider impact on exposure. In relation to Air Quality operational and construction phase impacts are outlined here with a full response included in Appendix 1.

Operational Impacts:

The URS report has demonstrated that the proposed scheme would result in localised changes in emissions as a result of modification to the existing road layout and associated traffic redistributional effects, the changes in concentrations would generally be of an imperceptible or small magnitude, in terms of both increases and decreases in exposure. In the assumed year of Opening (2021) and the Design year (2035), predicted annual mean concentrations of nitrogen dioxide and particulate matter would be below national air quality objective values at all assessed sensitive receptors for both the Do-Minimum and Do-Something scenarios. Overall, there would be no significant effect on either local or regional air quality as a result of the Proposed Scheme.

Construction Phase Impacts:
Adverse effects on amenity and local air quality due to fugitive emissions of dust, particulate matter and construction related traffic movements are not considered to be significant and would only be of local concern during the construction phase.

Belfast City Council Environmental Protection Unit has no concerns regarding the air quality impacts of the proposed scheme on receptors and would support the scheme in relation to health benefits it has the potential to deliver. However, the Unit would wish to continue in consultation with DRD regarding the operational and construction plans for the proposed scheme.

Noise
Belfast City Council Environmental Protection Unit would request further information as outlined below with a full technical response included in Appendix 1.

Operational Phase

- The Environmental Protection Unit requests that once the scheme is operational, the applicant demonstrates, by way of a Verification Report, that further assessment has been conducted to confirm/inform initial predictions as to whether or not any properties identified within the study area meet eligibility criteria under the Noise Insulation Regulations (NI) 1995.

- With respect to compliance with the Environmental Noise Directive, the afore-mentioned Verification Report should demonstrate liaison with the relevant competent authority (Department of the Environment) and identify any required noise actions arising out of duties under the Environmental Noise Directive.

Construction Phase
This Unit advises the following **additional information** should be presented once available:

- Submission of a regularly updated CEMP – (Construction Environmental management Plan). This Unit recommends that DRD instruct the appointed Contractor to liaise closely with Belfast City Council in communicating details of the various phases of work demonstrating how good site practices will be adopted in order to mitigate construction noise and vibration impacts. This should include details of noise reduction methods to be employed during piling activities;

- Documentation demonstrating the feasibility of the chosen method of piling;

- Further information relating to the removal of existing noise barriers as part of the construction phase and details of proposed temporary alternatives;

- A proactive strategy aimed at reassuring residents in advance of any piling operations is also recommended. Evidence of feasibility study for the chosen method of piling should be appropriately documented;

- Significant night time works have been identified as likely to be required. Details of proposed night time works required as part of the construction phase should be communicated to Belfast City Council well in advance of any such proposed works with proposed mitigation measures clearly identified;

- Early communication and engagement with communities likely to impacted by noise and vibration impacts during the construction phase will be an essential element of managing complaints. This Unit seeks confirmation, by the applicant or contractor that a community liaison officer has been appointed to deal with complaints and focus on community engagement/ consultation in relation to the construction phase.

Contaminated Land

Below is a summary of comments/recommendations from the Belfast City Council Environmental Protection Unit (EPU) with regard to contaminated land. The full response is included in Appendix 1.

With respect to potential human health issues relating to potential land contamination issues association with the scheme, the EPU has undertaken to review Chapters 16 and 17 of the Environmental Statement. Within these chapters, URS present a contaminated land risk assessment (CLRA) which has been completed generally in line with relevant current industry guidance (CLR11 *Model Procedures for the Management of Land Contamination*).

The CLRA concludes that the risks posed to human health associated with the scheme are 'very low' and that the remediation of any previously unidentified contamination encountered during construction could actually have a 'Slight/Moderate Beneficial' environmental impact.

The EPU welcomes the approach taken and the recommendations made with respect to the management of any unforeseen contamination during construction.

However, full technical details of the work completed have not been provided. This would need to be submitted in order for the EPU to fully appraise the possible land contamination issues. Furthermore, the EPU has some concerns that the risks posed to users / residents of adjacent sites has not been fully considered.

Appendix 1

Air Quality Impact Assessment Response
Belfast City Council Environmental Protection Unit Technical Comments

Chapter 8 of the Environmental Statement and its Appendices describe the air quality impacts of the preferred option associated with the redevelopment of York Street junction. The assessment considers the effects on Local and Regional air quality in accordance with the methodology for a 'Detailed' and 'Simple' assessment respectively, as stated within the DMRB Advice Note HA 207/07.

Part III of the Environment (Northern Ireland) Order 2002 establishes a statutory duty upon Northern Ireland district councils to periodically review, assess and manage air quality for a range of common ambient pollutants. A series of heath-based standards for these pollutants, that are designed to protect the public and the environment, are detailed within the Air Quality Strategy for England, Scotland, Wales and Northern Ireland. Accordingly, this Unit on reviewing the report focused primarily upon the assessment of ambient pollutants prescribed within the Air Quality Strategy for England, Scotland, Wales and Northern Ireland and the Air Quality Standards Regulations (Northern Ireland) 2010.

The consultant has used Cambridge Environmental Research Consultant's Atmospheric Dispersion Modelling Software (ADMS- Roads V3.2.4) to quantify local pollution levels at 18 relevant receptor locations. Additional predictions have also been obtained as set out in the DMRB approach to 'simple' assessment methods to consider regional emissions. Nitrogen dioxide (NO2) and particulate matter (PM10 & PM2.5) background data for the modelling studies has been derived from data published by the Department of Environment, Food and Rural Affairs (Defra).

Report Findings

Operational Impacts:
The URS report has demonstrated that the proposed scheme would result in localised changes in emissions as a result of modification to the existing road layout and associated traffic redistributional effects, the changes in concentrations would generally be of an imperceptible or small magnitude, in terms of both increases and decreases in exposure. In the assumed year of Opening (2021) and the Design year (2035), predicted annual mean concentrations of nitrogen dioxide and particulate matter would be below national air quality objective values at all assessed sensitive receptors for both the Do-Minimum and Do-Something scenarios. Overall, there would be no significant effect on either local or regional air quality as a result of the Proposed Scheme.

Construction Phase Impacts:
Adverse effects on amenity and local air quality due to fugitive emissions of dust, particulate matter and construction related traffic movements are not considered to be significant and would only be of local concern during the construction phase.

Comments

The M1/Westlink Corridor including the York Street junction is declared as an Air Quality Management Area for predicted exceedences of the nitrogen dioxide annual mean air quality objective and also the nitrogen dioxide 1 hour mean objective.

As a key member of Belfast Air Quality Steering Group, BCC have been working closely with DRD on the development of a new Air Quality Action Plan for the city and York Street Interchange has been identified as one of the measures to include in the new plan to improve air quality in that area. The scheme is considered as a means of reducing localised emissions on connecting roads (i.e. as a result of relieving a significant congestion hotspot) and, to a lesser extent, incremental reductions in background emissions, which of course will have a wider impact on exposure. This Unit will continue to review and assess air quality within this location as part of our statutory duties under Part III of the Northern Ireland the Environment (NI) Order 2002.

Accordingly, based upon the findings of the URS report, this Unit is satisfied that no exceedence of the air quality objectives will occur at relevant receptors. As a result, this Unit has no concerns regarding the air quality impacts of the proposed scheme on receptors and would support the scheme in relation to health benefits it has the potential to deliver.

Noise and Vibration Impacts
Belfast City Council Environmental Protection Unit Technical Comments

This Unit notes the URS detailed study area for the quantitative assessment of noise impacts has been defined as comprising a 400m buffer around the Proposed Scheme design.

URS presents results of ambient noise monitoring undertaken at six monitoring locations they identify as representative of sensitive receptors potentially impacted by the proposed scheme.

The noise and vibration assessment examines both the potential operational impacts from the proposed scheme once operational (for both the assumed year of opening of 2021 and fifteen years later in 2035) and the potential impacts from noise and vibration during the construction phase (expected to last 3 years).

Operational Impacts

Report findings:

Calculations carried out and presented in the URS noise and vibration assessment report demonstrate that in the absence of the proposed scheme, road traffic noise levels in the 400m study area generally increase slightly from the baseline year to the future assessment year, due to the general increase in traffic flows over time.

With the scheme in place the URS report advises that the vast majority of properties will undergo a negligible increase in daytime traffic noise in the long-term from 2012 Do-Minimum to 2035 Do-something scenarios. In addition, the URS report advises that a small number or residential properties adjacent to the proposed scheme were predicted to experience an increase in noise levels that may meet the criteria for provision of insulation (as defined in the Noise Insulation Regulations (Northern Ireland) 1995).

However, the report advises that the provision of mitigation in the form of noise barriers located along a section of proposed fence line adjacent to the northbound and southbound carriageways of the Westlink would ensure that predicted increases in noise levels experienced at these properties would be reduced to such an extent that they are no longer predicted to meet the Noise Insulation Regulations (NI) 1995 criteria. In addition, the URS report advises it is proposed to use low noise road surfacing on interchange links between the Westlink, M2 and M3 and the slip roads from these to the local road network

Comments:

It is noted that the conclusions of the operational noise impact assessment advise that no properties have been predicted to meet the eligibility criteria of the Noise Insulation Regulations.

This Unit requests that the applicant demonstrates by way of a Verification Report once the scheme is operational that further assessment has been carried out to confirm/inform initial predictions whether or not properties within the identified study area meet eligibility criteria under the Noise Insulation Regulations.

The URS report advises it will be important to take into account the Environmental Noise Directive (END) but offers no further discussion.

- The applicant should be aware that any future Noise Action plans drawn up to meet the requirements of END will need to reviewed and amended in light of the Proposed Scheme.

- The Unit directs the applicant to seek comments from DoE (Environmental Policy Unit) as the competent authority in respect of meeting the requirements of END.

The afore-mentioned Verification Report should demonstrate liaison with the relevant competent authority (Department of the Environment) and identify any required noise actions arising out of compliance with the Environmental Noise Directive.

Construction Phase Impacts

Report Findings:

The URS report presents information relating the potential noise and vibration impacts during construction. Relevant British standards and guidance are referred to in the report to determine impacts over and above recommended limit values (based on a 12hour daytime limit). The report indicates there will be noise impacts in excess of the good practice guideline limits if work proceeds without mitigation measures. A number of industry good practice measures are presented in the report which should be implemented where possible during construction.

Comments:

While it is noted that the potential noise and vibration impacts during construction will be short-term, there is concern that there is potential for a high level of complaints due to noisier elements of the construction phase and *likely perceived* disturbance and structural damage from piling activities. It is noted that the URS report advises that the vibration impacts as a result of piling activities are predicted to be within the guideline limits for daytime but no night time piling work is to take place as guideline limits are not predicted to be met for night time.

Even when within guideline limits, vibration from piling is often perceived by sensitive receptors as alarming and often generates a significant number of complaints. It is noted in the URS report that driven precast concrete piling is proposed in proximity to residential receptors.

This Unit advises the following **additional information** should be presented once available:

- Submission of a regularly updated CEMP – (Construction Environmental management Plan). This Unit recommends that DRD instruct the appointed Contractor to liaise closely with Belfast City Council in communicating details of the various phases of work demonstrating how good site practices will be adopted in order to mitigate construction noise and vibration impacts. This should include details of noise reduction methods to be employed during piling activities;

- Documentation demonstrating the feasibility of the chosen method of piling;

- Further information relating to the removal of existing noise barriers as part of the construction phase and details of proposed temporary alternatives;

- A proactive strategy aimed at reassuring residents in advance of any piling operations is also recommended. Evidence of feasibility study for the chosen method of piling should be appropriately documented;

- Significant night time works have been identified as likely to be required. Details of proposed night time works required as part of the construction phase should be communicated to Belfast City Council well in advance of any such proposed works with proposed mitigation measures clearly identified;

- Early communication and engagement with communities likely to impacted by noise and vibration impacts during the construction phase will be an essential element of managing complaints. This Unit seeks confirmation, by the applicant or contractor that a community liaison officer has been appointed to deal with complaints and focus on community engagement/ consultation in relation to the construction phase.

Land Contamination
Belfast City Council Environmental Protection Unit Technical Comments

Information Reviewed
This Unit has reviewed the Environmental Statement prepared by URS for the proposed York Street Interchange scheme titled '*York Street Interchange. Proposed Scheme Report: Part 1. Environmental Statement, January 2015*'.

URS have addressed matters relating to land contamination within Chapter 17 of the report '*Geology & Soils*' and also made reference to contamination in the context of surface water and groundwater quality in Chapter 16 '*Road Drainage & The Water Environment*'.

In order to aid in understanding the likely impact of the development with respect to land contamination and possible remediation works, URS has completed a Contaminated Land Risk Assessment (CLRA). This has been completed in accordance with the methodology presented in relevant industry guidance, CLR11 *Model Procedures for the Management of Land Contamination* (EA, 2004).

Findings Presented
The CLRA firstly included the completion of a Preliminary Risk Assessment (PRA). The PRA identified a number of potentially contaminating land uses in the vicinity of the site and included the construction of a Conceptual Site Model (CSM) of possible pollutant linkages. The PRA identified a number of historical manufacturing works and fuel storage facilities in the vicinity.

Following the PRA, data on the chemical composition of the underlying soils and groundwater, and on the generation of ground gases, were collected during a site investigation undertaken in the vicinity of the proposed scheme. It is understood that these data were subsequently assessed using relevant current guideline values in order to assess possible contamination risks.

In relation to human health, the risk assessment concludes that '*the risk to human health with respect to current users of the site, construction workers as well as ground gas generation to potential receptors is considered to be very low*' (Section 17.5.7.4.5). Furthermore the report goes on to conclude that '*based upon the assessment of information available to date, it is not anticipated that specific remediation would be required at the site*' (p594).

The report acknowledges that there are inherent uncertainties in CLRAs and that '*while ground investigations have been undertaken, the potential for localised areas of unidentified contamination cannot be discounted*'. On this basis, the report presents recommendations for addressing any unidentified contamination encountered during construction through additional sampling, assessment and appropriate materials handling as necessary.

The report also goes on to acknowledge that a 'Slight/Moderate Beneficial' environmental impact could result from any remediation or mitigation measures which would be undertaken.

Comments

The EPU welcomes that the proposals have been supported by a CLRA which has generally been undertaken in line with current relevant industry guidance. The proposals for addressing contamination encountered during construction are also welcomed.

It is noted, however, that the data upon which the abovementioned conclusions have been drawn have not been included in the report and no details of the specific guideline values used to complete the assessments of the data are presented. The EPU cannot therefore fully appraise the appropriateness of the work completed and the conclusions presented. The EPU would require to see all relevant technical data before it can be satisfied that the conclusions drawn are valid.

Furthermore, the EPU has some concerns that all pathways associated with the potential exposure of site users and users of adjacent sites have not been fully considered. Some elevated levels of Total Petroleum Hydrocarbons (TPH) were detected within groundwater beneath the site, however, no specific quantitative assessment of the potential risks posed by vapour inhalation from these contaminants appears to have been presented.

53

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 11 March 2015 09:36
To: [redacted]
Subject: York Street Interchange Formal Consultation

Gary

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.

53

Campbell, Jacqui

From: Gary Benson [redacted]
Sent: 10 March 2015 17:35
To: Roads Eastern Srit
Subject: York Street Interchange - consultation comments

Dear Sirs

I wish to convey my overall support for the proposed York Street Interchange road improvement scheme, however, being a regular commuter cyclist in and around Belfast, I believe that the proposals do not fully take into consideration the needs of non-motorised users, in particular, cyclists.

I have read the blog by local cycle infrastructure safety campaigner, NI Greenways, and I agree with all of the points he mentions in his recent blog about the proposed YSI. I have provided a link to his blog below, and I believe that all of the issues he raises should be very carefully considered by the consultants working on behalf of TransportNI on this project.

I would be grateful if you could keep me informed on future developments regarding this proposed scheme.

Kind regards
Gary Benson

York Street Impediment to change

[redacted]

York Street Impediment to change

"We appreciate that many people feel that provision is frequently fragmented and of varying quality. Where 'opportunities' arise, i.e. provision of bicycle infrastr...

View on nigreenways.wordpr... Preview by Yahoo

54

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 12 March 2015 09:24
To: 'arthur.murphy@poferries.com'
Subject: York Street Interchange Formal Consultation

Arthur

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

The formal consultation closed on 10th 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.

54

Campbell, Jacqui

From: Murphy, Arthur [arthur.murphy@poferries.com]
Sent: 11 March 2015 15:16
To: Roads Eastern Srit
Subject: P&O Ferries Letter of Support for York St Interchange project
Attachments: P&O Ferries Letter of Support - York St Interchange.pdf

Good afternoon

I've just been advised that this letter was not submitted sooner than required, but would hope that this can be included in submissions

Best regards

Arthur

Arthur Murphy
Business-to-Business Sales Manager | Commercial

dd. +44 28 2887 2206 | [redacted] | **w.** poferries.com

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3rd March 2015

Dear Sir,

York Street Interchange

In response to the announcement by the Minister for Regional Development on 27th January 2015, that the above Proposed Scheme Report and associated statements have now been published, P&O Ferries would like to register its' full support for the project and would encourage its' expeditious progression.

The strategic importance of this key infrastructural project to the economy of Northern Ireland cannot be underestimated. The connectivity of the three main arterial motorways is vital to sustain the road haulage industry's pivotal role in delivering Northern Irish goods to market more efficiently and with greater cost effectiveness.

As a company that works closely with local, national and international road transport companies, it's important that we do whatever we can to support and sustain this sector of the economy. It is our duty to lobby government and local authorities to make strenuous efforts to improve the roads infrastructure in our business hinterland. To that end we have met with the Minister to convey our views about improving the road network in Northern Ireland, and to invite him to match our efforts to persuade the Scottish government to continue to invest in the arterial routes in south west Scotland that are so important to our customer base.

We also took the opportunity to congratulate the Minister and his Departmental team on taking the forward-looking decision to press ahead with the York Street Interchange project especially during these financially chastened times.

P&O Ferries views this project as equal in importance to the soon to be completed A8 Larne-Belfast dual carriageway scheme. Both will improve the convenience and reachability of the Port of Larne to hauliers operating across the island of Ireland. Indeed such new projects will deliver journey reliability, fuel economy and time saving opportunities to the road haulage industry and therefore support the shortest fastest most frequent ferry link between Northern Ireland and Great Britain, Larne to Cairnryan.

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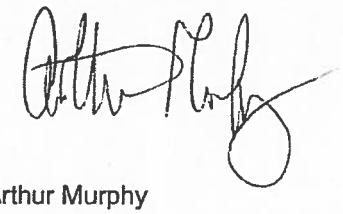
From both narrow company and the broader business viewpoints, P&O Ferries believes that the York Street Interchange will provide lasting economic benefits to the local industrial, retail and agri-food sectors as well as the tourism sector. All of these are vital to maintaining our role in delivering competitive ferry services on the Irish Sea.

Yours sincerely



Arthur Murphy

Business-to-Business Sales Manager

55

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 18 March 2015 11:17
To: 'geraldineduggan@belfastcentre.com'
Subject: York Street Interchange Formal Consultation

Geraldine

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

The formal consultation closed on 10th 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.

55

Campbell, Jacqui

From: Pentland, Colin
Sent: 13 March 2015 14:17
To: Campbell, Jacqui
Subject: FW: Response to York Street Interchange
Attachments: York_Street_Interchange_consultation_response_March_15.docx

Colin Pentland

Strategic Road Improvements

DRD - Eastern Division, Hydebank, 4 Hospital Road, Belfast BT8 8JL. Tel 028 902(53212) Email: colin.pentland@drdni.gov.uk

---

From: Irwin, Helen (ROADS) **On Behalf Of** Monaghan, Kevin
Sent: 13 March 2015 14:04
To: Spiers, Roy
Cc: Pentland, Colin; Monaghan, Kevin
Subject: FW: Response to York Street Interchange

See below comments from BCCM

Helen

From: Geraldine Duggan [mailto:geraldineduggan@belfastcentre.com]
Sent: 12 March 2015 17:02
To: Monaghan, Kevin
Subject: Response to York Street Interchange

Good afternoon Kevin,

I must apologise for the delay in forwarding our response on the York Street Interchange to you. I realise it is outside the stated deadline, however due to other commitments we have just completed the response to your consultation.

I would appreciate it if you could still take our response into consideration.

Kind regards

Geraldine

Geraldine Duggan
Operations Manager
Belfast City Centre Management Company
2nd Floor Sinclair House
95 - 101 Royal Avenue
Belfast BT1 1FE
T: 028 9024 2111
F: 028 9023 0809
[redacted]
Email: g.duggan@belfastcentre.com
Website: www.belfastcentre.com

Belfast
City Centre Management

Belfast City Centre Management's Response to DRD's draft Statutory Orders and Environmental Statement for the proposed York Street Interchange

March 2015

1. INTRODUCTION

Belfast City Centre Management (BCCM) is grateful to the Department for the opportunity to respond to the York Street Interchange through the consultation process, launched by the Department for Regional Development.

2. ABOUT BELFAST CITY CENTRE MANAGEMENT COMPANY

This response is submitted on behalf of BCCM, a public/private sector partnership, established to bring together key stakeholders within the city centre with the following mission statement:

> *'BCCM will deliver additional services into Belfast city centre, on behalf of its core funders, which contribute in a measurable way to a cleaner, safer and more accessible city'*

Working as an operational vehicle for Belfast City Council (BCC), the Department for Social Development (DSD) and Belfast Chamber of Trade & Commerce (BCTC), BCCM acts as an enabler, facilitator and coordinator in the city centre.

BCCM works in partnership with its key stakeholders to deliver a shared city centre agenda through bespoke Action Groups, focusing on the following three areas:

- Economic Performance,
- Public Space Management and
- Safer City.

BCCM is a company limited by guarantee and has been structured in such a way that enables the private sector to become involved in the improvement of Belfast city centre and influence the decision-making process by the representation of Belfast Chamber of Trade & Commerce (BCTC) on the BCCM Board. The relationship with BCTC is set out in the strategic alliance, outlining the relationship between both organisations.

3. RESPONSE TO THE PROPOSAL

Our response is based on the scale of the York Street Interchange (YSI) project and the implications that will arise as a result of its implementation, with consideration given to visitors, shoppers, employees and residents.

- Currently, the north side of Belfast city centre's road network is made up of the Westlink and M3, both of which are perceived to be a barrier to accessing Belfast city centre. BCCM is concerned that the YSI would exacerbate the issue by contributing to this barrier. Consideration needs to be given to use of innovative measures to minimise this this barrier and make the YSI more pedestrian and cycle friendly.

- The York Street Interchange (YSI) will be a major project for the city, impacting on traffic in and around the city centre during its construction phase. Disruption to traffic should be minimised as far as possible and avoid key events that are hosted in Belfast city centre.

- The YSI provides an opportunity to improve infrastructure links in support of cyclists and pedestrians. This opportunity needs developed to encourage connectivity with the north of the city and the city centre.

- The YSI needs to consider the expansion of the university campus at York Street and the development of City Quays and the needs of their users, with the opportunity to improve infrastructure particularly for cyclists and pedestrians with the city centre.

- The YSI project provides the opportunity to create new 'green space' which is lacking in the city centre. This opportunity should be developed.

- Innovative public art and lighting schemes should also be considered and developed as part of the proposal.

One of our values:

Passion for Belfast

The Belfast City Centre Management Board and each member of staff are passionate about Belfast. We will do everything we can, and go that extra mile to fulfil our purpose and deliver a measurably better city.

Belfast City Centre Management

Like Us On facebook

WORLDHOST

Please consider the Environment before printing this email

56

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 18 March 2015 11:21
To: 'bernard.clarke@translink.co.uk'
Subject: York Street Interchange Formal Consultation

Bernard

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

The formal consultation closed on 10th 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.

56

Campbell, Jacqui

From: Bernard Clarke [Bernard.Clarke@Translink.co.uk]
Sent: 13 March 2015 12:50
To: Roads Eastern Srit
Cc: Frank Clegg; Ciaran Doherty
Subject: York Street Interchange: Consultation on Draft Ordersand Environmental Statement

FAO Roy Spiers and Colin Pentland.

Translink, as a key stakeholder, would wish to put on record their general support for the York Street Interchange. With respect to the publication and exhibition last month of the draft orders and environmental statement, we took the opportunity to commend officials from DRD TransportNI and representatives from URS for the inclusion of a new southbound bus lane on York Street as well as remind them that urgent consideration now needs to be given to the Temporary Traffic Management Strategy (TTMS) that will be needed for the anticipated 3 year construction period, particularly as we understand that it is now expected that the start date for the scheme is to be accelerated to 2017/18.

As has been the experience with other recent strategic road improvement schemes e.g. M1 / Westlink and the A2 Shore Road at Greenisland, public transport will have a key role, particularly as overall travel demand in the environs of the scheme will change considerably with the Ulster University at York Street opening in September 2018.

The consequences of the recent 2015 / 16 budget settlement and with further funding cuts anticipated in subsequent years will impact on our collective ability to ameliorate the potential traffic disruption along the M2, Westlink and M3 as well as adjacent roads.

For these reasons, Translink formally request DRD TransportNI to now develop proposals for the introduction of hard shoulder bus lane(s) on the M2 to be operative in advance of the start of the construction. These in combination with the new Park & Ride scheme at Ballymartin, which commences operation in July 2015, will off-set the loss of the car parks at Northside and York Street 2 – a total of 369 spaces - (both needed for the proposed York Street Interchange scheme) but also help to achieve the demanding bus and rail modal share targets set for the relocation of the University of Ulster.

Translink look forward to working with DRD TransportNI in developing suitable TTMS arrangements as well as appropriate traffic and travel advice in advance of, as well as during, the construction of the York Street Interchange Scheme.

Bernard Clarke
Translink Research & Technical Support Manager
3, Milewater Road, Belfast, BT3 9BG
☎ 028 9035 1201 **Ext:** 5780
028 90759121
bernard.clarke@translink.co.uk

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Scanned by iCritical.

57

Campbell, Jacqui

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 10th 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.

57

Campbell, Jacqui

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

ANTRIM ROAD REGENERATION COMMITTEE

57

C/O 6 Kinnaird Street
Belfast BT 14 6 BE
[redacted]
info@arrc.co.uk
[redacted]
www.arrc.co.uk

Roy Spiers
Project sponsor
Roads Service, Eastern Division
Hydebank
4 Hospital Road
Belfast
BT8 8JL

9/3/2015

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

Dear Sir

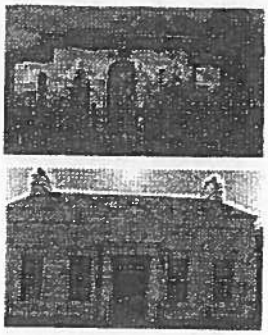
In response to the DRD Roads Service Public Consultation on the York Street Interchange and presentation displays held in the Ramada Encore Hotel and details of Draft Statutory orders and also with the presence of design staff and relevant staff.
The consultation was issued as follow up previous consultation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



ANTRIM ROAD REGENERATION COMMITTEE

C/O 6 Kinnaird Street
Belfast BT 14 6 BE
[redacted]
info@arrc.co.uk
[redacted]
www.arrc.co.uk

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

58

Northern Ireland Environment Agency
www.ni-environment.gov.uk

Historic Monuments Unit
Waterman House
5-33 Hill Street
Town Parks
Belfast
BT1 2LA

11/03/2015

Re: York Street Interchange

Our Ref: **SM11/3 ANT 061:017**

Dear Sir/Madam,

NIEA: Historic Monuments Unit have reviewed the Cultural Heritage Assessment submitted by URS. We are in broad agreement with the findings and mitigation strategies proposed for the forthcoming development.

Issued on behalf of
NIEA: Historic Monuments Unit

59

Campbell, Jacqui

From: Roads Eastern Srit
Sent: 19 March 2015 09:59
To: Mackle, Denise
Subject: York Street Interchange Formal Consultation

Denise

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

The formal consultation closed on 10th 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

59

Campbell, Jacqui

From: Pentland, Colin
Sent: 19 March 2015 08:16
To: Campbell, Jacqui
Subject: FW: EIA 755 08 York Street Interchange Belfast Stage 2 Environmental Statement
Attachments: EIA 755 08.PDF

Jacqui

A late response to my email

Regards

Colin Pentland

Strategic Road Improvements

DRD - Eastern Division, Hydebank, 4 Hospital Road, Belfast BT8 8JL. Tel 028 902(53212) Email: colin.pentland@drdni.gov.uk

From: Mackle, Denise
Sent: 18 March 2015 11:54
To: Pentland, Colin
Subject: FW: EIA 755 08 York Street Interchange Belfast Stage 2 Environmental Statement

ENVIRONMENTAL IMPACT ASSESSMENT / ENVIRONMENTAL STATEMENT

EIA 755 08 York Street Interchange Belfast Stage 2 Environmental Statement

In reference to the consultation attached, we have consulted with our colleagues in the Department and wish to forward the following comments –

Forest Service
We have considered your request regarding potential restrictions on the movement of soil in the area described above. An examination of the Departments records shows that none of the lands involved in the above mentioned proposal, as outlined in the plans submitted are subject to the terms of a Notice relating to Potato Cyst Nematode (PCN) or Potato Wart Disease (PWD) There are therefore no restrictions as far as the Order is concerned on the movement of soil or other material from these lands.

Fisheries Division
DARD FISHERIES have no issues or concerns to raise from an aquaculture aspect, but we would like to remind the applicant that;
It is an offence under Article 47 of the Fisheries Act (NI) 1966 to cause pollution which is subsequently shown to have a deleterious effect on fish stocks.

If any further comments are received, they will be forwarded to you

Denise Mackle
Countryside Management Development Branch
Lindesay Hall
Loughry Campus
Dungannon Road
Cookstown
028 867 57550 EXT 36550