

From: Greig, Neil [Neil.Greig@TheAA.com]
Sent: 28 June 2006 15:57
To: Sub Regional Transport Plan
Subject: Draft sub-Regional Transport Plan

FAO - Geraldine O'Neill

Due to an oversight I have missed the deadline for this consultation. I hope that you are still able to accept the following broad comments

Total costs of measures

The AA Trust is pleased that the major contribution that roads make to the economy of Northern Ireland is reflected in the balance of spending outlined in the draft plan.

Walk/ Cycle measures

The AA Trust believes that the only safe facilities for vulnerable road user groups are fully segregated ones. Particularly in rural areas cyclist and pedestrians require more than a line of paint to protect them from moving traffic. Human beings make mistakes, but vulnerable road users will always come of worst in any conflict between cars, cyclists and pedestrians. Safe, well maintained segregated networks will tempt more people to consider cycling and walking and in urban areas replace the car for the shortest journeys.

Highway Measures

The focus on congestion reduction is welcomed by the AA Motoring Trust. Bypass schemes are normally very popular with local residents removing as they do visual intrusion, noise, vibration, pollution and congestion as well providing the opportunity to upgrade rural roads to a modern standard.

Parking Measures

De-criminalised parking enforcement has our support providing it never loses sight of its primary aim of promoting parking place turnover, targeting persistent offenders and keeping traffic moving. Any suggestion that targets are being set for the issue of tickets or that the focus is on revenue raising would be unacceptable to the vast majority of drivers in Northern Ireland.

Public Transport Measures

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The AA Trust support investment in rail based park and ride, although a substantial increase is required in available spaces at rail interchanges in order to make any real impact on congestion.

Bus lanes should be reviewed on a regular basis to ensure that they are reducing congestion and not adding to it.

Proposals for Rural Areas

For the AA Motoring trust the focus in rural areas must be on reducing the toll of death and serious injuries on non urban roads. These roads carry traffic at high speed and the room for error is minimal. The EuroRAP (www.eurorap.org <<http://www.eurorap.org/>>) programme, which has been supported by DRD shows those main roads in Northern Ireland where risk of death and serious injury is highest. The AA Trust would urge the DRD to work to extend the network covered by EuroRAP and to use its findings as the basis for future road investment.

EuroRAP findings include the concept of the 'Four Main Killers'. These are; head on accidents caused by lack of safe overtaking opportunities, side impacts at junctions where for example sight lines are poor, hitting roadside objects which are often lacking in modern protection systems and accidents involving vulnerable road users due to poor segregation.

I trust that you will find our comments of value and look forward to the publication of the full Transport Plan in due course.

Neil Greig
Head of Policy, Scotland
The AA Motoring Trust
St James Business Centre
Linwood Road
Paisley PA3 3AT
0141 848 6800