

Objection numberOBJ27
Objector's Name Andrew Thompson
Date submitted..... 10 March 2015
NIMVO plot numberN/A

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

1. 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.

Discourages Pedestrians/Cyclists

- a) The grade separation provided by the Proposed Scheme would remove significant volumes of road traffic from the existing local streets, including York Street and Great George's Street. It is considered that these changes, and additional improvements to each of the remaining signalised junctions, would benefit non-motorised road users through improved amenity on these routes.
- b) For pedestrians, the Proposed Scheme provides full pedestrian connection along both sides of York Street with controlled crossings at appropriate points. This is an improvement from the existing layout and would provide an improvement for access for pedestrians to the City Centre. Crossing widths are also reduced at signalised junctions, through either carriageway narrowing or the use of refuge islands. All improved pedestrian routes would be suitably surfaced in accordance with the requirements of the Design Manual for Roads and Bridges and provided with dropped kerbs and tactile paving.
- c) For cyclists, it is noted that no dedicated cycling facilities currently exist on York Street. The Proposed Scheme improves access to the City Centre for cyclists by providing mandatory cycle lanes in each direction.

2. 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.

Opening of University

- a) The proposals presented for consultation are considered to address the potential future demand for pedestrians and cyclists along York Street, following the relocation of the Ulster University campus.
- b) This is evident in the provision of cycle lanes in both the northbound and southbound directions and the provision of continuous pedestrian links, including controlled crossings,

along the proposed footways on each side of York Street. The proposed southbound bus lane also provides an opportunity to improve direct bus links to the new campus from North Belfast and the strategic road network.

3. **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.**

More Traffic

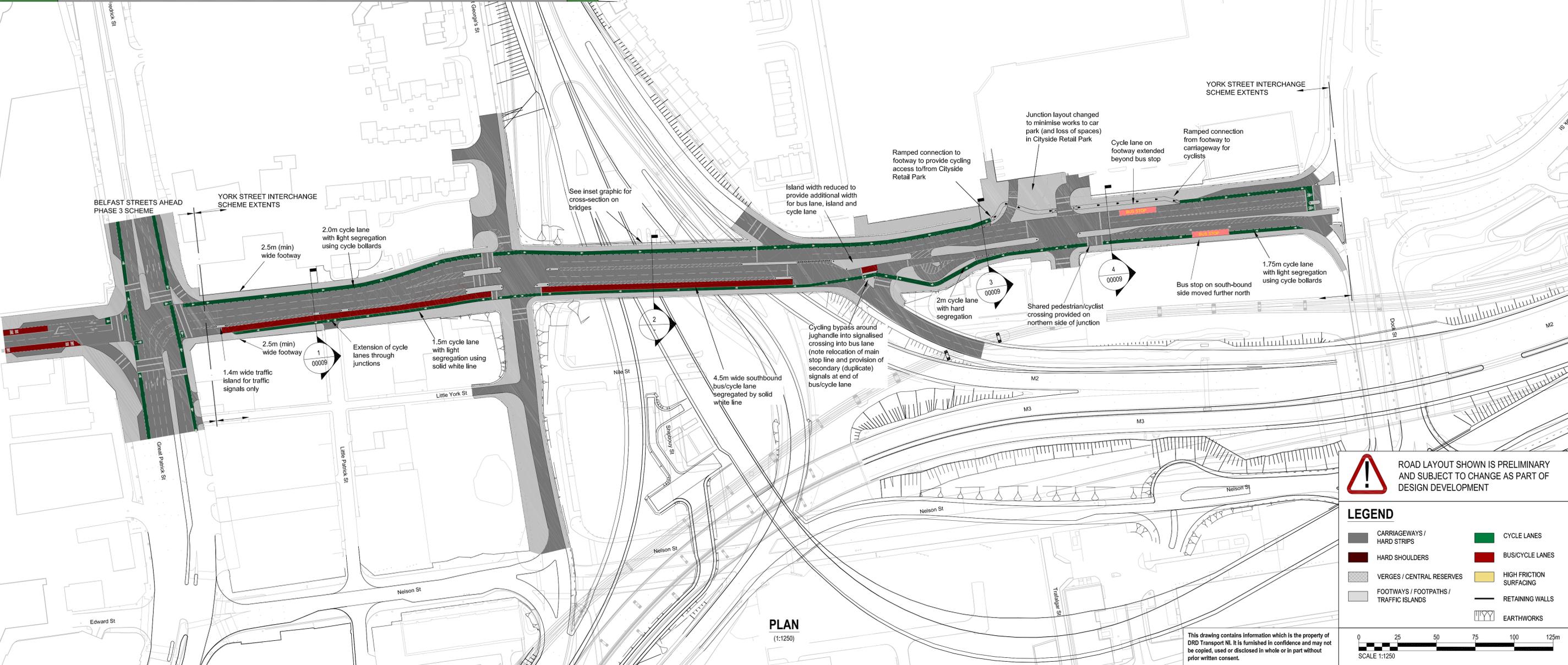
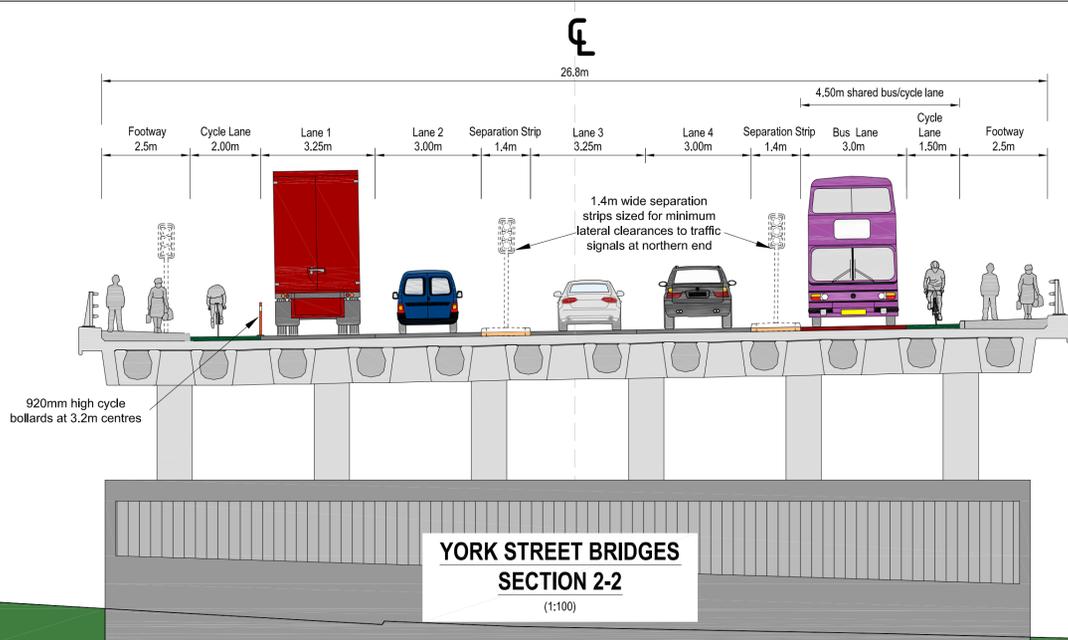
- a) The purpose of the Proposed Scheme is to remove the existing bottleneck created by the signalised gyratory system at York Street, thereby improving journey time reliability for private road users, freight operators and public transport. As you have noted, the scheme focuses on this bottleneck and therefore is not intended to solve the wider issues of traffic congestion in Belfast.
4. **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 than 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.

Cycling Provision

- b) Following the statutory consultation period, TransportNI has further engaged with Sustrans and DRD Cycling Unit to review provision for all non-motorised users on York Street. All aspects raised by your response have been considered in developing a revised proposal.
- c) We enclose two drawings illustrating the revised proposal for your information. The revised proposal will be available for discussion at the upcoming Public Inquiry.



ROAD LAYOUT SHOWN IS PRELIMINARY AND SUBJECT TO CHANGE AS PART OF DESIGN DEVELOPMENT

LEGEND

	CARRIAGEWAYS / HARD STRIPS		CYCLE LANES
	HARD SHOULDERS		BUS/CYCLE LANES
	VERGES / CENTRAL RESERVES		HIGH FRICTION SURFACING
	FOOTWAYS / FOOTPATHS / TRAFFIC ISLANDS		RETAINING WALLS
	EARTHWORKS		



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General Revisions	By	Date	Check	Suffix
	EB	02/10/15	JM	P02

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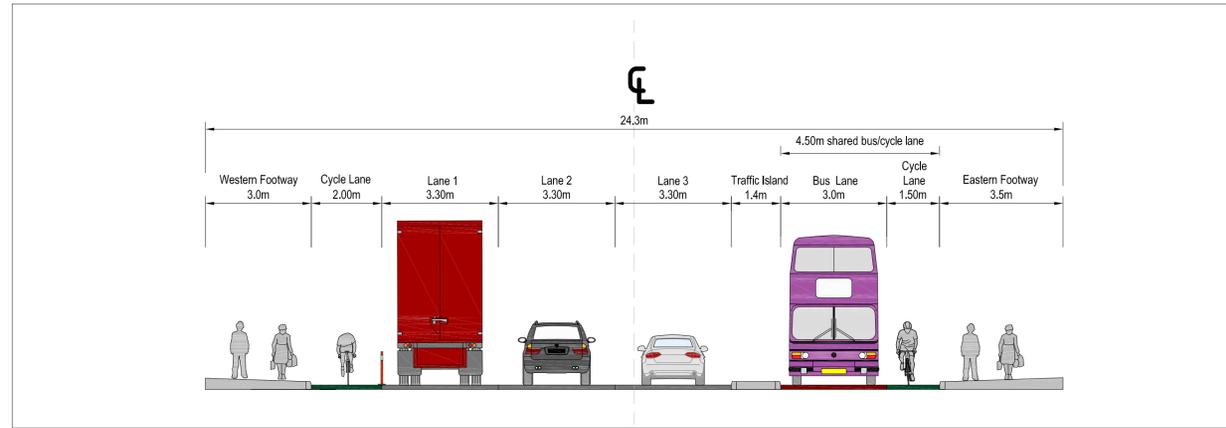
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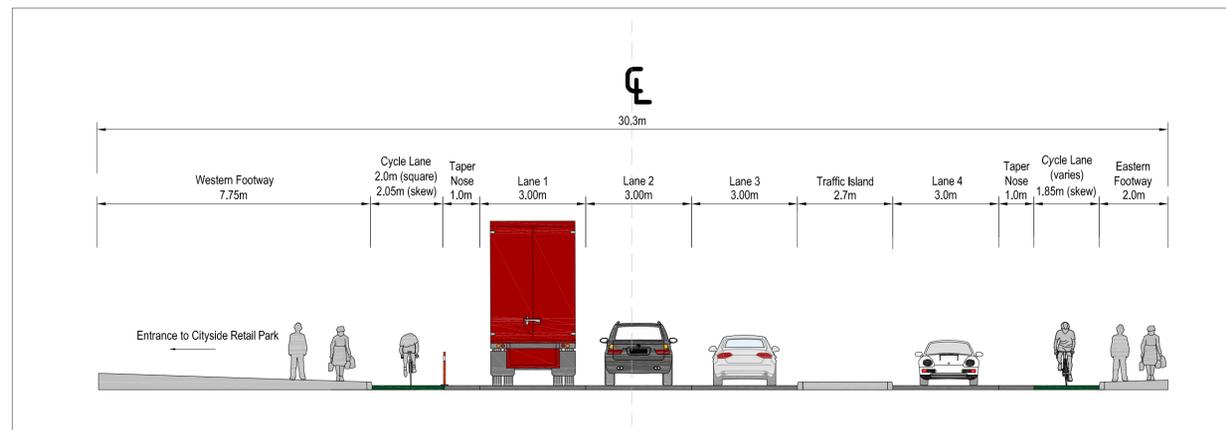
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Purpose of issue
INFORMATION

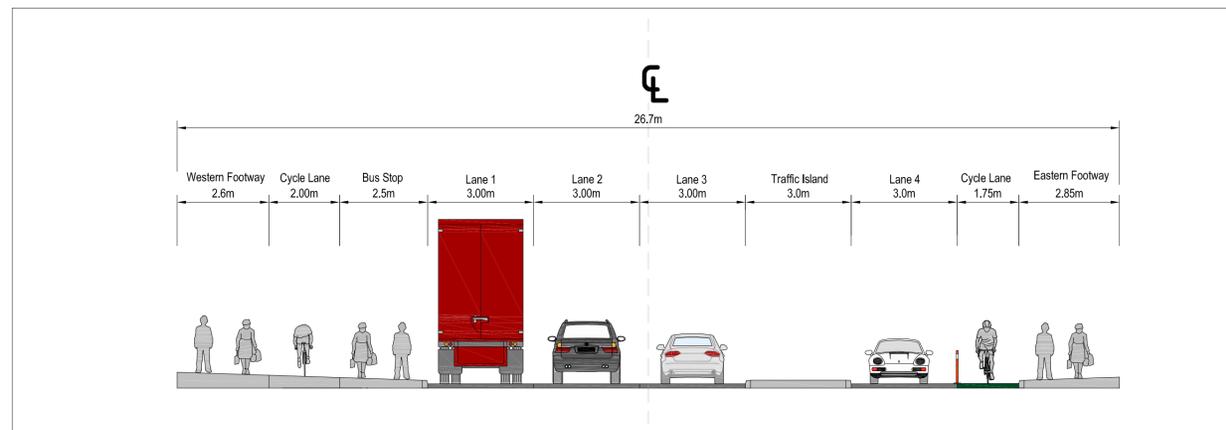
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SECTION 1-1
LITTLE PATRICK ST JUNCTION
(1:100)



SECTION 3-3
GALWAY HOUSE
(1:100)



SECTION 4-4
BETWEEN CITYSIDE RETAIL PARK AND DOCK STREET
(1:100)



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General Revisions	By: EB	Date: 02/10/15	Check: JM
Revision Details	By: JM	Date: P02	Check: P02

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Purpose of Issue	INFORMATION

Client

TRANSPORT NI

Project Title

YORK STREET INTERCHANGE

Drawing Title

YORK STREET INTERCHANGE
TYPICAL SECTION
REVISED NMU PROVISION
PRE-INQUIRY

Designed	Drawn	Checked	Approved	Date
EB	EB	JM	JM	02/10/15
URS Internal Project No. 47037827		Sustainability Fit for Information		
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