

From: on behalf of Sub Regional Transport Plan
Subject: FW: DRD Website: Feedback : FOI

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Sent: 22 June 2006 20:44

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Feedback from website WWW.DRDNI.GOV.UK, sender: Brendan Curran.

Draft Sub Regional Transport Plan Craigavon Area The following represents a submission on behalf of the following groups and reflects the views previously expressed by the Residents Groups attached to the interim Brownlow Community Forum. Time did not allow for the convening of a full meeting. Submitted (by Brendan Curran 613 Ardowen, Brownlow Craigavon, BT65 5EH) on Behalf of; Monbrief Community Association, Rosmoyle Action Group, Drumbeg Residents Association. General comments :

It was noted that the Draft Sub Regional Transport Plan shows no evidence of forward planning for road transport and road traffic either within, or into and out of, the Brownlow area despite the predicted population growth over the next ten years and the resultant traffic congestion. . The proposed works to cycle and foot paths are focused on the main shopping area and will not relieve the predictable future congestion problems within a rapidly growing population centre. . It would appear no cognisance has been taken of the linkage of new housing developments to cycle routes and footpaths. . There is a perception that new housing developments are being built very close to the road network thereby preventing future widening of arterial routes and the inclusion of cycle pathways. . There are no pedestrian crossings within the Brownlow area. The above residents groups believe there should be a review of the path network in the Brownlow area, in order to ascertain use, condition and whether or not the positioning of paths is correct.

(Some pathways flood in winter and others traverse underage drinking areas) Given the considerable growth in the housing market it is essential that the transport plan for the next 10 years should be fluid in order to allow for essential adaptations to be made. In the case of recent small housing developments, there are not adequate path linkages connecting small phase developments. Eg Tullygally Rd, Gilpinstown Rd, DrumgorWest Rd., Moyrafferty Rd, Knockmenagh Rd. Older developments experience a lack of path linkages as a result of new developments resulting in difficulty transversing the neighbourhood by foot or bicycle. It is easier to drive to shopping outlets than to walk to the local shop to the detriment of the local economy. The overall effect of this lack of pre-planning will be to increase the amount of traffic negotiating main routes for relatively short journeys. To Exit the Brownlow Area by main road or rail it is necessary to travel to either Lurgan or Portadown both of which already suffer congestion. Direct access to the motorway from the centre of Brownlow would relieve congestion in both neighbouring towns. Whilst there is access to the east and west there is no access to or from the south. A major road linkage from Brownlow (the centre of Craigavon) to link with the dual carriage way on the south side of Banbridge would alleviate congestion in Lurgan, Portadown and Banbridge and would open the area up for both industry and retail business. At present there is an increasing volume of traffic using the minor roads (Sugar Island Rd, Deans Rd, New Line Rd. and Bluestone Rd) in and out of Brownlow in order to avoid negotiating the two neighbouring towns.

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