

Pol 35/147 (1)

32 Engr Regt Gp
BFPO 801

Tac/0035

Londonderry 61051

See Distribution

22 May 76

MINUTES OF THE CITY CENTRE LIAISON COMMITTEE MEETING
HELD IN THE ARMY CONFERENCE ROOM, RUC STRAND AT 1830
HRS ON WED 12 MAY 76

Present:

Lt Col ACD Lloyd RE	-	CO 32 Engr Regt - Chairman
Supt WM Johnson	-	Dep Comd RUC Div 'N'
Mrs M Jefferson	-	City Ward Councillor
Mr R Ferris	-	Chamber of Trade
Mr L Hasson	-	Chamber of Trade
Mr B Duddy	-	Waterloo/William St Traders Association. 4
Mr W Ferris	-	Ulsterbus
Mr R Graham	-	GPO
Mr R Cartwright	-	CIVREP
Maj WIC Bobbie RE	-	OC, 30th Fd Sqn RE
Maj DF Kruger RE	-	CRO, 32 Engr Regt - Secretary

Apologies were received from Mr JV Arthur, Chamber of Commerce

ITEM 1: MATTERS ARISING FROM THE LAST MEETING.

1. Introduction. The Chairman reviewed the progress which had been made or the decisions taken on matters raised at the last meeting.

2. Traffic on Craigavon Bridge and Quayside.

a. Various solutions had been suggested and some had been tried to improve traffic flow through the VCP on Craigavon Bridge. Eventually it had been agreed to allow 2 lane traffic through the checkpoint whenever it was necessary between 0700 hrs and midnight. The meeting agreed that this had produced a great improvement in the traffic flow but the Chairman pointed out that the lower percentage of vehicles now being searched at peak traffic periods inevitably affected security.

b. The meeting felt that, despite opening the goods vehicle lane to private vehicles at peak traffic times on the Quayside, delays were still unacceptable. Maj Dobbie will analyse traffic flow and examine means of speeding it up particularly at the following times:

OC 30
Fd Sqn

- (1) 0830 - 0915
- (2) 1330 - 1415
- (3) 1900 - 2000

3. Danger of Accidents at Strand Road - Clarendon St Crossroads.
The meeting agreed that this junction was still a potential accident spot for both pedestrians and vehicles. Some possible improvements were suggested, including a new turnstile for pedestrians exiting from the Strand Road secure area, but it was obvious that no single action would solve the problem.

Maj Dobbie undertook to examine the existing security structures for possible modifications and Supt Johnston said he would arrange an examination of methods to improve traffic control.

OC 30
RUC

4. Combination of Walled City and Strand Road Secure Areas into one Zone.

a. It was agreed that this would be a desirable step forward from almost every point of view, but the new road works and reconstruction of the Guildhall with the attendant problems of bus parking and turning, made it impossible to produce a readjustment of existing checkpoints which would satisfy all interests concerned. Discussion broadened to include:

- (1) The dangers of peripheral development luring trade and business away from the City Centre.
- (2) The possibility of allowing car parking off the Strand Road - in Sackville St for example.
- (3) Resiting the existing 'soak' area in the City.
- (4) Converting the Strand Road into a pedestrian precinct.
- (5) Removal of all existing static checkpoints and replacing them by random spot checks.

b. The meeting was unable to be unanimous on any of these subjects, and the representatives of trade and business interests felt that a more comprehensive survey would be necessary before specific proposals could be reconsidered.

c. The Chairman stated that, as a first step, he would arrange for the checkpoint between Shipquay Place and Waterloo Place to be adjusted to allow pedestrian access through Magazine Gate during shopping hours (0830 - 1800 hrs), thus linking the Strand Rd and Walled City during that period.

32 Engr
Regt

5. Access for Buses into the Walled City. After considerable discussion the Chairman and Supt Johnston agreed that the current situation was such that they could not support a proposal to allow a passenger carrying bus service through the Walled City with a set down point in the Diamond. Both were prepared to :

a. Support a proposal for bus services to operate up Carlisle Square to a set down point at Ferryquay Gate and use Orchard St as an exit.

RUC
32 Engr
Regt
Ulsterbus

b. Investigate the feasibility of allowing a half-hourly bus service to operate from Bishop Street Without, through Bishop's Gate, the Diamond, and out through Ferryquay Gate. Passengers would be allowed to alight at Bishop's Gate or Ferryquay Gate but not within the City.

6. Parking of GPO Vans. The Chairman regretted that there was no practical alternative to the existing arrangement of parking GPO vans in Custom House Street.

RUC
32 Engr
Regt

7. Opening Times of Custom House Gate (P8B). Manpower problems prevented any extension to the opening hours of this checkpoint. The Chairman felt that the number of people who would benefit from any further modification to the existing structure was so limited that it could not merit a high priority in engineer tasking. He doubted if any alterations could be achieved during this Regiment's current tour of duty.

ITEM 2: OTHER BUSINESS.

8. Butcher Gate Checkpoint. This gate, with its steep ramps, still presented great difficulties to pedestrians, particularly the elderly and women with prams. The Chairman said that tarmac would be laid to make the slope less steep and less slippery. He asked Maj Dobbie to see whether swapping the entrance and exit positions would also ease the problem.

32 Engr
Regt
30 Fd Sqn

9. Action to Relieve Causes of Discontent. Some civilian members of the committee expressed their concern that that little heed was paid to requests from business and commercial interests for the Security Forces to take action which would benefit the civilian community. In contrast, politicians appeared able to produce the desired results by applying pressure in the 'right places!'. The Chairman and Secretary both considered this contention to be unjustified. All complaints or requests from civilians were treated on their merits from whatever source, and had to be considered in the light of manpower restrictions and the security situation.

10. Delays at Letterkenny VCP. The Chairman said he would investigate and rectify any unnecessary causes of delay at this checkpoint.

32 Engr
Regt

11. Closure of Ferryquay Gate between 0100 and 0700 hrs.

a. The meeting accepted the Chairman's proposal that Ferryquay Gate should be closed to vehicular traffic and to pedestrians entering the Walled City between 0100 hrs and 0700 hrs daily. A turnstile would be installed to permit pedestrians to leave the City during these hours.

b. The date to implement this change would be advertised well in advance and notices would be posted to advise motorists that exit from the City would be allowed through Shipquay Gate between 0100 hrs and 0700 hrs

32 Engr
Regt

12. Farewell

The Committee expressed its appreciation of the work carried out by Chief Supt Dobson while he commanded RUC 'N' Div and wished him well in his new appointment.

RUC

DF Kruger

DF KRUGER
Maj
Secretary

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All Members
HQ 8 Inf Bde

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Mr B Duddy ✓	-	Waterloo/William St Traders Association.
Mr W Ferris ✓	-	Ulsterbus
Mr R Graham x	-	GPO
Mr R Cartwright x	-	CIVREP
Maj WIC Bobbie RE +	-	OC, 30th Fd Sqn RE
Maj DF Kruger RE ✓	-	CRO, 32 Engr Regt - Secretary

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G LECKY

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