

A1 JUNCTIONS PHASE 2 COMMUNITY CONSULTATION REPORT

JANUARY 2018

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Contents

1.0	Introduction.....	4
1.1	Background to the project.....	4
1.2	Road Improvement Process.....	5
1.3	Proposed Improvements.....	6
2.0	Stage 3 Community Consultation.....	6
2.1	Legislative Requirements.....	6
2.2	Strategy.....	7
2.3	Consultation Process.....	8
2.3.1	Stakeholders – Identifying Who to Consult.....	8
2.3.2	Project Information, Publicity & Accessibility.....	9
2.3.2.1	Project webpage.....	9
2.3.2.2	Press Adverts.....	10
2.3.2.3	Leaflet & Letter Drop.....	10
2.3.2.4	Other Advertising.....	11
2.3.2.5	Unattended Exhibitions.....	11
2.3.2.6	Attended Public Events.....	12
2.3.2.7	Project Information Leaflets.....	13
2.3.2.8	Feedback Forms.....	13
2.3.2.9	Follow Up Targeted Consultation.....	14
3.0	Community Consultation Events 5th June 2017 – 14th July 2017 – Community Response.....	15
3.1	Summary of Interaction.....	15
3.2	Issues Emerging from Community Consultation Process.....	16
3.2.1	Community Consultation Feedback Forms.....	16
3.2.1.1	Question 1.....	16
3.2.1.2	Question 2.....	17
3.2.1.3	Question 3.....	19
3.2.1.4	Question 4.....	20
3.2.1.5	Question 5.....	21
3.2.1.6	Question 6.....	22
3.2.1.7	Question 7.....	23
3.2.1.8	Question 8.....	24
3.2.2	Additional Verbal Feedback.....	27
4.0	What Next.....	29
4.1	Recording & Taking Account of Issues Received.....	29
4.2	Maintaining Contact with the Community.....	29

Appendices

- Appendix 1 – Community Consultation Strategy
- Appendix 2 – Public Notice
- Appendix 3 – Sample Editorial Advert
- Appendix 4 – Leaflet
- Appendix 5 – Sample Letter
- Appendix 6 – Unattended Exhibition Display
- Appendix 7 – Exhibition Boards
- Appendix 8 – Feedback Form

1.0 Introduction

The Department for Infrastructure (DfI) Roads are undertaking a community consultation exercise to present information in respect of proposed road improvements along a section of the A1 Dual Carriageway between Hillsborough Roundabout in the north and Loughbrickland in the south.

The consultation exercise is being undertaken to seek the views of the local community, to inform design approach and to inform the preparation of an Environmental Impact Assessment Report (EIAR).

As part of the overall Community Consultation process a series of initiatives have already taken place across a 6 week period from 5th June 2017 until 14th July 2017 aimed at encouraging public engagement. This included a letter drop of information to some 20,000 addresses, a project webpage, and a series of public information events. Further details on these and other activities undertaken to date are provided in Section 2.3 of this Report.

The process of engagement between DfI and the public has continued in the period since 14th July 2017 through a series of individual meetings between DfI, the project team and affected landowners and stakeholders. The project webpage also remains active and provides:

- Project details;
- Contact details by which members of the public can contact DfI; and
- An online form via which members of the public can provide feedback on the project.

This Report:

- Sets out the overall DfI approach to community consultation; and
- Summarises and presents feedback received during those initiatives undertaken from 5th June 2017 until 14th July 2017 as part of the wider community consultation process; and
- Considers further feedback forms received from individuals in the period since 14th July.

A further series of public events and initiatives are planned as part of the overall Community Consultation process. The purpose of these will be to demonstrate how the scheme has taken account of representations received in respect of the project to date and to seek further views on the final project design. It will also confirm how critical environmental concerns are being considered as part of the Environmental Impact Assessment process.

1.1 Background to the Project

The A1 Dual Carriageway forms part of a strategically important north-south arterial route connecting the major cities and ports of Belfast and Dublin and is classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. Additionally the A1 also acts as the key transport link for a number of communities along its corridor and is considered to have national, regional and local significance both economically and socially.

In recent years the southern section of the A1, from Beech Hill to the ROI border has been upgraded to a fully grade-separated high standard dual carriageway. A number of new flyover-type junctions have also been provided at strategic locations between Hillsborough and Loughbrickland.

DfI are proposing further road improvements along the 25.1km stretch from Hillsborough Roundabout to Loughbrickland. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at-grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

Proposed works will complement those already undertaken along other sections of the route under previous projects.

1.2 Road Improvement Process

The power of DfI to construct new and improved roads is provided by statute under the provisions of The Roads (Northern Ireland) Order 1993 (Article 3). Before strategic road construction can proceed however, the project must pass through a number of stages, broadly summarised in Table 1 below.

Table 1: Stages in the Road Construction Process

Stage	Description
1	Selection of Preliminary Options
2	Selection of Preferred Route Options
3	Proposed Option and Preparation of Environmental Impact Assessment Report and Draft Statutory Orders
4	Publication of Environmental Impact Assessment Report and Statutory Orders
5	Public Inquiry
6	Departmental Statement Orders Confirmed
7	Commence Construction
8	Complete Construction

We are here

Stage 1 and Stage 2 Scheme Assessments for this project were completed in 2011 and 2015 respectively, in accordance with TD37/93 Design Manual for Roads and Bridges (DMRB).

Stage 1 and Stage 2 also included a community consultation exercise to encourage contributions and feedback from the local community and stakeholders to inform design development. The consultation exercise included a letter drop of information to c.20,000 residents within the vicinity of the proposals in addition to a well - advertised series of 3 Public Information events at:

- Hillsborough Court House, Hillsborough on 7 November 2013;
- Dromore Town Hall on 13 November 2013; and
- Banbridge Old Town Hall on 19 November 2013.

Some 262 people attended events over the 3 public information events.

Feedback received during the Stage 1 and Stage 2 scheme assessments together with the associated community consultation exercise identified specific concerns and aspirations for safety improvements including:

- Lack of route consistency;
- Issues associated with right turning and u-turning vehicles;
 - Sub-standard right turn facilities resulting in vehicles overhanging or encroaching into the offside lane;
 - Weaving vehicles;
 - Vehicles pulling into the offside lane from side roads;
 - Multiple vehicles waiting within the central median;
 - Steeply inclined accommodation crossings;
- Geometric layout of certain junctions;
- Gaps in the central reserve permitting crossing manoeuvres;
- Lack of central reserve safety barrier along most of the route;
- Limited weaving lengths between grade-separated junctions and minor road junctions and accesses; and
- Inconsistent and unreliable journey times.

The Stage 2 consultation events which took place in 2013 provided a timeframe for receipt of public comments which ended on 6 December 2013.

1.3 Proposed Improvements

The proposed option brought forward to Stage 3 of the overall road construction process considers the outcomes of the previous assessment stages as well as the feedback received during the previous community consultation exercise. Proposals include:

- Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland;
- Provision of continuous central reserve safety barrier between Hillsborough Roundabout and Loughbrickland;
- The grade separation of 4 junctions (Listullycurran Road, Gowdystown Road, Skeltons Road / Drumneath Road, and Waringsford Road);
- A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
- Closure of 8 selected side roads with the remainder of side road junctions and private accesses operating as left-in / left-out. Of the existing thirty-six minor road junctions within the scheme extents, it is proposed to close 8 whilst a further 22 will be retained to operate as left in/left out only. The remaining minor road junctions are to be incorporated into the proposed Compact Grade Separated Junctions (CGSJ). CGSJ provide a safer means of crossing high speed routes for all road users by removing right turn manoeuvres. It enables drivers to access side roads on both sides of the carriageway by using a combination of merge/diverge lanes and either an overbridge or an underpass. The main advantage of a CGSJ over a standard grade separated junction is that they minimise land-take and provide an economic solution for the modification of existing junctions to grade separation standards;
- Provision of a link road between Milebush Road and the Hillsborough Road CGSJ, Dromore; and
- Rationalisation / relocation of existing mainline bus-stops to adjacent junction locations.

2.0 Stage 3 Community Consultation

2.1 Legislative Requirements

As alluded to above, new and improved roads are created by statute under the provisions of the Roads (Northern Ireland) Order 1993 (Article 3).

Accordingly there is no planning application required as part of the development process.

The Roads Order does not include any legislative requirement to undertake dedicated community consultation during Stage 3 of the Road Construction process – *“Proposed Option and Preparation of Environmental Impact Assessment Report and Draft Statutory Orders.”*

Rather Part V of the Order (EIA) requires that consultation bodies are given an opportunity to express an opinion on the project and the ES before any decision is taken. There is also a requirement to ensure that copies of the ES will be available for inspection by any person wishing to make representations on the project within weeks from the date that notification of the ES is published in appropriate papers.

Therefore the requirement to consult is linked with the submission of an Environmental Impact Assessment Report (Stage 4 in Table 1 above). As per Section 1 above, the community consultation exercise hereby being undertaken during Stage 3 of the project is aimed at seeking the views of the community at an earlier project stage and to inform the preparation of the EIAR.

In the absence of any statutory requirements to consult during Stage 3 of the road development process, DfI adopted a “best practice” approach informed by those statutory requirements contained within planning legislation comprising:

- Sections 27 and 28 of the Planning Act (Northern Ireland) 2011; and
- Regulation 5 of the Development Management Regulations.

Among the requirements of the above legislation are stipulations to:

- Hold at least one public event in the locality in which the proposed development is situated where members of the public may make comments to the prospective applicant as regards the proposed development;
- Publish in a newspaper circulating in the locality in which the proposed development is situated a notice containing -
 - A description of, and the location of the development;
 - Details as to where further information can be obtained concerning the proposal;
 - The date, time and place of the public event;
 - A statement explaining how, and by when, persons wishing to make comments can do so; and
 - A statement that comments made to the prospective applicant are not representations to the Council or, as the case may be the Department, and further confirming that there will be an opportunity to make representations on the application to the Council or Department at a later stage;
- Ensure the public event held by the applicant must not be held earlier than 7 x days after notification of the date, time and place, is published in the locally circulating newspaper.

The Stage 3 community consultation process undertaken by DfI has adhered to the requirements of planning legislation in so far as is reasonably practical.

2.2 Strategy

This community consultation strategy has been developed on the basis of the following principles:

- Recognition that engaging communities is an essential part of an effective and inclusive development process;
- That the level and extent of engagement should be proportionate to the scale and the complexity of the proposed development;
- It must enhance DfI's understanding of the local communities who may be affected by the proposals;
- It should utilise a range of community engagement methods to ensure that all sections of the community can participate effectively in the consultation process as early as possible;
- That the community consultation process should provide local communities with information required to enable them to understand and respond to the development proposal;
- Proposals are sufficiently developed to allow for meaningful comment but not so detailed that flexibility to amend the proposal has diminished;
- The information provided to the community should summarise the proposals, outlining the matters on which the view of the local community is sought; and
- Proposals should describe key aims and objectives of the proposal and explain what the potential impacts of the proposal might be.

Based on the above principles DfI adopted a comprehensive approach to community consultation which has involved an unbroken consultation process interspersed by two periods of more intense activity loosely described as follows:

- Community Consultation and Information Gathering- lasting from 5th June 2017 until 14th July 2017 – now complete.
This included a review of all information from DfI regarding consultation undertaken during Stage 1 and 2 of the Roads project; Establishment of a stakeholder database informing on who to consult with including local landowners, residents, businesses, elected representatives and local community/voluntary groups; Comprehensive letter drop of information to the community/stakeholders; A series of unattended displays within the local area and the set-up of a corresponding "online" presence via which appropriate project information was made available to the public; A series of attended open days where the community could engage with Client representatives as well as their consultants. These were appropriately advertised within the local press; A paper/online feedback process facilitated feedback from the community/stakeholders; and

- Consultation Follow Up, Design Update and Community Consultation Report - due to commence on 12th February 2018 and last until 16th March 2018 when the opportunity for the public to make submissions will close. During this series of activities updated design proposals will be presented which help demonstrate how the scheme development has taken account of representations from the community and how critical environmental concerns are being assessed in the EIA and informing project design. The series of activities undertaken in June and July 2017 will be reflected during this series of activities including: Letter drops of information to the Community; Unattended displays and presentation of updated online information; A further series of attended open days which will be appropriately advertised; Further online/paper feedback from the community/stakeholders on the updated proposals will be encouraged to further inform final design. A final Community Consultation Report will be prepared summarising the overall process including feedback received.

Activities commencing on the 5th June 2017 began when a series of unattended exhibition displays were erected at venues in Hillsborough, Dromore and Banbridge. The dedicated project webpage was also updated with all project materials on 5th June, to coincide with the first public displays of material. These activities were preceded by a leaflet drop to 20,000 homes to advertise the project and the community consultation process and to advise people where further information could be ascertained. All leaflets were delivered by 29th May 2017 to give the local community appropriate advanced notice of the June 2017 community consultation events. Further details on activities undertaken to date as part of the consultation process are provided below in Section 2.3 of this Report.

Planned further initiatives will reflect those undertaken previously, and will include a further letter drop of information to c.20,000 addresses as well as a further series of public information events. It is expected that information leaflets advertising these further initiatives will begin to be distributed during the week commencing 05th February 2018. Unattended exhibition displays will be placed at venues in Dromore, Banbridge and Hillsborough from 12th February 2018. Further attended public exhibitions will also take place in the same three towns. The first of these commences on 15th February 2018 in Banbridge Old Town Hall at 11am. Members of DfI and the wider project team will be present and available to engage with the public at these attended events.

A copy of the overall Community Consultation Strategy is included for reference purposes in Appendix 1 of this Report.

2.3 Consultation Process

2.3.1 Stakeholders – Identifying Who To Consult

At outset of the Community Consultation process the project team compiled a stakeholder database of individuals and bodies likely to be interested in the project and who it was considered appropriate to engage with. This stakeholder database included:

- Individual residents;
- Local MP's;
- MLAs;
- Councillors;
- Landowners / businesses / land users directly affected by proposals or who had engaged with DfI or taken part in the process to date;
- Government Departments;
- Public bodies;
- Umbrella organisations – chambers of commerce;
- Farming unions/organisations, other business groups;
- Local community groups; and
- Local environmental & other voluntary groups.

The stakeholder database was focused on those individuals and groups that lived or had a presence closest to the site as it was felt these individuals/groups had the greatest potential of being impacted by the proposal and were likely to have the strongest opinions on the project. The database also included

any groups or individuals who had made themselves known to DfI during previous project stages and was further informed by consideration of those groups identified under Section 75 of the Northern Ireland Act 1998.

The stakeholder database was further augmented by a digital mapping exercise utilising publicly available sources of information including Council websites as well as purchased information in the form of "Pointer-Data" which allowed the addresses of properties surrounding the site to be identified and mapped. Preparation of the stakeholder database resulted in the project team issuing direct invitations for engagement to:

- 20,000 individual residents within the postcode areas BT25 1, BT26 6, BT32 3, BT32 4, BT32 5, surrounding the proposed area via a leaflet drop;
- 97 elected representatives including; the local MPs who were contacted via phone calls; MLAs who were contacted individually through email; and local councillors who were contacted via letter drop;
- Government Departments and other public bodies via letter drop - including:
 - PSNI
 - Translink
 - Southern Health and Social Care Trust
 - Education Authority
 - Amey
 - Ulster Farmers Union
 - Rural Community Network
 - Northern Ireland Fire and Rescue Service
 - Northern Ireland Ambulance Service
 - Dart Partnership Ltd
 - Sustrans Northern Ireland
 - Lisburn and Castlereagh Council
 - Armagh City, Banbridge and Craigavon Borough Council
 - Community Transport Association
 - Freight Transport Authority
 - Northern Ireland Chamber of Commerce
 - Northern Ireland Federation of Small Businesses
 - LCCC Policing and Community Safety Partnership
 - Ulster Federation of Rambling Clubs
 - Disabled Drivers' Association
 - IMTAC; and
- 195 landowners who were directly neighbouring the site via letter and leaflet drop.

The Stakeholder database is regarded as a fluid document which requires to be kept under constant review for the duration of the engagement process to ensure that other stakeholders who emerge through the process can be added. This information has been reviewed and updated following the completion of consultation events during June and July 2017 to ensure that all parties who expressed an interest in the project were recorded and can be contacted to ensure they are aware of the ongoing engagement opportunities and forthcoming consultation events.

2.3.2 Project Information, Publicity and Accessibility

Information was provided through a range of mediums and via a number of techniques to ensure that it was accessible to all sections of the community.

2.3.2.1 Project Webpage

A dedicated project webpage, www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview, hosted on the main Infrastructure NI website, was updated with all project materials on 5th June 2017, to coincide with the first public displays of material. This marked the beginning of the Community Consultation process and also coincided with the advertising of the attended public events.

The webpage included all information that was to be presented at the forthcoming attended public events as well as a link to the project feedback form which facilitated online completion.

All communications material produced during the Community Consultation process including attended and unattended consultation boards and letter drop correspondence clearly carried the webpage address to ensure members of the public were aware of this online facility. The webpage was continually monitored to ensure it reflected the latest publicly available project information and continued to provide a “user friendly” feedback option.

2.3.2.2 Press Adverts

Adverts were placed within a number of local and regional newspapers circulating across the extent of the scheme. Advertisements included:

- A description of, and the location of the proposed scheme;
- Details as to where further information could be obtained concerning the proposal;
- The date, time and place of the public events;
- A statement explaining how, and by when, persons wishing to make comments could do so; and
- A statement that comments made to the prospective applicant are not representations to the Council or, as the case may be the Department, and further confirming that there will be an opportunity to make representations on the proposals to the Council or Department at a later stage.

As acknowledged within Section 2.1 above, there is no planning application associated with this project. In accordance with the adopted DfI best practice approach however, the content of all adverts adhered to those statutory requirements in respect of same, as contained in planning legislation.

Adverts were placed in the following newspapers:

- Banbridge Leader – June 6th;
- Belfast Telegraph – June 7th;
- Irish News – June 7th;
- Banbridge Chronicle – 7th June 7th;
- Ulster Star – June 2nd; and
- Newsletter – June 7th.

All adverts were placed at least 7 days prior to the first public event. A copy of the advert is included within Appendix 2 of this Report.

Further editorials were also placed in the following newspapers to increase awareness of the Community Consultation process:

- Banbridge Leader – June 6th;
- Banbridge Chronicle – June 7th; and
- Ulster Star – June 2nd.

A sample of these editorial submissions is provided within Appendix 3 of this Report.

2.3.2.3 Leaflet and Letter Drop

As noted previously, a leaflet drop to 20,000 residences located within the postcode areas BT25 1, BT26 6, BT32 3, BT32 4, BT32 5 surrounding the proposed area provided notice of the project, and invited them to the upcoming consultation events.

This leaflet drop was undertaken by Royal Mail and was completed on 29th May in advance of any events or the webpage going live.

A copy of this leaflet is provided as Appendix 4 of this Report.

In addition to the comprehensive leaflet drop described above a further targeted mail drop was undertaken with 195 landowners who were directly impacted by proposals or who neighboured the stretch of road to be upgraded, as well as members of the public who had given their details during the previous consultation events in Stage 1 and Stage 2 held in 2011 and 2015 respectively.

This more targeted mail drop differentiated those individuals with the most potential to be affected by the project and included a copy of the project information leaflet as referred to in Section 2.3.2.7 below and contained within Appendix 4 of this Report as well as a letter inviting them to the upcoming consultation events. A sample letter is provided in Appendix 5.

2.3.2.4 Other Advertising

The proposals include a rationalisation/relocation of existing mainline bus stops along the A1 to adjacent locations. To ensure awareness of the project within those members of the community who availed of said facilities, details of the project and associated Community Consultation process were also placed on some 45 bus stops along the A1.

2.3.2.5 Unattended Exhibitions

Unattended exhibitions were erected for the duration of the “Information Gathering” phase of the Community Consultation process from 5th June 2017 until 14th July 2017. These exhibitions were erected at 3 venues along the duration of the route - namely; Banbridge Old Town Hall, Hillsborough Court House, and at Dromore Town Hall for a six week period. These exhibitions were erected to coincide with the overall community consultation launch which also included initial newspaper adverts as described within Section 2.3.2.2 above as well as the letter drops and bus stop adverts described above.

The exhibition comprised a display providing information on:

- The background to the project in respect of the preceding Stage 1 and Stage 2 processes;
- An explanation of where the project currently sits in the design process;
- Details of proposed improvements;
- Stage 3 scheme assessment process which identifies the proposed option & involves preparation of the Environmental Impact Assessment Report & Draft Statutory Orders ;
- The community consultation process;
- Environmental issues and those matters proposed to be assessed in the EIA; and
- How the community can submit views on the project and on processes by which they could be kept up to date with additional project information as it becomes available.

All unattended displays confirmed postal and e-mail addresses where feedback could be provided as well as the webpage address and a telephone number where members of DfI could be contacted. Copies of project information leaflets (Appendix 4) as well as feedback forms were provided for the public at all unattended stations. Boxes were provided at all locations within which completed feedback forms could be placed.

Unattended stations were monitored regularly to ensure that enough project information leaflets and feedback forms were available and to collect those forms that were completed and placed within feedback boxes.

A copy of the unattended display is enclosed within Appendix 6 of this Report. Figure 1 below is a picture of the unattended display that was placed within Hillsborough Village Centre.



Figure 1: The Unattended Display which was located at Hillsborough Village Centre

2.3.2.6 Attended Public Events

Attended public events were held at:

- Banbridge Old Town Hall, on 14th June 2017;
- Hillsborough Courthouse, on 20th June 2017; and
- Dromore Town Hall, on 22nd June 2017.

The public events were attended by a cross-section of the design and EIA teams as well as representatives of DfI to ensure that all key disciplines within the team were available to interact with the community and to answer any queries. Each event focused on a display (Appendix 7) setting out:

- The background to the project in respect of the preceding Stage 1 and Stage 2 processes;
- An explanation of where the project currently sits in the design process;
- Details of proposed improvements;
- Stage 3 scheme assessment which is the proposed option & preparation of Environmental Impact Assessment;
- The community consultation process;
- Environmental issues and those matters proposed to be assessed in the EIA;
- Confirmation of how the community can submit views on the project and on the community can be kept up to date with additional information on the project as it becomes available.
- A description of DfI and their appointed design/EIA consultants (RPS-Sweco); and
- A detailed map of the full route showing all proposals.

Feedback forms and project information leaflets were again provided at all locations.

Figure 2 below is a picture taken from the attended event held at Dromore Town Hall.



Figure 2: Image from the Attended Consultation Event held at Dromore Town Hall

2.3.2.7 Project Information Leaflets

As referred to previously, the project team produced a bespoke tri-fold A4, full colour information leaflet setting out:

- The background to the project;
- Detailed information on the project proposals as they were at that time;
- Information on the consultation process setting out how it links in with key milestones in the project development;
- Information on the overall development process and the matters proposed to be assessed in the EIA; and
- A section on Frequently Asked Questions (FAQ) which provided information on the purpose of the consultation process and confirming how the community can submit views on the project as well as an indication of when additional information on the project will be available.

Copies of the project information leaflet was made available at all Community Consultation events and unattended displays/exhibitions for the public to take away and examine. As above, these leaflets were also forwarded to c.20,000 residences within the post code areas within which the road upgrades are proposed. They also formed part of the targeted mail drop described above in Section 2.3.2.3.

A copy of this leaflet is included within Appendix 4 of this document.

2.3.2.8 Feedback Forms

The preceding sections of this Report refer to feedback forms which were available for the public to complete at all unattended and attended public events, as well as via the project webpage.

A copy of this form is included at Appendix 8 of this Report. It was prepared to trigger comments and to inform on:

- Whether the public agreed with the principle of the development;
- The parts of the proposals that the public agreed with;
- How regularly those respondents used the A1 and for what purpose;
- The main mode of transport utilised by respondents when travelling along the A1;

- The main environmental issues respondents would wish to be considered as part of the project; and
- Whether the Community Consultation process has enhanced the respondents understanding of the project.

Again, the feedback form also provided details of where participants could submit more detailed comments or ascertain additional information on the project.

2.3.2.9 Follow Up Targeted Consultation

During the public events, DfI and the combined RPS-Sweco project team invited follow up meetings with those groups and individuals who wished to meet on a one-to-one basis with the project team.

Targeted meetings were held throughout June-December 2017 at the convenience of individuals. Representatives from DfI, and the RPS - Sweco team facilitated a number of follow up consultations with individuals. These targeted meetings took the form of site visits, telephone calls, and meeting at the individual's home etc.

Direct feedback received during these meetings has been considered in the design updates that will be presented during the series of consultation events commencing on 12th February, as set out above in Section 2.2. This feedback is not summarised as part of this Report however.

3.0 Community Consultation Events 5th June 2017 – 14th July 2017 – Community Response

3.1 Summary of Interaction

A total of 209 people attended the attended public events with the highest turn out at the Dromore Town Hall event which accounted for 42% of all attendees. A further 30% attended Banbridge Old Town Hall event and the remaining 28% at Hillsborough Court House.

A total of 138 feedback forms were completed and submitted through the available channels during consultation events undertaken in June and July 2017 and subsequently:

- 106 from the attended public events;
- 18 from the unattended events; and
- 14 feedback forms submitted from other sources.

In the period since the original series of consultation initiatives were undertaken, ending on 14th July 2017, numerous written correspondences from various stakeholders relaying any issues were also considered when preparing updated proposals. These updated proposals are to be presented as part of a further series of public events and initiatives commencing on 12th February 2018, as part of the overall Community Consultation process.

As described within the preceding paragraphs, a significant level of notification was provided to the extended community to advise of the consultation process, not least through public adverts as well as targeted letter drops to 20,000 residences. This volume of notification was provided to reflect the overall principle of DfI to ensure that community consultation is proportionate to the scale and complexity of the development. Within this context, the level of response is modest however this is not a negative finding. Rather the level of response may also be viewed as proportionate and may be reflective of a general attitude towards the project from the wider community which is supportive and which emphasises that it is mainly those individuals nearest to the route - and therefore those most likely to be directly impacted – who are interested enough to complete a feedback form or attend an event.

The attended events were each reasonably well attended which supports the approach to hold them at dispersed geographic locations along the route of the proposed improvements.

3.2 Issues Emerging from the Community Consultation Process

Information provided below quantifies the feedback received on feedback forms:

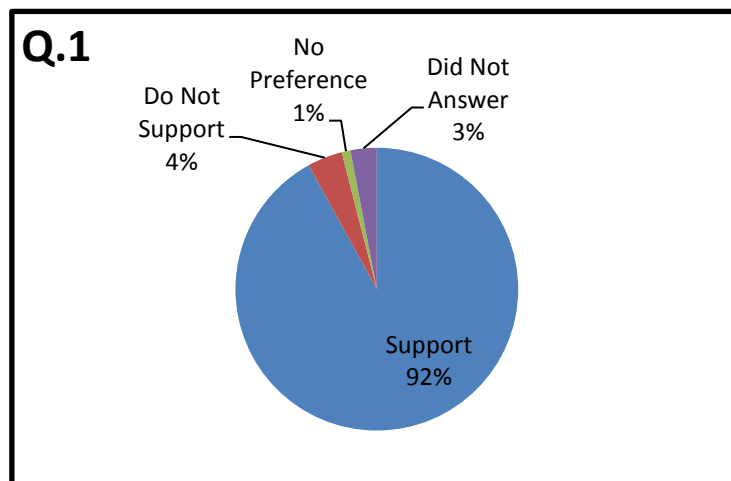
3.2.1 Community Consultation Feedback Forms

3.2.1.1 *Question 1 - Levels of Support/opposition to the principle of the project*

Of the 138 feedback forms received:

- 127 respondents (92%) support the proposed improvements to the A1;
- 5 respondents (4%) are opposed to the proposed improvements to the A1;
- 2 respondents (1%) had no preference on whether they do or do not support the redevelopment; and
- 4 respondents (3%) did not answer this question.

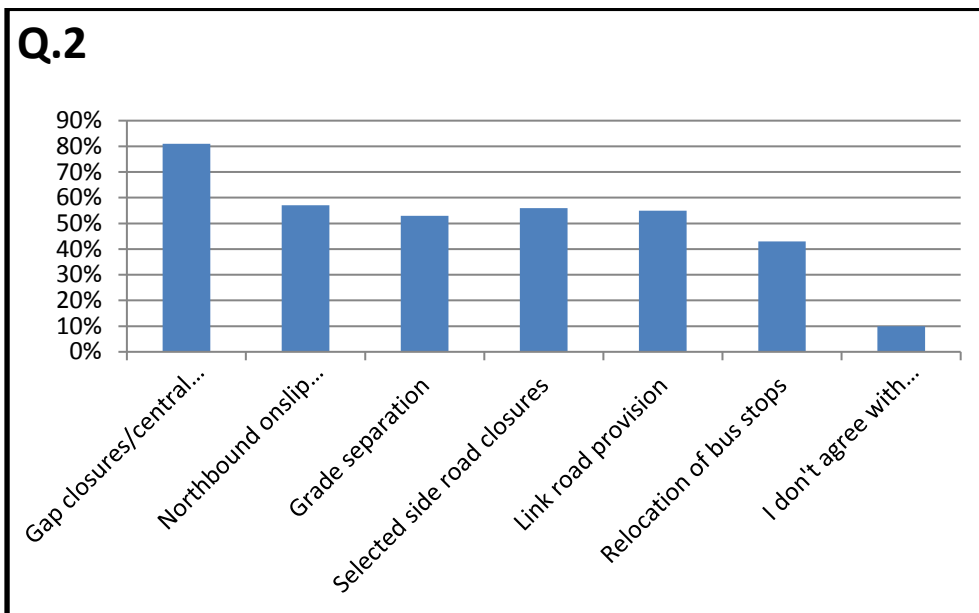
Of the 5 respondents that ticked they were opposed to the principle of the road improvements, 4 set out their reasons in their responses to Q.2 of the feedback form. One respondent did not elaborate on why they were opposed to the project. Responses to Q.2 of the feedback form are analysed in section 3.2.1.2 below.



3.2.1.2 Question 2 - What parts of the proposal do you agree with?

Question 2 asked respondents which parts of the proposals they agree with. Respondents had the option to tick none, all or some of the following proposals:

- 112 (81%) Ticked Gap closures, continuous central reserve and safety barrier;
- 79 (57%) Ticked Northbound onslip from Castlewellan Road;
- 74 (53%) Ticked Grade separation of junctions;
- 78 (56%) Ticked Selected Side road closures;
- 77 (55%) Ticked Link road provision;
- 60 (43%) Ticked Relocation/rationalisation of bus stops; and
- 14 (10%) Didn't agree with proposals. This was comprised of 13 respondents who ticked the appropriate box and a further 1 respondent who didn't tick any box but who provided a written explanation of why they didn't agree with proposals.



When one undertakes further assessment of the responses from those 14 people who indicated they don't agree with proposals, 6 persons also took the option to indicate certain parts of the proposals they actually did agree with as follows:

- Gap closures, continuous central reserve and safety barrier (5 persons);
- Northbound onslip from Castlewellan Road (3 persons);
- Grade separation of junctions (2 persons);
- Selected Side road closures (2 persons);
- Link road provision (1 person); and
- Relocation/rationalisation of bus stops (1 persons).

This means that only 8 persons stated that they didn't agree with any aspect of proposals. Of these 8:

- 5 had also indicated in their response to question 1 that they were opposed to the principle of the development; and
- 3 indicated in their response to question 1 that they were in favour of the principle of the development.

All respondents that ticked 'I don't agree with the proposals' were given an option to make any additional comments explaining their reasons why. Respondents could provide multiple reasons. These are detailed as follows:

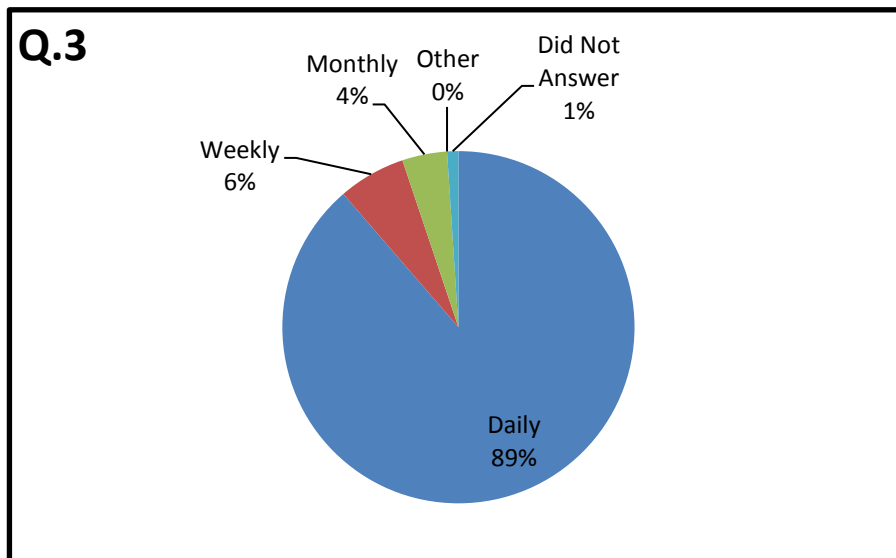
- I use the current crossings several times daily without problems - proposals would mean longish detours;
- Severely affect farm business as lands are on both sides of the A1;
- Our situation has not been addressed;
- Most of this list is generalised - reference to 'selected' side roads, rather than identifying them, and to 'rationalisation' of bus stops, when what is proposed is their elimination;
- No consideration given to alternative transport modes - the A1 route is a hostile environment for pedestrians and cyclists;
- Will increase traffic flow on Listullycurran road- this road is too narrow and will be a danger to local residents. Recent accident with tanker - female driver injured and car was write off on the Listullycurran Road
- Has consideration been given to impact on this road? High vol of HGVs use this route for going to Greenogue Road;
- Don't agree with all proposals. The exit at Backnamullagh Road will continue to be dangerous and only possible using the hard shoulder to accelerate. This junction should be closed and a link road inserted (as per the original plan) to the proposed Listullycurran roundabout;
- Bus stop at Listullycurran Road beside B&B concerns about parking in evening and night in close proximity to family homes (anti-social behaviour);
- I would request a link road from Backnamullagh onto the Listullycurran grade separated junction;
- Non-merging of all left out junctions; and
- Our agricultural business will be severely affected.

3.2.1.3 Question 3 - How regularly do you use the A1?

Question 3 asked respondents how regularly they would use the A1 road. Respondents had the option to tick one of the following options:

- 119 (86%) Ticked Daily;
- 12 (9%) Ticked Weekly;
- 6 (4%) Ticked Monthly;
- 0 (0%) Ticked Other; and
- 2 (1%) people chose not to answer

In their response one person ticked both 'weekly' and 'monthly' for how regularly they used the A1 road. Accordingly the responses in the above bullet points add up to 139 which accounts for this double response.



3.2.1.4 Question 4 Purpose of Use

Question 4 asked respondents to advise of their purpose for using the A1. Respondents were given the option to tick all, some or none of the options below:

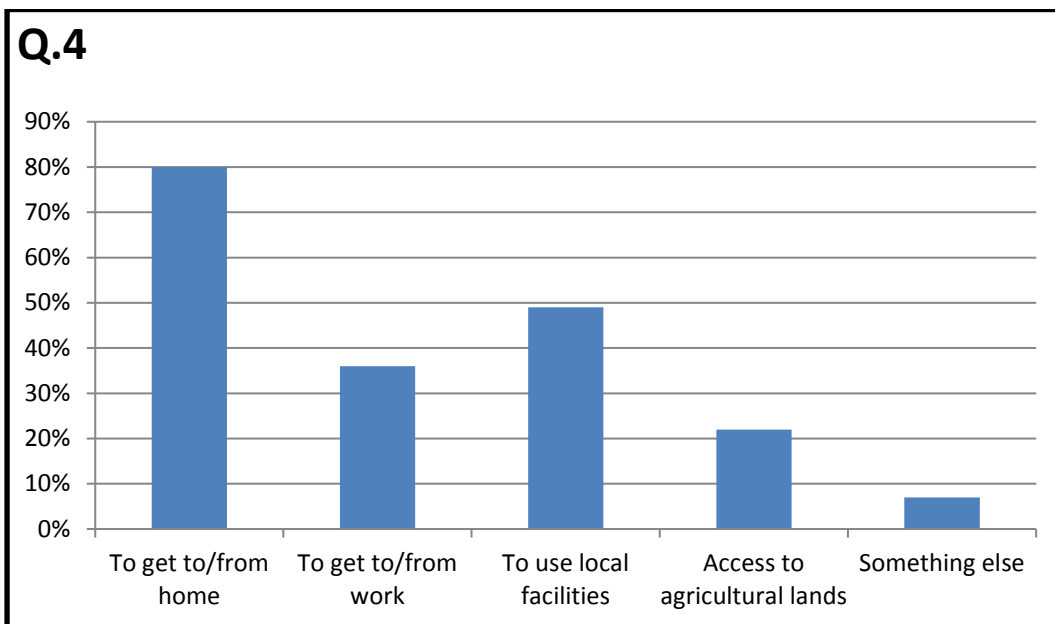
- 111 (80%) Live in the local area and use the A1 to get to/from home;
- 50 (36%) Work in local area and use A1 to get to/from work;
- 68 (49%) Use A1 to get to local community facilities such as leisure/school/library;
- 31 (22%) Use A1 for access to agricultural lands; and
- 9 (7%) Something else.

Of the 9 respondents who indicated they use the A1 for something else 7 also ticked some of the options above as follows:

- Live in the local area and use the A1 to get to/from home (7 persons);
- Work in local area and use A1 to get to/from work (5 persons);
- Use A1 to get to local community facilities such as leisure/school/library (5 persons); and
- Use A1 for access to agricultural lands (5 persons).

The 9 respondents that ticked the ‘something else’ box were also given the option to provide an explanation of their purpose of use. The answers provided are as follows:

- We have a business off the dual carriageway;
- Because of the amount of traffic arriving at our farm we need a safe road in and out.
- Carers for my mother will be affected by proposed diversions;
- I live along the A1;
- To travel and from Belfast, vets, shopping;
- We have to use the A1 every day to go to lands on the other side and tend to animals grazing there;
- Visiting family in Belfast;
- We have to use it every time we go out our front door and everyday to get to land we farm;
- Guest accommodation bed and breakfast use which will be impacted; and
- Visit my mother every day.



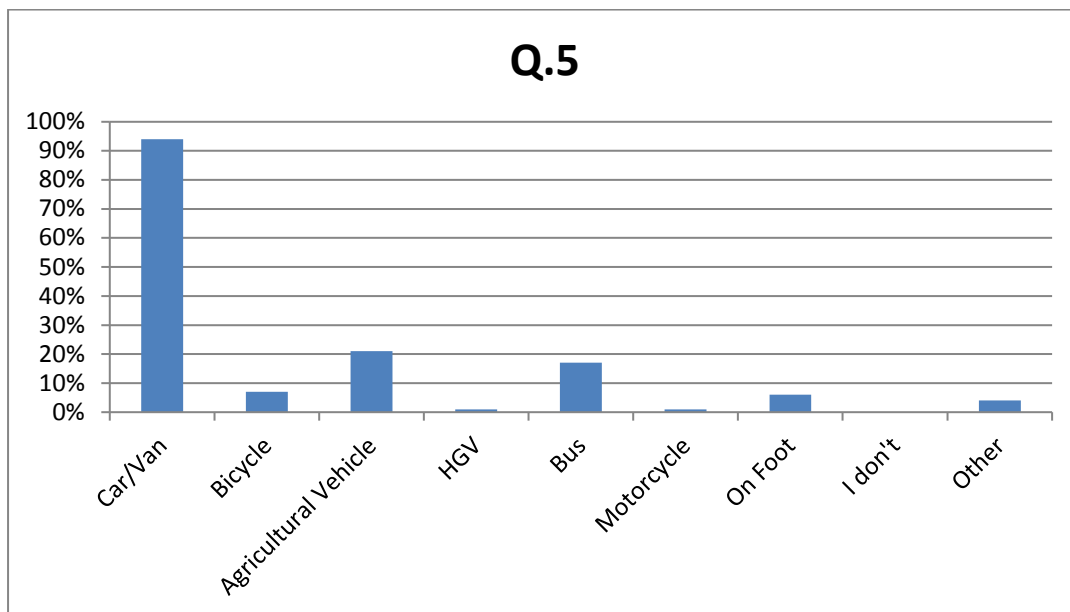
3.2.1.5 Question 5 Mode of Transport

Question 5 asked respondents to advise of how they normally travelled along the A1. They were given the option to tick all, some or none of the following options:

- 130 (94%) Car/Van;
- 10 (7%) Bicycle;
- 29 (21%) Agricultural Vehicle;
- 1 (1%) HGV;
- 24 (17%) Bus;
- 1 (1%) Motorcycle;
- 8 (6%) On Foot;
- 0 (0%) I don't; and
- 5 (4%) Other.

Of the respondents, those that ticked other were given an option to explain their mode of transport. The responses were as follows:

- Daughters use bus to get to Queens, park and ride is a great idea at Listullycurran;
- Car 50% of time with trailer;
- Caravan;
- Tractor & Harvester; and
- Towing horse, trailer.



3.2.1.6 Question 6 - Environmental areas to be considered

Question 6 asked respondents to advise what they felt were the main environmental areas to be considered as part of the project. They were given the option to tick one, some or none of the following options:

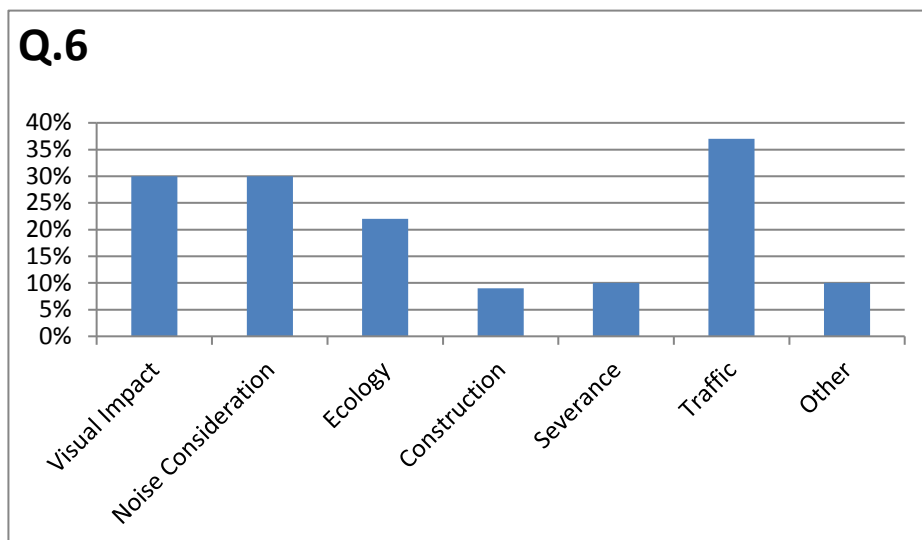
- 42 (30%) Visual Impact;
- 42 (30%) Noise consideration;
- 30 (22%) Ecology;
- 13 (9%) Construction;
- 14 (10%) Severance;
- 51 (37%) Traffic; and
- 14 (10%) Other.

Of the 14 respondents who ticked 'other', 9 also ticked some of the options above as follows:

- Visual Impact (5 persons);
- Noise consideration (2 persons);
- Ecology (7 persons);
- Construction (2 persons);
- Severance (1 persons); and
- Traffic (4 persons).

The 14 respondents that ticked the 'other' option were also asked to confirm what other environmental areas they felt should be considered as part of proposals. The responses were as follows:

- Health and safety;
- Light pollution;
- No lasting impact. Will have a positive rather than negative impact;
- Farm land access;
- Removal of vegetation eg trees, hedges need to be carried out outside of nesting season for birds. Safety of mammals crossing eg tunnels and fencing;
- Do not move hedges or trees between March and August (nesting birds). Mammal crossings/tunnels should be included;
- There is a severe safety aspect to be considered on this road - people taking chances coming out of side roads and merging to/from slip roads. There is also a severe issue with speed that is not being addressed; and
- All of above will have some impact but the present plans for the Glen Road will have a devastating result especially putting slow agricultural machinery and large delivery vehicles on the motorway for longer times and distances.



3.2.1.7 Question 7 - Consultation process enhanced understanding of the scheme

Question 7 asked respondents whether the consultation process enhanced their understanding of the scheme. They were given the chance to tick one of the following options:

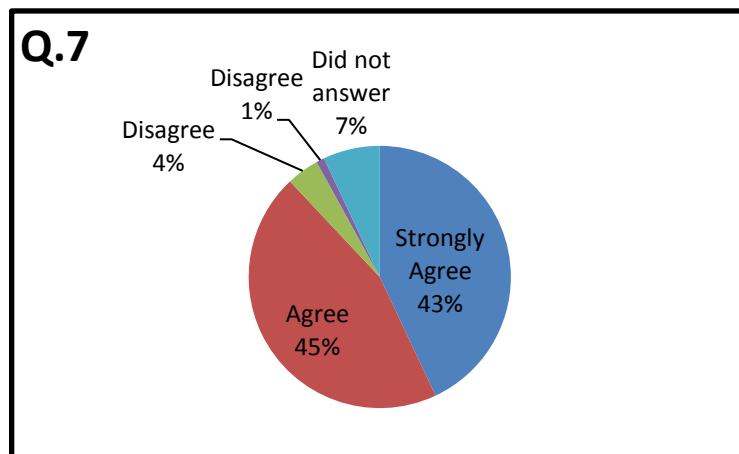
- 60 (43%) Strongly agree;
- 63 (45%) Agree;
- 5 (4%) Disagree;
- 1 (1%) Strongly disagree; and
- 10 (7%) chose not to answer.

One of the respondents who ticked they agree also commented that the consultation lacks detail in some aspects.

Of the 6 respondents that disagree and strongly disagree 2 persons indicated in question 1 that they were opposed to the principle of the project which in itself may be suggestive of a predisposed position in respect of the scheme. Of the others, 2 more responses came via the internet. It is unclear whether these persons took the available opportunity to engage directly with DfI to explain the project or consultation process, which may have affected their understanding. The other 2 responses came via the unmanned displays. Again, the respondents in this case may not have taken the opportunity to engage directly with the project team, which in turn may have impacted their understanding of the process.

The responses to this question overwhelmingly indicate that the consultation process assisted in the public understanding of the process. It is worth reiterating that DfI have no statutory obligations to engage with the public in this way. Nor are they obliged to engage with the public at all at this stage of the scheme.

Question 8 facilitated other comments on the proposal – see section 3.2.1.8 below. None of the respondents chose to state why the community consultation process did not enhance their understanding of the scheme.



3.2.1.8 Question 8 - Other comments on the proposal

Question 8 asked respondents had they any other comments to make on the proposals shown to them. For ease of reference comments made have been sub-divided under a series of main headlines depending upon the part of the proposal to which they relate.

Where issues are not easily definable they are listed under the heading of “General.” An environmental heading has also been included.

Mainline Issues:

Other comments made by respondents in their response to Question 8 include the following:

- A respondent stated, “a central reserve barrier has blocked routes that pedestrians have used for years (e.g Moira road), what consideration has been given to this and is it legal? A scheme integrating all modes of transport is required. With this scheme there is no encouragement of alternative modes”;
- Confidence that the closure of the central reserve will improve safety;
- Concerns by a resident that the scheme is putting 5.7km onto an existing journey time get to the halfway Edenordinary Road. A respondent would like a link road from the bottom of their lane to the Edenordinary Road with a bridge across to other fields to reduce time and expense;
- A question was raised whether consideration will be given to upgrading existing side roads near to each junction;
- A respondent raised concerns that, “if gap 16 is totally closed it will leave a cul-de-sac with a large green area which could be a potential traveller site”; and
- It was proposed that service roads need to be redesigned.

Bus Stops:

- DfI were asked to consider the provision of footpaths to allow residents in the local area to reach bus stops safely;
- It was stated that, “the proposed bus stop at Listullycurran Road is beside a B&B and in close proximity to family homes. Night time parking at facilities associated with the bus stop could make for a possible gathering place and create anti-social behaviour”;
- Respondents raised comments regarding access to bus stops, stating it is essential to many residents especially senior citizens and school pupils;
- A resident on the A1 is concerned, “my son will not be able to get off the bus (at start of 60mph) and cross as he currently does.” This person is also concerned that if their son has to get off at the next junction he then has to walk along the A1 with his back to traffic for 11km before he arrives home from school;
- A number of respondents raised concerns about moving existing bus stop away from houses on mainline - not possible to cross carriageway with safety barrier in place to get to bus stop;
- Suggestions that the public are not made aware of park and share areas as they are not marked/indicated or referred to on leaflets distributed to households; and
- Rural dwellers will be disadvantaged if existing bus stops are rationalised/relocated.

Listullycurran Road Junction:

- The majority of feedback received showed support of the junction;
- The point was raised by some that the exit at Backnamullagh Road will continue to be dangerous. It is only possible to exit here using the hard shoulder to accelerate. This junction should be closed and a link road inserted (as per the original plan) to the proposed Listullycurran roundabout;
- A resident at Hillsborough Road explained how they need access to a new link at the front of their farm. The respondent stated, “it is not an option to keep the laneway open for agricultural lorries or expect lorries to travel up steep hills to the farm to collect/ deliver produce in bad weather.” However the resident was very happy with new connecting proposal onto Listullycurran;

- Comments made in respect of a bad accident area on Listullycurran Road – “‘S’ bend at bottom of Mercers Hill needs straightened for extra traffic”;
- Concerns over, “flagpole on the corner of the A1/Listullycurran Road junction. This has been there since 1932 and has great culture/sentimental/significance to Listullycurran area. If it needs relocated can it be as close as possible on A1 carriageway, it would anger the local community if it was taken down for a long period during construction”;
- A resident at Backnamullagh Road has an issue as their business operates in 3 locations - Backnamullagh, Taughblane and Drumneath. Their concern is that if no link road is provided from Backnamullagh to Listullycurran there will be an increased economic burden placed on their travelling costs;
- Suggestions to link Ballynamullagh Road with Listullycurran junction; and
- Suggestions by residents that it seemed illogical to select Listullycurran Road and not Taughblane/Dromore road junction for improvement given higher traffic volume.

Gowdystown Road Junction:

- Suggested by resident, “the lane to 131 Halfway Road has access to a field on Gowdystown Road which could be used for potential park and ride”;
- Requests to see landscape plans for Gowdystown Road junction; and
- A resident at Barrowstown Road would like, “consideration to be given to a minor road infrastructure scheme where the Barrowstown Road meets the Gowdystown Road. Currently this is a right angled bend, and increased traffic flow will result in more accidents at this junction (cars through the fence are already a regular occurrence). As a minimum requirement a crash barrier may prevent future serious injury”.

Skeltons Road/Drumneath Road Junction:

- No specific comments on this junction.

Waringsford Road Junction:

- No specific comments on this junction.

Link Road / On-slip:

- Suggested the need for two lanes from Chinauley/Bramblewood onto Castlewellan Road for stacking and speed of access. The respondent also suggested that delays can be long at present because of those turning right. This is worse in winter as there is on a slope and turns near the bottom. Concern regarding sight lines turning right out of Chinauley - blocking of traffic stacked to turn right onto slip road northbound; and
- Worries that the on-off slip road (verging-diverging) are currently too short and require chevrons extended.

General Environmental Issues:

- Resident stated, “I would like the wholesale removal and replacement of hedges along Tullyhenan Road, Banbridge, to be considered”;
- Concerns that all of the environmental issues will have some impact. “The present plans for the Glen Road will have a devastating result especially putting slow agricultural machinery and large delivery vehicles on the motorway for longer times and distances”; and
- Concerns are raised about noise and light pollution;

General:

- One resident had suggested, “As the A1 is not a motorway by definition, can there be a speed limit at 60mph from Belfast to the border and increase speed to 70mph from border on M1 Dublin motorway”;

- Concerns as each affected farm business will have unique access issues (particularly access to lands on other side of carriageway). “Hope that each of these issues are given full consideration and appropriate measures are put in place minimise the impact”;
- A suggestion from a resident that as they live close to the halfway house on the N bound side of the A1, it is imperative that an acceleration lane is provided at the southern end of the 'halfway house loop', from this entrance Northbound onto the A1. An acceleration lane is vitally important for safety;
- One resident stated, “the gate lodges at the end of Milebush Road are listed”;
- A resident at Hillsborough Road requested a crash barrier from the A1 into their garden. Also requested possible use of tunnel already constructed under A1 at Grove Road/Hillsborough Road;
- One resident notes agreement with closing the centre reservation at Lower Quilly Road but thinks a pedestrian under pass is needed;
- One resident objects to proposals moving a junction at the North end of Milebush Road south of the current junction. The visibility of oncoming North-bound traffic when trying to enter the A1 is already poor and without a merge lane one will be in a worse situation than at present. Similarly, at the junction of the Backnamullagh Road with the A1 the visibility of Southbound traffic is also poor;
- In reference to the proposal one resident found the 'exercise' to be totally unacceptable and at odds with the Rural Needs Act (NI) 2016. The proposed elimination of the majority of the existing bus stops along the road would worsen access to public transport for rural dwellers and this proposal has been presented in a way that carefully obscures what is intended;
- Questioned if the hard-shoulder could be called an 'agricultural lane' to legally allow slow vehicles to drive in the hard shoulder and off the main carriageway. (The same idea as the bus lanes in the M1);
- Most of the feedback form list is generalised - reference to 'selected' side roads, rather than identifying them, and to 'rationalisation' of bus stops, when what is proposed is their elimination;
- For Health and safety reasons a resident stated their business needs some form of getting across the A1;
- Suggested to ensure all acceleration and deceleration lanes are at least 150/200m;
- Owners of a B&B have requested their signage southbound be retained and northbound moved to Skeltons Road-Drumneath junction;
- Concerns about the absence of the hard shoulder from the Backnamullagh Road on to the A1 as they use the existing hard shoulder to accelerate;
- Many respondents who use the A1 daily expressed they would not be happy about the additional journey time;
- Suggests there is a severe issue with speed that is not being addressed;
- Improve infrastructure in the towns before closure of the junctions and central reservation (e.g. Dromore needs lights, roundabouts and a one-way system around the square). There is already an impact from the Primary School moving sites and this will compound that;
- Suggestions to increase the slip road length as currently there is only enough road to get to a max speed of 40mph to merge with traffic doing 60mph and above (despite the limit being 60mph). The section of slip road that is used to move onto and from the carriageway needs to be extended to allow a better merging speed. The same applies to coming off the carriageway - the slip roads are too short before the bend in the road that takes the car away from the carriageway, with vehicles behind not moving to the right hand lane to overtake a car slowing;
- Suggestions that no consideration has been given to alternative transport modes as the A1 route is a hostile environment for pedestrians and cyclists;
- It is important to keep open North end of Milebush Road as this is essential for access to the A1 in snow conditions;
- Confidence in the scheme which is long overdue and needs to commence ASAP; and
- Views from a few residents that no matter what the changes are made to the carriageway, speed is the main problem.

3.2.2 Additional Verbal Feedback

The bullet points below summarise those issues raised verbally with DfI and/or members of the project team during the Community Consultation events undertaken between 5th June 2017 and 14th July 2017.

Team members made a note of issues as they were raised as some respondents did not want to make comments in writing:

- A request was made for a merge lane due to composition of traffic from Kilmacrew road onto mainline. Quoted figure of £50,000 per year for increased travel costs;
- Many were supportive of the scheme. One resident approved of the Castlewellaan Road arrangement saying, "the sooner the better, very keen to see gap at old manse road closed";
- One resident explained they were happy with proposals. Noted that road to their own bungalow may need tweaked to suit. This person did not want their bungalow driveway re-aligned due to old trees. Respondent noted that during periods of ice cars can slide out onto the A1 from Skeltons and Drumneath due to gradients from roads onto the A1;
- One person noted, "a diverge lane is required for Lisnaree road as it is hard to slow down for the junction once off the A26 junction due to cars speeding." Noted that there may be a small bit of landtake for the junction to be improved though did not seem to be that concerned;
- Construction Traffic Management - how will this be carried out and will works be carried out at night. Landowner was disturbed by recent night drainage works at Gowdystown. They had not been informed of these works prior to their commencement;
- Location of Bus Stops – this resident stated, "One daughter attends Banbridge Academy and would currently get off the bus at their house entrance along the mainline. Is there any scope for this to continue, rather than having to walk down the carriageway from the proposed bus stop at Gowdystown junction. My other daughter will likely be attending secondary school in Dromore. There is a possibility she would be dropped off on the other side of the carriageway in the current A1 alignment." The person is unsure of the implications for her;
- A landowner currently crosses the mainline carriageway when walking. However she is not concerned about the removal of central reserve crossing point when travelling by car;
- Back Roads – A respondent is of the opinion that most local people (farmers etc) will use back roads as opposed to the mainline and that back roads are a deathtrap and unfit for the increased traffic;
- Bus Stop Locations - Concerns about moving bus stops from the mainline. If the person is able to drive then they are happy with P&R at the junctions however if they are unable to drive they are uncomfortable with walking to the nearest junction along the mainline;
- It was noted that the slip road from the service station was a death trap and that racing occurs along the mainline on Sat / Sun nights. Also grass needs cut along verge as it interferes with visibility;
- At junction 6, there are fears that this on slip will mean that existing planting is now removed, and that a road that carries 1200 vehicles a day will move closer to the residents house. This resident explained, "There is going to be noise and visual impacts from this which in turn will devalue the my house. The on slip isn't needed if better signage is provided around the town";
- Bus stops are missing from the plan on both sides of the road at the end of the Graceystown road;
- Wanted to know outside the road boundary that is shown on the drawings how much ground would be needed temporarily for working;
- General point that Junction 4 was always known as Browns Planting, and Junction 3 as Mullans Corner;
- One resident questioned, "Could the bridges be named these just to preserve some local heritage";
- Not in favour of bus stop proposals due to concerns of anti-social behaviour. Was not in favour of farm access road, however was informed that each option (3) would be suitably appraised against set criteria from the DFI and that all relevant parties would be kept informed;
- Feels like the Backnamullagh Road should have a merge lane as well as a diverge lane. At the minute the respondent has to use the hard shoulder to build up speed to merge onto the A1;
- Concerned about losing bus stops along the carriageway. Now the respondent will have to walk along the carriageway to get to their nearest bus stop;
- Concerned that designs should include left in/left out junction diverge lanes marked in hard shoulders. Concerned that left in / left out's did not all include merge lanes;
- Concern regarding pedestrians crossing A1 at chainage 15300, 16300. What measures are envisaged for pedestrians in these locations?;

- All LILO should be provided with merge auxiliary lane as it appears to be marginal cost in reference to overall scheme cost but would improve safety for users of LILO w / o merge lane irrespective of volume of traffic;
- Has concerns regarding environmental measures for access onto Quarry Road;
- Concerns that the road will become dirty - the existing access already presents problems;
- Has concerns regarding existing visibility on Quarry Road - feels this needs to be improved;
- There are bus stops at the end of the Graceystown Road – not apparent on the drawing;
- Resident questioned, “Why is Springwell Loanin Left-In only?”;
- Concerned regarding pedestrian activity / facilities at Chinauley Park / Onslip junction;
- One resident stated, “Happy with proposals now that Milebush Road North is to remain LILO”;
- Has concerns regarding Springwell Loanin being Left-In only. Left-out would accommodate their farming machinery returning to the yard, avoiding a detour through Loughbrickland and a longer run on the NB carriageway;
- Not happy that mainline bus stops are being relocated to the junctions. He feels that these proposals are not clearly indicated on the route plan;
- Small vehicles such as very old tractors, cars, 4x4s can use the existing underpass. Existing underpass has an 8ft clearance;
- Preference would be that the existing underpass is upgraded. Noted that the existing underpass floods occasionally;
- Prepared to consider an access lane to the Ballygowan Road, however they may still be left with a problem regarding access to the Silage Silo just north of McKee's dam, which is currently access from the NB carriageway;
- Queried what was happening with the A1 between Hillsborough RAB and Sprucefield and also if there is any progress on the Sprucefield Bypass;
- J1 – Listullycurran - Concerns regarding length and gradient of access option to the north west. 3no options to be considered; along the A1 is preferred, through Wilson's land is 2nd preferred and along the existing Right of Way to the north east is the least preferred. One respondent said that they will object to the option of the Right of Way if it is brought forward;
- Indicated that the NB right turn into the Dromara Road is considered dangerous and would see the benefit of closing this gap as part of the advanced works;
- Thinks that all LILOs should have merges. If not, then Kilmacrew Road should at least have a merge to accommodate slow moving vehicles;
- The existing Banbridge bypass does not have any hard shoulder. Given the carriageway either side of this does, should signage be erected indicating that there is no hard shoulder for 'x' miles?;
- Concerns that, “There are no street lights on Hillsborough Road”;
- Has concerns regarding bus stop - anti-social behaviour, rubbish and landtake. Would like to get an idea of what the arrangement would be for consideration;
- Concerns regarding land-take generally and farm viability. Noted that that any additional areas of land being taken would impact on farming productivity;
- Appropriate drainage must be provided;
- Concerned about visual and noise impact from new connector road;
- One resident was happy with relocation of driveway access along the Gowdystown Road away from the junction - had requested this previously on safety grounds; and
- Suggested we need to consider how the weighbridge is going to operate - it will need relocated so need to identify the best location.

4.0 What Next

4.1 Recording & Taking Account of Issues Raised

The summary issues emerging from the Community Consultation Process to date have been considered by the design and EIA team as part of the ongoing design process.

This document is a factual report summarising the overall process to date and the feedback received during the last stage of more intense consultation activity between 5th June 2017 and 14th July 2017. The team is committed to taking appropriate account of the emerging issues both in the design development and in assessing all environmental considerations through the EIA process

4.2 Maintaining Contact with the Community

As per Section 2.2 above, the consultation process remains ongoing and a further series of activities loosely described as “consultation follow up, design update and community consultation report” is commencing on 12th February 2018 when updated design proposals will be presented.

Based on the above principles DfI adopted a comprehensive approach to community consultation which has involved an unbroken consultation process interspersed by two periods of more intense activity loosely described as follows:

- Community Consultation and Information Gathering- lasting from 5th June 2017 until 14th July 2017 – now complete and summarised within this Report; and
- Consultation Follow Up, Design Update and Community Consultation Report - due to commence on 12th February 2018 and last until 16th March 2018 when the opportunity for the public to make submissions will close.

As set out in Section 1, the process of engagement between DfI and the public has continued in the period since 14th July 2017 through a series of individual meetings between DfI, the project team and affected landowners and stakeholders. The project webpage also remains active and provides:

- Project details;
- Contact details by which members of the public can contact DfI; and
- An online form via which members of the public can provide feedback on the project.

This process has proven invaluable in providing additional clarification on individual concerns which need to feed into the design development process.

Appendices

Appendix 1 - Community Consultation Strategy

Appendix 2 – Public Notice

Appendix 3 – Sample Editorial Advert

Appendix 4 – Leaflet

Appendix 5 – Sample Letter

Appendix 6 – Unattended Exhibition Boards

Appendix 7 - Exhibition Boards

Appendix 8 – Feedback Form