

# **A1 JUNCTIONS PHASE 2**

## **COMMUNITY CONSULTATION REPORT**

**(CONSULTATION EVENT – 2<sup>ND</sup> FEBRUARY TO 16<sup>TH</sup> MARCH  
2018)**

**JULY 2018**

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## 1.0 Introduction

The Department for Infrastructure (DfI) Roads has undertaken a comprehensive 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 has been 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).

The consultation process has been defined by two intense periods of consultation which took place from:

- 5th June 2017 until 14th July 2017<sup>1</sup>; and
- 2<sup>nd</sup> February 2018 until 16<sup>th</sup> March 2018.

Initiatives undertaken during each period included:

- A series of public information events;
- A letter drop of information to some 20,000 addresses advising of the project and of the opportunities to engage with the project team;
- Public notices in local and regional newspapers advertising the project and associated opportunities to engage with the project team; and
- A series of bus stop notices along the route of the proposed scheme, again to advertise proposals and associated opportunities for public engagement.

To confirm, those activities listed above occurred twice within the overall A1 Junctions Phase 2 Community Consultation process. The DfI approach to undertake two distinct series of intense consultation initiatives was triggered by a desire to ensure the public were kept informed throughout the entire process about how proposals were developing, and to ensure the public had an opportunity to contribute to design proposals during earlier as well as advanced design stages.

The February/March 2018 series of initiatives summarised within this Report allowed the project team to demonstrate within consultation materials, how the scheme had taken account of representations received in respect of the project to that time and to seek further views on the final draft project design. It also confirmed how critical environmental concerns were being considered as part of the Environmental Impact Assessment (EIA) process.

Outside of those more intense periods of consultation described as within June/July 2017 and February/March 2018, the facility for the public and other stakeholders to engage with DfI and the project team remained open. DfI led a series of individual meetings between affected landowners and stakeholders, also involving members of the project team where appropriate. The project webpage also remained active between the two periods of intense activities providing:

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

This Report:

- Confirms the overall DfI approach to community consultation;
- Summarises the initiatives undertaken during the community consultation process from 2<sup>nd</sup> February 2018 until 16<sup>th</sup> March 2018; and
- Summarises and presents feedback received during the February/March 2018 community consultation process and feedback received subsequently.

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<sup>1</sup> The 2017 Community Consultation Report (published in January 2018) summarised the consultation process and feedback received during and subsequent to the June/July Event. Headline issues emerging from the 2017 Consultation are summarised in Section 3.0 of this Report

## 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 25.2km 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 Draft Statutory Orders
5	Public Inquiry
6	Departmental Statement Orders Confirmed
7	Commence Construction
8	Complete Construction

Position at the time of the 2<sup>nd</sup> Consultation

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. The concerns raised included:

- 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.

## 2.0 Stage 3 Community Consultation - Overview

### 2.1 Legislative Requirements

As alluded to previously in Section 1.2 of this Report, 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 scheme assessment process – *“Proposed Option and Preparation of Environmental Impact Assessment Report and Draft Statutory Orders.”*

Rather Part V of the Order, Environmental Impact Assessment (EIA), requires that consultation bodies are given an opportunity to express an opinion on the project and the Environmental Impact Assessment Report (EIAR) before any decision is taken. There is also a requirement to ensure that copies of the EIAR will be available for inspection by any person wishing to make representations on the project within 6 x weeks from the date that notification of the EIAR is published in appropriate papers.

Therefore the requirement to consult is linked with the publication of an EIAR. (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.

In the absence of any mandatory requirements in respect of same, 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;
- To enhance Dfl's understanding of the local communities who may be affected by the proposals;
- To 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;
- To provide local communities with information required to enable them to understand and respond to the development proposal;
- To ensure proposals are sufficiently developed to allow for meaningful comment but not so detailed that flexibility to amend the proposal has diminished;
- To ensure that information provided to the community summarises the proposals, outlining the matters on which the view of the local community is sought; and
- To ensure that proposals describe key aims and objectives and explain what the potential impacts of the proposal might be.

Based on the above principles Dfl adopted a comprehensive approach to community consultation which as described in Section 1.0 above:

- Is defined by two intense periods of activities from 5<sup>th</sup> June 2017 until 14<sup>th</sup> July 2017 (period 1) and 2<sup>nd</sup> February 2018 until 16<sup>th</sup> March 2018 (period 2); and
- Included a series of initiatives which were repeated during each of the two periods to ensure the public were kept informed throughout the extended process about how proposals were developing, and to ensure the public had an opportunity to contribute to design proposals during earlier as well as advanced design stages.

The two periods of more intense activity can be loosely described as follows:

- Community Consultation, Information Gathering and Report - lasting from 5<sup>th</sup> June 2017 until 14<sup>th</sup> July 2017.

This included a review of all information from Dfl 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 – lasting from 02<sup>nd</sup> February 2018 until 16<sup>th</sup> March 2018 when the opportunity for the public to make submissions formally closed.

It should be noted that Dfl received a small number of direct feedback forms and pieces of correspondence from the public beyond this formal end date (16<sup>th</sup> March 2018). In the interests of being as comprehensive as possible, these submissions were accepted and are included as part of the summary contained within this Report.

During this second series of activities advanced proposals were presented which helped demonstrate how the scheme development had taken account of representations from the community and how critical environmental concerns were being considered. As stated within Section 1 of this Report, the series of activities undertaken in June/July 2017 was reflected during the February/March 2018 Events. Initiatives undertaken during 2017 including: Letter drops of information to the Community; Unattended displays; and presentation of online information were undertaken a second time to illustrate the advanced proposals and allow for informed feedback. A further series of 3 attended open days also took place at the same venues

used during the June/July 2017 Events, which were Banbridge Old Town Hall, Dromore Town Hall and Hillsborough Court House. Further online/paper feedback from the community/stakeholders on the final draft proposals was encouraged to further inform the final design.

These two intense periods of community consultation activity were set out in an overall Community Consultation Strategy which included a programme of initiatives and provided an overall structure and timeline in respect of same. A copy of the Strategy is included for reference purposes in **Appendix 1** of this Report. Although dates contained within the Strategy were subject to some small slippage, generally the Community Consultation process that was undertaken adhered to the framework set out within this document.

As stated within Section 1 of this Report, outside of the more intense periods of consultation the facility for the public to engage with DfI and the project team remained open. Any feedback received outside these periods has been considered.

### 2.3 Stakeholders – Identifying Who to Consult

At the initial 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 likely to be directly affected by proposals;
- 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 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 including the June/July 2017 Community Consultation and through subsequent meetings. It 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:

- Circa 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 – as follows:
  - PSNI
  - Translink
  - Southern Health and Social Care Trust
  - Southern Education and Library Board
  - South Eastern Education and Library Board
  - 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 remained a fluid document to ensure that all individuals, groups and stakeholders that emerged during the Community Consultation had an opportunity to contribute and comment on proposals. All parties that expressed an interest in the project during the consultation process through feedback forms and/or other means of direct contact with the project team were added to the database to ensure they remained aware of any project developments and of ongoing engagement opportunities.

## 2.4 Project Information, Publicity and Accessibility

During the February/March 2018 Community Consultation 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. The initiatives undertaken reflected those undertaken during the June/July 2017 series of initiatives.

### 2.4.1 Project Webpage

A dedicated project webpage, [www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview](http://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview), hosted on the main Department for Infrastructure (NI) website was established at project outset. This page was updated with all new project materials on 1<sup>st</sup> February 2018, to coincide with the first newspaper notices advertising the consultation events, which referred to the project webpage.

The webpage included all information that was to be presented at the forthcoming attended public events as well as a link to a project feedback form which was downloadable and which also allowed 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.

### 2.4.2 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 during the consultation process did not affect any statutory rights for an individual to make further representations upon publication of the Environmental Impact Assessment Report, Draft Direction and Vesting Orders.

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:

- Ulster Star – 2<sup>nd</sup> February 2018;
- Banbridge Leader – 6<sup>th</sup> February 2018;
- Dromore Leader – 6<sup>th</sup> February 2018;
- Banbridge Chronicle – 7<sup>th</sup> February 2018;
- Irish News – 7<sup>th</sup> February 2018; and
- Belfast Telegraph – 7<sup>th</sup> February 2018.

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.

#### 2.4.3 Leaflet and Letter Drop

As noted previously, a leaflet drop to circa 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. The post code areas used were the same as those used during the June/July 2017 mail drops.

This leaflet drop was undertaken by Royal Mail and commenced on 5<sup>th</sup> February 2018, taking a maximum of one week to complete, which was in advance of any of the attended events taking place. The leaflet contained text confirming that, *“The aim of the Community Consultation Event is to demonstrate how the scheme has taken account of representations received from the community consultation event in Summer 2017 and to seek further views of the final project design.”* The leaflet also contained a summary of how the design had developed in the period since the last series of consultation events to encourage the public to re-engage in the process and to provide further feedback.

A copy of this leaflet is provided as **Appendix 3** of this Report.

In addition to the comprehensive leaflet drop described above a further targeted mail drop was undertaken with the following individuals and groups to notify them of the updated proposals and associated consultation events:

- 41 x Councillors within the Armagh City, Banbridge and Craigavon Borough Council area;
- 40 x Councillors within the Lisburn and Castlereagh City Council Area;
- Elected Members of the Legislative Assembly (MLA);
- Representatives of 22 identified stakeholders/groups; and
- A further 310 individuals who were either 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 (2011) and Stage 2 (2015) and during the previous June/July 2017 Consultation Events.

This more targeted mail drop differentiated those individuals with the most potential to be affected by the project as well as elected representatives and those others listed above. The targeted letter drop also included a copy of the project information leaflet referred to in Section 2.4.7 below and contained within **Appendix 3** of this Report. Examples of the letters forwarded to elected representatives as well as those other stakeholders are included within **Appendix 4 & 5** of this Report respectively.

#### 2.4.4 Other Advertising

The proposals include the closure of all mainline bus stops with alternatives provided at the four proposed new grade separated junctions,

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 37 bus stops along the A1. Again this reflected the initiatives undertaken during the June/July Consultation Event.

#### 2.4.5 Unattended Exhibitions

Unattended exhibitions were erected for the majority of the consultation process from 12<sup>th</sup> February until 12<sup>th</sup> March 2018. The period within which representations from the public were accepted remained open until 16<sup>th</sup> March to facilitate feedback from those individuals only becoming aware of proposals at a later stage. These exhibitions were erected at 3 venues along the duration of the route - namely;

- Banbridge Old Town Hall;
- Hillsborough Village Centre; and
- Dromore Town Hall.

These exhibitions were timed to commence just after the completion of the newspaper advertising and to coincide with completion of the letter drop of information. During the process DfI became aware that Dromore Town Hall was only accessible to the public during certain periods across the week. Accordingly DfI erected a further unmanned display within Dromore Community Centre to compensate for the restricted access at the Town Hall. This further display was erected on 26<sup>th</sup> February 2018.

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 and feedback on responses received during the process to date;
- An update on 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 3**) as well as feedback forms (**Appendix 8**) 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 displays is contained within **Appendix 6** of this Report.

#### 2.4.6 Attended Public Events

Attended public events were held at:

- Banbridge Old Town Hall, on Thursday 15<sup>th</sup> February 2018;
- Dromore Town Hall, on Monday 19<sup>th</sup> February 2018; and
- Hillsborough Courthouse, on Wednesday 21<sup>st</sup> February 2018.

All events were held between 11am and 8pm to allow those working an opportunity to come along and engage with the team. Events were also held across a 2 week period purposely on different days of the week to allow the best opportunity for all members of the public to engage.

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 and of how these had been refined in the period since the last consultation event in June/July 2017. This also included detailed information on Intelligent Transport Systems (ITS) proposed to enhance movement patterns along the roads;
- Stage 3 scheme assessment which is the proposed option & preparation of Environmental Impact Assessment Report;
- The community consultation process, and feedback received in response to June/July 2017 initiatives;
- 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. Facilities were available on the day to allow forms to be provided directly to the project team.

Each event also included 3D digital designs of proposals which the public could view on a television monitor to enhance their understanding of proposals.

Figure 1 overleaf is a picture taken from the attended event held at Banbridge, whilst Figure 2 is taken from the event at Dromore Town Hall.

An image to illustrate the attended display is included within **Appendix 7** of this Report.



**Figure 1:** Image from the Attended Consultation Event held at Banbridge Old Town Hall



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

#### 2.4.7 Project Information Leaflets

As referred to previously, the project team produced a bespoke A4, full colour double sided information leaflet setting out:

- The background to the project;
- Information on the project proposals and on how they have developed on those presented in June/July 2017;
- Information on where the public could ascertain further information regarding proposals including details of the project website, unattended displays, and attended exhibitions.

As with the other published project materials, the leaflet confirmed that taking part in this phase of consultation would not affect the statutory rights of the public to make further representations in response to the draft Vesting and Direction Orders or the Environmental Impact Assessment Report.

Copies of the project information leaflet were available at all community consultation events and unattended displays 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 2.4.3.

A copy of this leaflet is included within **Appendix 3** of this document.

#### 2.4.8 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;
- Respondent views on safety along the extent of the proposals;
- 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 ascertain further project information and again confirmed that partaking in this process did not impinge on any statutory right to make further representations at a later project stage.

Feedback forms were structured to reflect the advanced project proposals however to allow a comparison where appropriate between feedback provided during June/July 2017 with that presented during this stage of the Community Consultation process.

#### 2.4.9 Follow-Up Targeted Consultation

During the public events, Dfl 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. These and further targeted meetings and telephone conversations were held as necessary across the period of the February/March 2018 consultation period. Indeed, the project team also engaged with individuals who requested as such after the end of the consultation process (16<sup>th</sup> March) to ensure a robust community engagement process. This engagement took the form of site visits, telephone calls, and meeting at individual's homes etc.

Direct feedback received during these meetings further informed final design proposals.



### 3.0 Community Consultation & Information Gathering - 5<sup>th</sup> June 2017 – 14<sup>th</sup> July 2017

Initiatives undertaken during June and July 2017 are touched upon in the preceding Sections of this Report. A separate standalone Report:

- Summarised and presented feedback received during those initiatives undertaken from 5<sup>th</sup> June 2017 until 14<sup>th</sup> July 2017 as part of the wider community consultation process; and
- Considered further feedback forms received from individuals in the period since 14<sup>th</sup> July until publication of the Report in January 2018.

Feedback received during this earlier consultation is summarised below.

#### 3.1 Summary of Interaction

A total of 209 people attended the attended public events during June and July 2017 with the highest turn out at the Dromore Town Hall event which accounted for 42% of all attendees. A total of 138 feedback forms were completed and submitted through the available channels during the consultation initiatives and via subsequent channels as follows:

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

Information provided below quantifies the feedback received on feedback forms as referred to above.

##### 3.1.1 Community Consultation Feedback Forms

###### Principle of Development

When asked about the principle of the proposed development of the 138 feedback forms received:

- 127 respondents (92%) supported the principle of the proposed improvements to the A1; whilst
- Only 5 respondents (4%) are opposed to the proposed improvements to the A1.

###### What parts of the proposal do you agree with

When faced with a multiple choice question regarding what parts of proposals they agreed with:

- 112 (81%) Ticked Gap closures, continuous central reserve and safety barrier;
- 79 (57%) Ticked Northbound onslip from Castlewellan Road;
- 78 (56%) Ticked Selected Side road closures;
- 77 (55%) Ticked Link road provision;
- 74 (53%) Ticked Grade separation of junctions;
- 60 (43%) Ticked Relocation/rationalisation of bus stops; whilst
- Only 8 (6%) didn't agree with any aspect of proposals.

###### Frequency of Use

Of those that responded to the consultation 86% of people used the A1 daily whilst 9% used the road weekly.

###### Purpose of Use

When asked to advise of their purpose for using the A1 responses were as follows:

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

#### Mode of Transport

Regarding their mode of transport respondents were faced with multiple choice options and advised as follows:

- 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.

#### The Environment

Feedback was requested regarding the main environmental areas to be considered as part of the project. Respondents 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.

#### Understanding of the Scheme

Respondents were asked 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.

#### Other Comments

Respondents were given an option to provide any additional comments on the project. Matters raised generally fell into the following categories:

- Comments regarding bus stop proposals;
- Comments on the Listullycurran Road junction;
- Comments regarding the Gowdystown Road junction;
- Comments regarding the proposed Milebush Lisk Road;
- General Environmental and Design Issues; and
- Mainline comments.

## 4.0 Design Development

Feedback summarised in Section 3 of this Report was considered by DfI and the design team to inform updated advanced proposals that were the subject of the February/March 2018 Community Consultation initiatives. Specifically feedback received allowed the design to be further developed and refined as follows:

- Backnamullagh Road junction will be closed and a link road will be provided to the new Listullycurran Road junction. This results in an increase in the number of road closures from 8 to 9 and a reduction in the number of Left-In/Left-Out junctions from 22 to 21;
- The Left-In/Left-Out strategy has been reconsidered and changes made as follows:
  - Merges will be provided at 16 of the 21 Left-In/Left-Out junctions
  - Springwell Loanin will now become Left-in/Left-Out
- All Left-In/Left-Out junctions were designed and made available for viewing;
- Affected property accesses were developed
- Bus stop proposals at each grade separated junction were developed.

### 4.1 Development Proposals

The consequent development proposals brought forward which were the subject of the February/March 2018 Community Consultation are as follows:

- Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of continuous central reserve safety barrier;
- The grade separation of 4 junctions (Listullycurran Road, Gowdystown Road, Skeltons Road / Drumneath Road, and Waringsford Road);
- Provision of a northbound on-slip at Castlewellan Road, Banbridge;
- Closure of 9 selected side roads with improvements to a further 21 of the junctions which will now operate as left-in/left-out. 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;
- One of the roads closed will be Backnamullagh Road. A new link road will be provided to the proposed new grade separated Listullycurran Road junction;
- Provision of a link road between Milebush Road and the Hillsborough Road CGSJ, Dromore;
- Provision of merge lanes at 16 of the 21 left in/left out junctions referred to;
- Closure of all mainline bus-stops with new bus stops provided at the 4 new grade separated junctions; and
- Provision of Intelligent Transport Systems (ITS) proposals such as Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

## 5.0 Community Consultation Events 2<sup>nd</sup> February 2018–16<sup>th</sup> March 2018 – Community Response

### 5.1 Summary of Interaction

A total of 328 people attended the attended public events with the highest turnout at the Dromore Town Hall event which accounted for 43% of all attendees. A further 35.4% attended Banbridge Old Town Hall event and the remaining 21.6% at Hillsborough Court House.

A total of 223 feedback forms were completed and submitted through the available channels during consultation events undertaken in June and July 2017 and subsequently:

- 185 from the attended public events;
- 29 from the unattended events; and
- 9 feedback forms submitted from other sources including directly to DfI and via the project website.

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

### 5.2 Issues Emerging from the Community Consultation Process

Information provided below quantifies the feedback received on feedback forms:

#### 5.2.1 Community Consultation Feedback Forms

##### 5.2.1.1 *Question 1 - Levels of Support / Opposition to the principle of the project*

Of the 223 feedback forms received:

- 201 respondents (90%) support the proposed improvements to the A1;
- 6 respondents (3%) are opposed to the proposed improvements to the A1;
- 6 respondents (3%) had no preference on whether they do or do not support the redevelopment; and
- 10 respondents (4%) did not answer this question.

Of the 6 respondents that ticked they were opposed to the principle of the road improvements, 5 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 5.2.1.2 below. All 6 of the respondents that opposed the project are new objectors and have not previously voiced their opinions at the previous community consultation. No previous objectors gave feedback for a second time.

##### 5.2.1.2 *Question 2 - What parts of the final proposed design do you agree with?*

Question 2 asked respondents which parts of the final proposed design they agree with. Respondents had the option to tick none, all or some of the following proposals. They also had the option to explain any concerns about design proposals:

- 114 (51%) Ticked that they agree with all proposals;
- 74 (33%) Ticked Gap closures, continuous central reserve and safety barrier;
- 61 (27%) Ticked Grade separation of junctions;
- 59 (26%) Ticked Provision of merge lanes;
- 48 (22%) Ticked Milebush Link road provision;
- 45 (20%) Ticked Northbound onslip from Castlewellan Road;
- 43 (19%) Ticked Backnamullagh Link road;
- 42 (19%) Ticked Relocation/rationalisation of bus stops;
- 42 (19%) Ticked Footpath review proposals;
- 37 (17%) Ticked Provision of ITS;
- 32 (14%) Ticked Selected Side road closures;

It should be noted that those respondents that selected “they agree with all proposals” were not counted as part of the totals for other answers. Therefore for example, in total some 84% of respondents were in favour of gap closures along the A1 (51% who agreed with all proposals combined with 33% who stated specifically they agreed with gap closures).

As per Section 5.2.1.1 above, 5 respondents set out their reasons for opposing the principle of the development in their response to question 2. Respondents were not limited in the number of reasons they were able to provide. The reasons stated included;

- Reduced access;
- Impacts on home security;
- Parking in cul-de-sacs;
- Excessive mileage detours;
- Unhappy with proposed private access arrangements;
- Access proposals to the A1 at Banbridge are not necessary given the existing access arrangements;
- Unhappy with the closure of mainline bus stops; and
- Unhappy with selected road closures.

#### 5.2.1.3 Question 3 - Safety

Question 3 asked respondents did they feel proposals will improve safety along the A1. Respondents had the option to tick Yes or No and specify any further concerns regarding safety:

- 196 (88%) Ticked Yes;
- 10 (5%) Ticked No; and
- 23 (7%) people chose not to answer

Of the 10 respondents that felt the proposal will not improve safety 6 supported the proposal, however 3 did not, whilst 1 had no preference

#### 5.2.1.4 Question 4 - Environmental areas to be considered

Question 4 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:

- 128 (57%) Landscape & Visual;
- 97 (43%) Noise & Vibration;
- 55 (25%) Ecology;
- 55 (25%) Flood Risk;
- 52 (23%) Air Quality & Climate;
- 45 (20%) Water Quality;
- 43 (19%) Cultural Heritage;
- 42 (19%) Soils/Contaminated Land;
- 21 (9%) Severance; and
- 14 (6%) Other.

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

- Landscape & Visual (9 persons);
- Noise & Vibration (7 persons);
- Ecology (5 persons);
- Flood Risk (4 persons);
- Air Quality & Climate (4 persons);
- Water Quality (3 persons);
- Cultural Heritage (4 persons);
- Soils/Contaminated Land (3 persons); and
- Severance (5 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:

- Existing Screening should be retained as much as possible;
- Impact on home and property;
- Links to both sides of carriageway so as not to divide communities;
- Safety of commuters;
- Improved road system;
- Removal of agricultural land;
- Needs to increase traffic flow for NI, not just local. This does not help as it does not take pressure off going North/South, need A1 to M2 connection; and
- Loss of hedge rows and habitats for the wild birds.

#### 5.2.1.5 Question 5 - Consultation process enhanced understanding of the scheme

Question 5 asked respondents whether the consultation process enhanced their understanding of the scheme. They were given the chance to tick one of the following options:

- 96 (47%) Strongly agree;
- 71 (35%) Agree;
- 12 (6%) Neither Agree or Disagree;
- 3 (1%) Disagree;
- 5 (2%) Strongly disagree; and
- 18 (9%) chose not to answer.

Of the 8 respondents that disagreed and strongly disagreed that the consultation process had enhanced their understanding of the scheme 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, 1 more response came via the internet. It is unclear whether this person took the available opportunity to engage directly with DfI to explain the project or consultation process, which may have affected their understanding. Other 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 6 facilitated other comments on the proposal – see section 5.2.1.6 below. None of the respondents chose to state why the community consultation process did not enhance their understanding of the scheme.

### 5.2.1.6 Question 6 - Other comments on the proposal

Question 6 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.

#### **Milebush Junction**

- Additional meeting requested to further discuss the potential impact at Milebush;
- Inadequate communications received regarding proposals;
- Impact on property value;
- Significant environmental impacts will be caused notably visual impacts, noise, artificial light and air quality;
- Concerns regarding land vesting;

#### **Gowdystown Junction**

- Must maintain road surfaces at existing junctions especially Gowdystown Road until new junction arrives;

#### **Skeltons Junction**

- Pleased to see a junction at Skeltons Road;

#### **Waringsford Junction**

- Pleased to see a junction proposed at Tullyraine Quarries and Equine Clinic on Quarry Road. This is much safer to cross when towing horses;

#### **Castlewellan Junction**

- Castlewellan Road junction - allow for extra queueing at junction. Landscape cut back to maximise sightlines.
- Chinauley Park entrances will have problems for residents and also Bramblewood;
- 3D visualisation of Castlewellan Road junction would be beneficial;

#### **Traffic**

- Commuter traffic must not be disrupted at peak times - AM & PM; to and from work.
- Concerns remain – scheme will encourage faster driving rather than slowing down traffic;
- It will increase traffic on Tullyhenan Road which is not designed for heavy traffic;

#### **Bus Stops**

- A desire was expressed for more "park and ride" facilities and lorry parking;
- Desire for a road to the maze park and ride and for trains;
- Park and rides/closures should not leave any space for traveller encampments or antisocial behaviour;
- Will the bus stop on Main Street, Loughbrickland remain;
- Provision of at least one bus stop between junctions needs to be considered in order to facilitate rural dwellers in between junctions to access public transport;

#### **General Environmental Issues**

- Noise pollution is very high in Hillsborough from A1 dual carriageway already;

- Noise pollution along A1 very bad - please plant trees;
- Concerns expressed regarding the potential light pollution and how it may effect homes;
- It is important for central barrier to be open in design to allow for animal crossing the road and reduce roadkill which is also dangerous for traffic;
- Opportunity should be taken to enhance the environment from an ecology perspective e.g. all Ireland pollinator plan contribution by replanting, suitable sowing etc;
- Disappointment expressed at the lack of detailed information about the changes especially in Loughbrickland village;

### **General**

- Still unhappy with proposals and splitting of folios;
- Further information sought on proposals between Loughbrickland and Newry as there are a lot of vulnerable side roads here e.g. Moneymore Road;
- Strongly in favour of the safety improvement of the A1 as soon as possible;
- Desire expressed for the development to happen as soon as possible;
- How will the amount of traffic impact Ballygowan Road;
- Traffic on the A1 will only increase with time. Full support expressed in the interests of road safety;
- Work could start now to enhance safety by concentrating on gap closures and diverge/merge lanes at existing junctions (maybe signage to encourage use of hard shoulder?);
- Work could start now to enhance safety also speed reduction to 60mph should be set in place as a matter of urgency;
- Detailed consideration must be given to length of filter and merge lanes;
- Make it happen faster! It is a very positive move for Dromore;
- This is a necessary development;
- Specific impacts raised regarding diversions caused given the location of over-bridges. Desires expressed for specific mitigation measures to alleviate concerns particularly for agricultural traffic;
- In view of the project timeline consider re-signage of 'courtesy' crossings to stop 'u' turn or right turn from outside lane;
- Dedicated private entrance requested. No desire to share entrance arrangements with other landowners;
- Residents whose homes and land are directly impacted by the proposals were not appropriately informed/consulted about the proposals before they were made public;
- Opinion expressed that views provided during the community consultation have been ignored;
- Consider access to the Kilntown Road from the Ballygowan Road -which is in an appalling condition with potholes and is dangerous;
- A bridge is needed at the end of Hillsborough;
- Need two new junctions just south of Hillsborough roundabout. If this is to improve safety dropping 15-16,000 cars/vehicles from Banbridge (direct to M1-M2) will be even more saving in terms of safety and benefit the economy, this will have no economic benefit to NI really;
- Specific concerns expressed regarding design proposals of a slip road proximate to a private dwelling;
- Driveway alignment considerations;
- Very well thought out scheme;
- Long term maintenance of hedging and other landscaping must be considered;
- Objection to the opening of the dead end road at Halfway Road because of heavy traffic;
- Existing road is very unsafe;
- Design proposals as existing will have a very serious impact on an existing private business. Need further consideration of entrance proposals;
- Banbridge bypass – no hard shoulder or signs to inform – anomaly on length of A1;
- Combating road noise from the A1 must be an integral consideration and should seek to go beyond standard levels;
- Specific concerns regarding access proposals to an existing business along the A1 Mainline;
- A wonderful proposal to ensure better flow and safety for the distance covered;
- Safety needs to be paramount - don't delay;



- Staff were very knowledgeable on all aspects of the Scheme and were prepared to give full attention to the concerned residents/road users;
- Desire by landowners that their existing entrance arrangements are replaced to the existing standard;
- Landscaping must be part of proposals to ensure existing protection is maintained;
- Property value concerns expressed;
- Private landowner expressed a desire for crash barriers along the back of their property;
- Concerns regarding the impact on privacy;
- Information requested regarding future plans for existing private accesses onto the A1;
- Concerns expressed regarding safety;
- Grit Jubilee Road for residents from Milebush Road now having to go this way to the Hillsborough Road Junction to go to either Newry or Belfast;
- Some provision must be made for children to go home safely along the A1.

## 6.0 Conclusions

This Report demonstrates the extensive community consultation exercise undertaken by DfI. This consultation exercise was undertaken in accordance with the principles of Planning Legislation in respect of same, however it is notable that there was no mandatory requirement for DfI to undertake this exercise.

Rather the community consultation was undertaken in accordance with emerging methods of best practice that recognise those principles stated previously in Section 2.2 of this Report including the recognition that engaging communities is an essential part of an effective and inclusive development process. The consultation was phased, therefore offering the public and stakeholders the best opportunity to present meaningful feedback based on the most up to date available information.

As stated previously, the consultation process has been extensive and has involved multiple initiatives to encourage public buy in to the process and subsequent engagement, not least a letter drop to c.20,000 premises and residences along the route. As noted previously within this Report, whilst the level of response is modest within this context it is not necessarily a negative finding. Rather the level of response may be viewed as reflective of an attitude within the community that is supportive and an acceptance that the proposed works, which are safety led, are required along this stretch of the wider A1 Corridor.

## Appendices

## Appendix 1 - Community Consultation Strategy

# COMMUNITY CONSULTATION STRATEGY



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**DOCUMENT CONTROL SHEET**

Client	Transport NI
Document Title	Community Consultation Strategy
Document No.	NI 1679

Rev.	Status	Author(s)	Reviewed By	Approved By	Office of Origin	Issue Date
V01	Draft	EG	PMcK	RH	Belfast	

## Two Stage Consultation Process – A1 Junctions Project

### Stage 1 –Community Consultation - Information Gathering

**Time Scale: February 2017 - November 2017**

#### Part A – Stakeholder Mapping

Item Description	Target Date	Responsibility	Completion Date	Notes
Receive all information from preceding consultation exercise from TNI.	20.02.17	RPS	Received previous boards and questionnaires	TNI are requested to provide all information in respect of this preceding consultation exercise including details of any feedback forms received and stakeholder database.
Review information.	24.02.17	RPS		
<p><b>Define the 'Community' &amp; Establish a Stakeholder Database</b> through the stakeholder mapping exercise. This will focus on all groups / individuals / businesses within an agreed buffer of the project. The database must include the following:</p> <ul style="list-style-type: none"> <li>individual residents within the local area and particularly those known to be impacted by emerging proposals;</li> <li>landowners / businesses within the vicinity of the site;</li> </ul>	27.02.17	RPS TNI	Draft sent by Philip Newell	In so far as is reasonably possible all groups identified under Section 75 of the Northern Ireland Act 1998 - ethnic groups, minority groups, senior citizens - and within the agreed buffer

<ul style="list-style-type: none"> <li>• the District Council(s);</li> <li>• Government Departments;</li> <li>• Public bodies;</li> <li>• Umbrella organisations – chambers of commerce, other business groups;</li> <li>• local community groups;</li> <li>• local environmental &amp; other voluntary groups.</li> </ul> <p>Establish contact details for all stakeholders through Pointer Data &amp; existing stakeholder information.</p>			<p>- will be included via the stakeholder matrix or through the series of open and all inclusive consultation events and “catch-all” advertising. The stakeholder matrix will comprise a fluid document which can be further developed during the project. TNI are requested to provide details of any preceding stakeholder database.</p>
<p>Confirm Venues for <u>Manned and Unmanned consultation events</u></p> <p><u>Manned locations:-</u>  Hillsborough – Hillsborough Village Centre;  Dromore – Dromore Town Hall OR Dromore Community Centre;  Banbridge – Banbridge Leisure Centre</p> <p><u>Unmanned locations:-</u> Hillsborough; Dromore; Banbridge; Buses; Bus Stops; Libraries</p>	<p>27.02.17</p>	<p>RPS</p>	<p>Decide if we are to have consultations over one week period or 3 week period.</p>
<b>Part B – Prepare Project Information/Feedback Materials</b>			
<p><b>Item Description</b></p> <p><u>Preparation of digital versions of Draft Information Materials.</u></p> <p>Materials should provide information on:</p> <ul style="list-style-type: none"> <li>• Emerging project proposals and location</li> </ul>	<p>Target Date</p> <p>10.03.17</p>	<p>Responsibility</p> <p>RPS</p>	<p>Completion Date</p> <p>Notes</p> <p>Ensure consistency &amp; clarity of message.</p> <p>All materials to clearly</p>

<ul style="list-style-type: none"> <li>• The process to date including overview of preceeding project Stages (1 and 2);</li> <li>• Description of potential impacts;</li> <li>• Outline of the EIA process;</li> <li>• Purpose of Community Consultation;</li> <li>• Details of how the Community can obtain more information;</li> <li>• Contact details for applicant team.</li> </ul> <p>The materials will include:</p> <ul style="list-style-type: none"> <li>• Information sheets, leaflets/pamphlets;</li> <li>• Exhibition materials for unmanned display;</li> <li>• Exhibition material for manned display/public events;</li> <li>• Feedback forms/questionnaires;</li> <li>• Website/social media;</li> <li>• Press releases</li> </ul>			<p>explain the nature of the Community Consultation process and that taking part <u>does not affect statutory rights to express an opinion on the project or to make a representation to the Department before a decision is taken.</u></p>
<p><u>Issue of Draft Materials for Feedback and Comment</u></p> <ul style="list-style-type: none"> <li>- issue first draft</li> <li>- initial client feedback</li> </ul>	<p>22.03.17</p>	<p>RPS TNI</p>	
<p>Comment and feedback from TNI</p>	<p>29.03.17</p>	<p>TNI</p>	
<p><u>Preparation of Final Updated Materials</u></p>	<p>05.04.17</p>	<p>RPS</p>	
<p>Updated final draft for issue by RPS for approval Approval by TNI</p>	<p>11.05.17</p>		
<p>Agree and develop system for recording &amp; referencing feedback, facilitating digital and “hard copy” responses.</p>	<p>05.05.17</p>	<p>TNI</p>	<p>This should allow for means of digital feedback during Consultation process.</p>



<u>Printing Materials:</u>		5.05.17	RPS		
Establish number of panels for manned and unmanned events - ie 1 / 2 displays; Establish number of leaflets and feedback forms for printing;					
Issue to Printers		8.06.17	RPS		
<b>Part C – Website</b>					
<b>Item Description</b>	<b>Target Date</b>	<b>Responsibility</b>	<b>Completion Date</b>	<b>Notes</b>	
Agree location for link to project website / webpage	12.04.17	RPS TNI		Web site / web-page details recommended for all consultation material.	
Create a facility on the project website / web page to allow comment and feedback via a digital version of the feedback form. Allow a download option and provide an address to facilitate postal submissions (period to be open for submissions to be agreed	06.06.17	TNI		<u>Needs to be tested in advance of launch.</u> Request contact details to be included on all digital feedback forms to facilitate further engagement & recording/monitoring of feedback.	
<b>Part D – Launch of Public Consultation Exercise</b>					
<b>Item Description</b>	<b>Target Date</b>	<b>Responsibility</b>	<b>Completion Date</b>	<b>Notes</b>	

<p><b>Multi Media - Launch of the Public Events: Newspaper &amp; Publication Advertisement:</b> Publish a notice of the consultation process and consultation events in appropriate Regional / local newspaper(s). This notice is advised to appear at least 7 days prior to the commencement of consultation events &amp; is advised to contain:</p> <ul style="list-style-type: none"> <li>• a description of, and the location of, the proposed development;</li> <li>• details as to where further information about the development may be obtained;</li> <li>• the date, time and place of the public event;</li> <li>• a statement explaining how, and by when, persons wishing to make comments to the prospective applicant relating to the proposal may do so.</li> </ul>	05.06.17	RPS		
<p>Letter drop to Stakeholder database at least 7 days in advance of consultation events;</p>	29.05.17	RPS		<p>Letter drop should include details of events and overview of project as well as consultation process.</p> <p>Royal Mail to deliver to key stakeholders.</p> <p>Bus stop adverts to go up</p>
<p>Other media outlets, Website &amp; social media must be live at the time of the letter drop 7 days in advance.</p> <p>Other advertising streams to commence – Advertising at bus stops and on buses in the area.</p>	05.06.17	TNI		
<b>Part E – Public Event(s) &amp; Targeted Meetings</b>				
<b>Item Description</b>	<b>Target Date</b>	<b>Responsibility</b>	<b>Completion</b>	<b>Notes</b>

				Date	
<p><b>Targeted Meetings/Events:</b></p> <ul style="list-style-type: none"> <li>Briefing Sessions with Political Representatives – MPs, MLAs, Local councillors;</li> </ul>		14.06.17	RPS TNI		Consultation Events can be opened to political representatives in advance of public access.
<p><b>1 Day Manned Public Events</b></p> <p>Carefully managed Public Events over a 2 week period in – Hillsborough; Dromore; Banbridge</p> <ul style="list-style-type: none"> <li>One Off Media Event 1000 - 1100 at the first manned event</li> <li>Staffed by RPS to cover key EIA disciplines;</li> <li>TNI staff to provide further technical backup;</li> <li>RPS Admin staff to record feedback and catalogue any requests for further information.</li> <li>Access to press/media carefully controlled.</li> </ul> <p>Focused consultations at public events with residents associations, trade associations, others. Time slots provided in advance to suit community needs:</p> <ul style="list-style-type: none"> <li>Chamber of Commerce</li> <li>Local voluntary/community groups</li> <li>Local business;</li> <li>Other local residents community</li> </ul>		w.c 12.06.17 and w.c 19.06.17	RPS TNI		<p>Outcome may be influenced by <u>Consultations with Local Councils.</u></p> <p>Display &amp; supporting information to illustrate the project to date – background information; current design/illustrative plans/diagrams.</p> <p>Comment sheets to be available for feedback.</p> <p>Focused consultations drawn from groups identified during Stakeholder Mapping</p>
<p><b>6 week Unmanned Displays</b></p> <p>Unmanned displays in – Hillsborough; Dromore; Banbridge</p> <p>Questionnaires &amp; feedback forms to be available at all unmanned displays.</p>		05.06.17 – 14.07.17	RPS		RPS staff will monitor unmanned displays to ensure feedback forms are available and to collect completed forms.

Website must remain live for feedback during this period. Further opportunities for 1-on-1 discussions and liaison with landowners where appropriate.						
Part E – Conclusions						
Item Description	Target Date	Responsibility	Completion Date	Notes		
<u>Closing of Stage 1 Consultation Period</u> End of period for receipt of feedback forms etc	14.07.17	RPS				
<u>Prepare Stage 1 Communications Report</u> <ul style="list-style-type: none"> <li>Summarise consultation exercise;</li> <li>Summarise emerging issues;</li> <li>Provide commentary on how issues will be taken forward in project development</li> </ul>	26.08.17	RPS		To include details of all consultation exercises undertaken to date as well as emerging issues. Should include lessons learned to inform Stage 2 consultations.		
TNI to review and comment on report	03.10.17	TNI				
Final report	01.11.17	RPS				

## Stage 2 – Community Consultation – Development Proposals

**Time Scale: December 2017 – March 2018**

### Part A – Prepare Materials

Item Description	Target Date	Responsibility	Completion Date	Notes
<p>All consultation materials updated to reflect:</p> <ul style="list-style-type: none"> <li>• Evolving EIA process</li> <li>• Feed-back received during Stage 1 Consultation Exercise.</li> </ul> <p>Materials must reflect emerging final design including all leaflets, displays, website, questionnaire &amp; feedback forms</p>	11.12.17	RPS TNI		Materials to reflect the advancing nature of the project into final draft design.
Finalise locations for public events/displays based on experience/feedback from Stage 1	12.12.18	RPS		Locations to be agreed in time for commencement of Stage 2 and for advertisement online and in media

### Part B – Review and Update Stakeholder Matrix

Item Description	Target Date	Responsibility	Completion Date	Notes
Review stakeholder contact list from Stage 1 and amend accordingly based on information emerging from Stage 1 of the Consultation process	05.01.18	RPS TNI		Ensure database fully reflects all contributors to Stage 1

## Part C – Website & Media

Item Description	Target Date	Responsibility	Completion Date	Notes
Update website links established to reflect updated questionnaires, progressed design and updated consultation materials.	29.01.18	RPS TNI		

## Part D – Launch of Public Consultation Exercise

Item Description	Target Date	Responsibility	Completion Date	Notes
<p><b>Multi Media - Launch of the Public Events:</b>  <b>Newspaper &amp; Publication Advertisement:</b>            Publish a notice of the consultation process and consultation events in appropriate Regional / local newspaper(s). This notice is advised to appear at least 7 days prior to the commencement of consultation events &amp; is advised to contain:</p> <ul style="list-style-type: none"> <li>• a description of, and the location of, the proposed development;</li> <li>• details as to where further information about the development may be obtained;</li> <li>• the date, time and place of the public event;</li> <li>• a statement explaining how, and by when, persons wishing to make comments to the prospective applicant relating to the proposal may do so.</li> </ul>	29.01.18 – 05.02.18	RPS		All preceding work-streams must be complete so that on launch day all web-site links, comment boxes etc are available as advertised. Timing and location of events to reflect 'locality' of development & to ensure accessibility to maximum numbers & encourage attendance by different groups of people & reflect feedback from Stage 1.
Letter drop to Stakeholder database at least 7 days in advance of consultation events;	29.01.18 – 05.02.18	RPS		Letter drop should include details of events and overview of project

					as well as consultation process.
	Other media outlets, Website & social media 7 days in advance.	29.01.18 – 05.02.18	RPS		To be discussed whether these mediums are to be utilised for stage 2.
<b>Part E – Public Events</b>					
<b>Item Description</b>	<b>Target Date</b>	<b>Responsibility</b>	<b>Completion Date</b>	<b>Notes</b>	
<p><u>Letters to Councillors:</u></p> <ul style="list-style-type: none"> <li>• Consultation invite letters sent out to Political Representatives – MPs, MLAs, Local councillors;</li> </ul>	29.01.18 – 05.02.18	RPS TNI		Consultation Events can be opened to political representatives in advance of public access.	
<p><u>1 Day Manned Public Events</u></p> <p>Carefully managed Public Events over a 2 week period in – Hillsborough; Dromore; Banbridge</p> <ul style="list-style-type: none"> <li>• One Off Media Event 1000 - 1100 at the first manned event</li> <li>• Staffed by RPS to cover key EIA disciplines;</li> <li>• TNI staff to provide further technical backup;</li> <li>• RPS Admin staff to record feedback and catalogue any requests for further information.</li> <li>• Access to press/media carefully controlled.</li> </ul> <p>Focused consultations at public events with residents associations, trade associations, others. Time slots provided in advance to suit community needs:</p> <ul style="list-style-type: none"> <li>• Chamber of Commerce</li> <li>• Local voluntary/community groups</li> <li>• Local business;</li> </ul>	w.c. 12.02.18	RPS TNI		<p>Outcome may be influenced by <u>Consultations with Local Councils.</u></p> <p>Display &amp; supporting information to illustrate the project to date – background information; current design/illustrative plans/diagrams.</p> <p>Comment sheets to be available for feedback.</p> <p>Focused consultations drawn from groups</p>	

Other local residents community				identified during Stakeholder Mapping
<b>4 week Unmanned Displays</b> Unmanned displays in – Hillisborough; Dromore; Banbridge Questionnaires & feedback forms to be available at all unmanned displays.	15.02.18 – 15.03.18	RPS		RPS staff will monitor unmanned displays to ensure feedback forms are available and to collect completed forms.
<b>Part F – Conclusions</b>				
<b>Item Description</b>	<b>Target Date</b>	<b>Responsibility</b>	<b>Completion Date</b>	<b>Notes</b>
<u>Prepare Draft Consultation Report</u> <ul style="list-style-type: none"> <li>• what consultation was undertaken, when and with whom;</li> <li>• dates, venues and numbers attended for all consultation events and meetings;</li> <li>• details of how public events were made as accessible as possible to all members of the community;</li> <li>• evidence of the consultation, e.g. dates and copies of advertisements, reference to material made available at events, minutes of meetings, samples of letters / leaflets if applicable;</li> <li>• the comments made by the general public and those consulted;</li> <li>• whether and how these comments have been taken into account in the development proposals;</li> <li>• summary of the main issues/comments raised through the consultation and how they have been responded to;</li> <li>• details of any amendments to the proposal as a result of the consultation; and</li> <li>• details of any existing liaison arrangements, agreements with the local</li> </ul>	20.03.18	RPS		



community or monitoring that is proposed during the construction and operational phases.					
TNI to review and agree Report	27.04.18	TNI			
Preparation of Final Consultation Report	30.04.18	RPS			

## Appendix 2 – Public Notice

## PUBLIC NOTICE

### A1 JUNCTIONS PHASE 2 - HILLSBOROUGH TO LOUGHBRICKLAND COMMUNITY CONSULTATION

#### PROPOSAL: STRATEGIC ROAD IMPROVEMENTS ALONG THE A1 BETWEEN HILLSBOROUGH ROUNDBOUT AND LOUGHBRICKLAND

As part of the public consultation process in respect of the above project, the Department for Infrastructure (DfI) will be holding a further Community Consultation Event in February 2018.

The aim of the forthcoming Community Consultation Event is to demonstrate how the scheme has taken account of representations received from the previous Event in Summer 2017 and to seek further views on the final project design. It also confirms how critical environmental concerns are being considered as part of the Environmental Impact Assessment Process.

Proposals include the closure of all gaps in the central reserve and the provision of continuous central reserve safety barrier; the grade separation of 4 junctions and a northbound on-slip at Castlewellan Road, Banbridge; the closure of 9 selected side roads with improvements to the remainder of the junctions which will operate as left-in/left-out; Closure of all mainline bus-stops with new bus stops provided at the 4 new grade separated junctions.

Information and engagement is available through a variety of avenues including an attended community consultation event, unattended exhibitions, the DfI website, email and telephone exchange. DfI officers will be present during the attended event and will be contactable throughout the consultation process.

Attended Community Consultation Event venues and dates are listed below.

Date	Location	Time
Thursday 15 <sup>th</sup> February 2018	Banbridge Old Town Hall 1 Scarva Street, Banbridge, BT32 3DA	11.00 - 20.00
Monday 19 <sup>th</sup> February 2018	Dromore Town Hall 38 Market Square, Dromore, BT25 1AW	11.00 - 20.00
Wednesday 21 <sup>st</sup> February 2018	Hillsborough Court House The Square, Hillsborough BT26 6AG	11.00 - 20.00

Unattended exhibition displays of project proposals will be placed at the venues listed below from 12<sup>th</sup> February to 12<sup>th</sup> March 2018:

- Banbridge Old Town Hall, 1 Scarva Street, Banbridge, BT32 3DA
- Dromore Town Hall, 38 Market Square, Dromore, BT25 1AW
- Hillsborough Village Centre, 7 Ballynahinch Road, Hillsborough, BT26 6AR

**You may make representations using the feedback forms provided at the community consultation event and the unattended exhibition displays, or by email, letter or the project website as detailed below -**

**Website:** <https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview>

**Email:** DfIRoads.Southern@infrastructure-ni.gov.uk

**Address:** SRI Team, DfI Roads, Southern Division, Marlborough House, Craigavon, BT64 1AD

**Telephone:** (028) 3832 0188

*Note: Any comments you make to us during this consultation process will not affect your statutory rights to make further subsequent representations upon publication of the Environmental Statement, Draft Direction and Vesting Orders.*

## Appendix 3 – Leaflet

## ATTENDED EXHIBITIONS

### Banbridge Old Town Hall

Thursday 15th February 2018 at 11am to 8pm

### Dromore Town Hall

Monday 19th February 2018 at 11am to 8pm

### Hillsborough Court House

Wednesday 21st February 2018 at 11am to 8pm

## UNATTENDED EXHIBITION

Displays will be located at the following locations from 12th February to 12th March 2018

Dromore Town Hall, 38 Market Square, Dromore, BT25 1AW

Hillsborough Village Centre, 7 Ballynahinch Road, Hillsborough, BT26 6AR

Banbridge Old Town Hall, 1 Scarva Street, Banbridge, BT32 3DA

## YOU CAN SUBMIT ALL QUERIES VIA THE FOLLOWING:



DfIRoads.Southern@infrastructure-ni.gov.uk



SRI Team, DfI Roads, Southern Division, Marlborough House, Craigavon, BT64 1AD



(028) 3832 0188

All project information will be available at:



<https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview>

If you require this document in an accessible format please contact us at the above number or email address.



Department for

**Infrastructure**

An Róimn

**Bonneagair**

[www.infrastructure-ni.gov.uk](http://www.infrastructure-ni.gov.uk)

# A1 Junctions Phase 2

Hillsborough to Loughbrickland



## COMMUNITY CONSULTATION



Co-financed by the European Union  
Connecting Europe Facility

**Banbridge  
Old Town Hall**

Thursday 15th February 2018  
11am to 8pm

**Dromore  
Town Hall**

Monday 19th February 2018  
11am to 8pm

**Hillsborough  
Court House**

Wednesday 21st February 2018  
11am to 8pm

**The Department for Infrastructure (DfI) are undertaking a Community Consultation exercise to gather the views of all stakeholders with regard to proposed road improvements along the A1 between Hillsborough Roundabout and Loughbrickland.**

## **PROJECT OVERVIEW**

DfI is developing plans for improvements to the A1 carriageway from Sprucefield to the border. The A1, which links Belfast and Dublin, is part of the Eastern Seaboard Key Transport Corridor, with some sections at the Northern end carrying approximately 40,000 vehicles per day.

The primary purpose of this project is to consider safety concerns and propose road improvements along the A1 between Hillsborough Roundabout and Loughbrickland.

The main proposals include:

- Closure of all gaps in the central reserve and the provision of continuous central reserve safety barrier;
- The grade separation of 4 junctions and a northbound on-slip at Castlewellan Road, Banbridge;
- Closure of 9 selected side roads with improvements to the remainder of the junctions which will operate as left-in/left-out;
- Closure of all mainline bus-stops with new bus stops provided at the 4 new grade separated junctions.

## **COMMUNITY CONSULTATION**

The aim of this Community Consultation Event is to demonstrate how the scheme has taken account of representations received from the community consultation event in Summer 2017 and to seek further views on the final project design. It also confirms how critical environmental concerns are being considered as part of the Environmental Impact Assessment Process.

## **DESIGN DEVELOPMENT**

Since the last Consultation Event we have considered feedback from the public and have developed the scheme proposals to a final design. As part of this process, we have continued to engage with affected parties to address concerns and mitigate impacts. The design has been further developed and refined as follows:

- Backnamullagh Road junction will be closed and a link road will be provided to the new Listullycurran Road junction. This results in an increase in the number of road closures from 8 to 9 and a reduction in the number of Left-in/Left-Out junctions from 22 to 21
- The Left-In/Left-Out strategy has been reconsidered and changes made as follows:
  - » Merges will be provided at 16 of the 21 Left-In/Left-Out junctions
  - » Springwell Loanin will now become Left-in/Left-Out
- All Left-In/Left-out junctions have been designed and are available for viewing
- Affected property accesses have been developed
- Bus stop proposals at each Compact Grade Separated Junction have been developed

## **WHAT NEXT**

Upon completion of the Community Consultation on **16th March 2018** DfI will consider all feedback received and incorporate into the scheme where appropriate. Subsequently, notices will be published in the local press advising that draft Vesting Orders and Direction Orders and an Environmental Impact Assessment Report have been prepared. The public will then have an opportunity to inspect all documents and make further representations.

Taking part in this present phase of consultation will not affect your statutory rights to make further representations upon publication of all documents referred to above.

**The opportunity for the public to make submissions on the project will end on 16th March 2018**



## Appendix 4 – Sample MLA Letter

**Southern Division**

Marlborough House  
Central Way  
Craigavon  
BT64 1AD  
Tel: 02838320188  
E-mail: .Southern@infrastructure-ni.gov.uk

8<sup>th</sup> February 2018

Dear Sir/Madam,

**A1 JUNCTIONS PHASE 2 Road Improvement Scheme - Community Consultation**

The Department for Infrastructure are undertaking a Community Consultation exercise to gather the views of all stakeholders with regard to proposed road improvements along the A1 between Hillsborough Roundabout and Loughbrickland.

The aim of this Community Consultation exercise is to demonstrate how the scheme has taken account of representations received during the community consultation process to date including an earlier event in Summer 2017 and to seek further views on the final project design. It also confirms how critical environmental concerns are being considered as part of the Environmental Impact Assessment (EIA) Process.

As an elected representative in one of the local constituencies within which the scheme is proposed you are cordially invited to engage with members of the project team and DfI representatives at the attended exhibitions as set out below:

<b>Date</b>	<b>Location</b>	<b>Time</b>
Thursday 15 <sup>th</sup> February 2018	Banbridge Old Town Hall 1 Scarva Street, Banbridge, BT32 3DA	11:00 -20:00
Monday 19 <sup>th</sup> February 2018	Dromore Town Hall 38 Market Square, Dromore, BT25 1AW	11:00 -20:00
Wednesday 21 <sup>st</sup> February 2018	Hillsborough Court House The Square, Hillsborough BT26 6AG	11:00 -20:00



A project overview and some details of the scheme development are provided within the attached information leaflet.

In the event that you are unable to attend any of the listed exhibitions, information and engagement is available through a further variety of avenues including a project webpage, e-mail, written correspondence and telephone.

A series of unattended exhibitions will also be on display at local venues from 12<sup>th</sup> February until 12<sup>th</sup> March 2018.

Details of all correspondence addresses and unattended exhibition locations are also contained within the attached information leaflet.

Upon completion of the Community Consultation on 16th March 2018 DfI will consider all feedback received and incorporate into the scheme where appropriate. Subsequently, notices will be published in the local press advising that draft Vesting Orders and Direction Orders and an Environmental Impact Assessment Report have been prepared. The public will then have an opportunity to inspect all documents and make further representations.

Taking part in this present phase of consultation will not affect your statutory rights to make further representations upon publication of all documents referred to above.

We hope you will be able to attend the exhibition. If you have any queries please do not hesitate to contact us at the email address or telephone number above.

**BRIAN McCLELLAND**

SRI Team Southern Division  
DfI Roads

## Appendix 5 – Sample Stakeholder Letter

**Southern Division**

Marlborough House  
Central Way  
Craigavon  
BT64 1AD  
Tel: 02838 320188  
E-mail:  
DfIRoads.Southern@infrastructure-  
ni.gov.uk

6<sup>th</sup> February 2018

Dear Sir/Madam,

**A1 JUNCTIONS PHASE 2 Road Improvement Scheme - Community Consultation**

The Department for Infrastructure are undertaking a Community Consultation exercise to gather the views of all stakeholders with regard to proposed road improvements along the A1 between Hillsborough Roundabout and Loughbrickland.

The aim of this Community Consultation exercise is to demonstrate how the scheme has taken account of representations received during the community consultation process to date including an earlier event in Summer 2017 and to seek further views on the final project design. It also confirms how critical environmental concerns are being considered as part of the Environmental Impact Assessment (EIA) Process.

As a representative of a local stakeholder, or person who has previously expressed an interest in the project, you are cordially invited to engage with members of the project team and DfI representatives at the attended exhibitions as set out below:

<b>Date</b>	<b>Location</b>	<b>Time</b>
Thursday 15 <sup>th</sup> February 2018	Banbridge Old Town Hall 1 Scarva Street, Banbridge, BT32 3DA	11:00 -20:00
Monday 19 <sup>th</sup> February 2018	Dromore Town Hall 38 Market Square, Dromore, BT25 1AW	11:00 -20:00
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A project overview and some details of the scheme development are provided within the attached information leaflet.

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Taking part in this present phase of consultation will not affect your statutory rights to make further representations upon publication of all documents referred to above.

We hope you will be able to attend the exhibition. If you have any queries please do not hesitate to contact us at the email address or telephone number above.

**BRIAN McCLELLAND**

SRI Team Southern Division  
DfI Roads

## Appendix 6 – Unattended Exhibition Boards

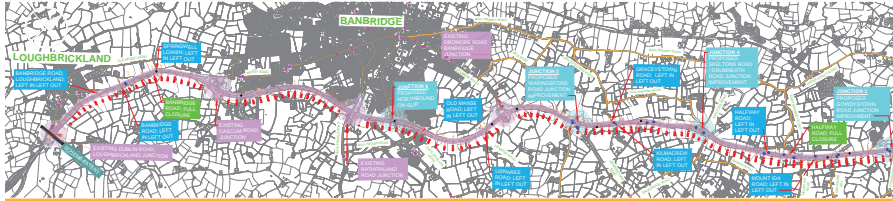
# A1 JUNCTIONS PHASE 2

## HILLSBOROUGH TO LOUGHBRICKLAND

### COMMUNITY CONSULTATION



Co-financed by the European Union  
 Connecting Europe Facility



## 1 INTRODUCTION

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.

The section of the A1 under consideration for improvement is a 25.1km long stretch of all-purpose dual carriageway, extending from the Hillsborough Roundabout in the north to Loughbrickland in the south.

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 significant numbers of all-grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

In recent years the southern section of the A1, from Beech Hill to the 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.

The Stage 3 Scheme Assessment process for the Project is currently underway with its second consultation exercise following Summer 2017. It has the aim of producing a Stage 3 Scheme Assessment Report, Environmental Impact Assessment Report and Draft Statutory Orders. The Department is keen to obtain the views of the community on the scheme and the environmental issues associated with it.

## 3 PROPOSED IMPROVEMENTS

The primary purpose of this Project is to consider safety concerns and propose further road improvements along the A1 between Hillsborough Roundabout and Loughbrickland.

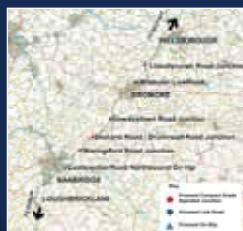
Since the last Consultation Event DfI has considered feedback from the public and has developed the scheme proposals to a final design. As part of this process, we have continued to engage with affected parties to address concerns and mitigate impacts. The design has been further developed and refined as follows:

- Backnamulagh Road junction will be closed and a link road will be provided to the new Lillalycurran Road junction. This results in an increase in the number of road closures from 8 to 9 and a reduction in the number of Left-In/Left-Out junctions from 22 to 21.
- The Left-In/Left-Out strategy has been reconsidered and changes made as follows:
  - Merges will be provided at 16 of the 21 Left-In/Left-Out junctions.
  - Springwell Loan will now become Left-In/Left-Out.
 All Left-In/Left-Out junctions have been designed and are available for viewing.
- A number of affected property accesses have been developed.
- Bus stop proposals at each Compact Grade Separated Junction have been developed.
- Footpath infrastructure on the A1 will be considered for closure where appropriate.
- ITS (Intelligent Transport Systems) Equipment, such as Variable Message Signs and CCTV cameras shall be erected at strategic locations along the route. The incorporation of this equipment onto the route will enhance the movement of people and goods by optimising effective management of the road infrastructure and the provision of reliable and timely travel information.

### Proposals also include:

- Closure of all gips in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of continuous central reserve safety barrier.
- The grade separation of 4 junctions:
  - Lillalycurran Road
  - Gowdstown Road
  - Skellons Road/Drumnaith Road
  - Waringford Road
- A northbound on-slip to the A1 from Castlewellan Road, Banbridge.
- Provision of a link road between Milkbush Road and the Hillsborough Road Compact Grade Separated Junction (CGSJ), Dromore.
- Closure of 9 selected side roads with improvements to the remainder of the junctions which will operate as left-in/left-out.
- Closure of all mainline bus-stops with new bus stops provided at the 4 new grade separated junctions.

A compact grade separated junction (CGSJ) provides 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 landtake and provide an economic solution for the modification of existing junctions to grade separation standards.



## 2 BACKGROUND

Stage 1 and Stage 2 Scheme Assessments have already been carried out 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 evolution. The consultation exercise included a well advertised series of 3 Public Information events at Hillsborough Court house, Hillsborough 7th November 2013; Old Townhall, Dromore 13th November 2013; Old Townhall, Banbridge 19th November 2013 and a comprehensive leaflet drop to c.20,000 residences within the vicinity of proposals.

Stage 1 was completed 2011 and Stage 2 was completed 2015.

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
- Gaps in the central reserve permitting crossing manoeuvres
- Geometric layout of certain junctions
- 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
- 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

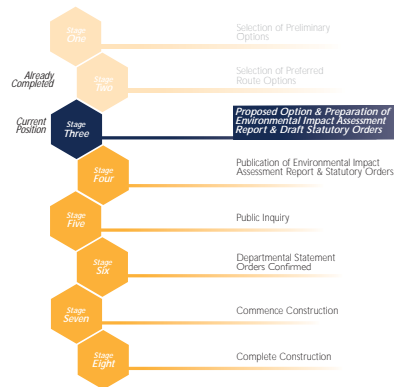
The proposed option brought forward to Stage 3 incorporated the outcomes of the previous assessment stages and considered feedback received during the previous community consultation exercise.

Final design proposals which form part of this presentation have been further informed by feedback received during the Stage 3 consultation process to date including the series of public events and engagements undertaken across a six week period from 5th June 2017 until 14th July 2017.

## 4 PROCESS

The power of the Department for Infrastructure (DfI) to construct new and improved roads is provided by statute under the provisions of The Roads (Northern Ireland) Order 1993 (Article 3).

It should be noted that there is no planning application required for this project. Before strategic road construction can proceed the project must pass through a number of stages, broadly summarised in the flow chart.



The aim of Stage 3 is to develop the design of the preferred option, undertake an Environmental Impact Assessment (EIA) to produce a Stage 3 Scheme Assessment Report, Environmental Impact Assessment Report and Draft Statutory Orders.

The primary tasks involved include:

- Completion of a final Design
- Undertake public consultation
- Prepare a Draft Direction Order
- Prepare a Stage 3 Scheme Assessment report including an Environmental Impact Assessment and
- Prepare a Draft Vesting Order

On completion of the Stage 3 Scheme Assessment, DfI will publish the Draft Direction and Vesting Orders, the Environmental Impact Assessment Report and the Stage 3 Scheme Assessment Report. Notices will be published in the local press informing the public that the draft orders and an Environmental Impact Assessment Report have been prepared.

Notices will specify the time within which objections can be made, the manner in which objections may be made and inform where the draft orders and the Environmental Impact Assessment Report may be inspected.

# A1 JUNCTIONS PHASE 2

## HILLSBOROUGH TO LOUGHBRICKLAND

### COMMUNITY CONSULTATION



Co-financed by the European Union  
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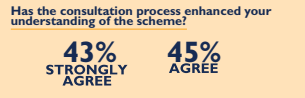
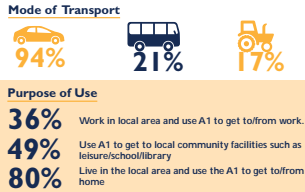
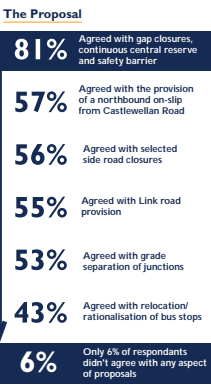
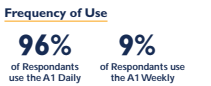
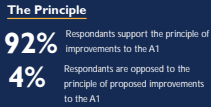
## 5 CONSULTATION PROCESS

This exhibition presents final design proposals as one of a series of initiatives being undertaken between 12th February 2018 until 16th March 2018 when the opportunity for the public to make submissions on the project during Stage 3 will end.

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.

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 has also remained active.

Responses provided on project feedback forms received to date reveal:



- Other Comments?**
- Respondents were given an option to provide any additional comments. Generally these comments fell into the following categories:
- Comments regarding bus stop proposals
  - Comments on the Listylcurran Road Junction
  - Comments regarding the Gowdstown Road Junction
  - Comments regarding the proposed Milebush Link Road
  - General Environmental & Design Issues
  - Mainline comments

Note: Figures reflect the percentage of respondents that selected that particular response option, bearing in mind that more than one response option could be selected for all questions excluding 'The Principle' and 'Has the consultation process enhanced your understanding of the scheme?'

## 6 ENVIRONMENTAL ISSUES

**Environmental Impact Assessment (EIA)** is the process of compiling, evaluating and presenting all the likely significant environmental effects of the proposed road improvements along the A1 between Hillsborough Roundabout and Loughbrickland. An Environmental Impact Assessment Report which combines all the findings of the environmental assessments, will be produced as part of the EIA process.

Environmental impacts and assessment of the road improvements will include:

**Landscape & Visual** - viewpoint locations have been identified for the proposed scheme and assessments are currently being finalised to determine the extent of visual impacts from the proposed development.

**Noise & Vibration** - Baseline noise monitoring was undertaken to characterise the existing noise climate in the surrounding area. A noise & vibration impact assessment is currently being finalised to determine the potential noise/vibration impacts at the nearest sensitive receptors during construction and operational phases of the proposed development.

**Human Environment** - An assessment is currently being completed to determine the impacts on people's daily lives including the potential for loss of land, impact on development opportunities and whether issues of severance are created by the project.

**Soils Geology & Contaminated Land** - A detailed assessment is currently being undertaken in relation to the geology, soils and potential areas of contaminated land in the study area and how these may be impacted by the proposed development.

**Water Quality** - A desktop assessment has been undertaken to identify all watercourses in the surrounding area. This is currently being used to determine the impacts on watercourses associated with the proposed development.

Additional items considered as part of the Environmental Impact Assessment process will include human health, land, biodiversity and the vulnerability of the project to major accidents and/or disasters.

This community consultation process offers an opportunity via identified feedback channels to raise relevant environmental issues which will be considered as part of the ongoing environmental assessment process.

**Ecology** - A range of ecological surveys have been completed along the entire route including extended phase 1 habitat surveys, bat surveys, badger surveys and bird surveys during bird breeding season. These surveys have been used to assess the ecological impacts during construction and operational phases of the proposed development.

**Air Quality** - An assessment is currently being finalised to determine the air quality and dust impact associated with the proposed development at the nearest sensitive receptors. Included in this assessment is a detailed consideration of greenhouse gas emissions and potential climate change impacts associated with the proposed development.

**Cultural Heritage** - A desktop study was completed to determine all known features of cultural heritage interest in the study area and this has been supplemented with baseline surveys in areas where works are proposed. A full detailed assessment of potential impacts on cultural heritage features is currently being completed and.

**Flooding** - Baseline surveys have been undertaken to determine areas susceptible to flooding in the study area. A full impact assessment is being completed to determine the impact of the proposed development in the context of existing areas prone to flooding.

## 7 HAVE YOUR SAY

This community consultation process will last until 16th March 2018 when the opportunity to make submissions during Stage 3 of the project will end.

### Attended Community Consultation Event

Attended Community Consultation events will be held at the following times and locations:

**Banbridge Old Town Hall**  
Thursday 15th February 2018 at 11am to 8pm

**Dromore Town Hall**  
Monday 19th February 2018 at 11am to 8pm

**Hillsborough Court House**  
Wednesday 21st February 2018 at 11am to 8pm

### Unattended Exhibition Displays

Additional unattended displays available to view from 12th February 2018 to 12th March 2018

Dromore Town Hall, 38 Market Square, Dromore, BT25 1AW

Hillsborough Village Centre, 7 Ballynahinch Road, Hillsborough, BT26 6AR

Banbridge Old Town Hall, 1 Scarva Street, Banbridge, BT32 3DA

All queries and comments can be submitted on the feedback forms provided or via the following:

DfIRoads.Southern@infrastructure-ni.gov.uk

SRI Team, DfI Roads, Southern Division, Marlborough House, Craigavon, BT64 1AD

(028) 3832 0188

All project information will be available at:

<https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview>

If you require this document in an accessible format please contact us at the above number or email address.

It is important to note any comments you make to us during this consultation process will not affect your statutory rights to make further subsequent representations upon publication of the Environmental Impact Assessment Report, Draft Direction and Vesting Orders



## **Appendix 7 – Attended Exhibition Boards – Overview**



# A1 JUNCTIONS PHASE 2

## 1 INTRODUCTION

The A1 Junctions Phase 2 project is a major infrastructure project in the East of England, designed to improve the efficiency and capacity of the A1 road network. The project includes the construction of new junctions, widening of existing roads, and the implementation of intelligent transport systems (ITS) to optimize traffic flow.

## 2 BACKGROUND

The A1 road is a critical transport corridor in the East of England, serving major cities such as London, Norwich, and Peterborough. The current A1 network is facing increasing pressure due to rising traffic volumes and the need for improved safety and efficiency. The A1 Junctions Phase 2 project is a response to these challenges, aiming to provide a more modern and resilient road network for the future.

## 3 PROPOSED IMPROVEMENTS

The proposed improvements for the A1 Junctions Phase 2 project include:

- Widening of existing roads** to increase capacity and reduce congestion.
- Construction of new junctions** to improve traffic flow and safety.
- Implementation of Intelligent Transport Systems (ITS)** to optimize traffic flow and reduce travel time.
- Enhancement of road safety features** to reduce the risk of accidents.
- Improvement of road lighting and signage** to enhance visibility and navigation.

## 4 PROCESS

The project is currently in the planning and design phase, with the following key milestones:

- Finalize planning and design** (Completed)
- Obtain planning permission** (In Progress)
- Finalize contract documents** (In Progress)
- Commence construction** (Planned)
- Complete construction and handover** (Planned)

## 5 CONSULTATION PROCESS

The consultation process for the A1 Junctions Phase 2 project has been thorough and transparent, involving a wide range of stakeholders and the public. Key findings from the consultation include:

- 92% of respondents** support the project.
- 80% of respondents** believe the project will improve the road network.
- 49% of respondents** believe the project will reduce travel time.
- 36% of respondents** believe the project will improve road safety.

## 6 CONSULTATION FEEDBACK

The feedback received during the consultation process has been used to inform the project design and implementation. Key areas of feedback include:

- 81% of respondents** support the project.
- 57% of respondents** believe the project will improve the road network.
- 56% of respondents** believe the project will reduce travel time.
- 55% of respondents** believe the project will improve road safety.
- 53% of respondents** believe the project will improve the environment.
- 43% of respondents** believe the project will improve the economy.
- 6% of respondents** believe the project will have a negative impact on the environment.

## 7 ENVIRONMENTAL ISSUES

The project has been designed to minimize environmental impacts and maximize benefits. Key environmental considerations include:

- Protection of natural habitats and wildlife**.
- Reduction of carbon emissions and air pollution**.
- Minimization of noise and vibration**.
- Implementation of sustainable construction practices**.
- Creation of new green spaces and landscaping**.

## 8 INTELLIGENT TRANSPORT SYSTEMS (ITS)

The project will incorporate a range of Intelligent Transport Systems (ITS) to optimize traffic flow and reduce travel time. Key ITS features include:

- Variable Message Signs (VMS)** to provide real-time traffic information.
- Adaptive Traffic Control (ATC)** to dynamically adjust traffic signals.
- Incident Detection Systems (IDS)** to quickly identify and respond to road incidents.
- Electronic Toll Collection (ETC)** to streamline toll payments.
- Advanced Driver Assistance Systems (ADAS)** to improve road safety.

## 9 WHO IS THE DEPARTMENT FOR INFRASTRUCTURE

The Department for Infrastructure is a key government department responsible for the development and delivery of major infrastructure projects in the UK. The department is led by the Secretary of State for Infrastructure and is supported by a range of specialist agencies and bodies.

## 10 HAVE YOUR SAY

We are currently seeking feedback from the public on the proposed improvements for the A1 Junctions Phase 2 project. Your input is valuable and will help us to ensure that the project meets the needs of the community. You can provide your feedback through the following channels:

- Online consultation** via the project website.
- Public meetings** held at various locations.
- Written submissions** to the project team.

## 11 WHO IS RPS SWECO

RPS SWECO is a leading infrastructure consultancy firm, providing a wide range of services to clients across the UK. The firm has extensive experience in the design and delivery of major infrastructure projects, including roads, bridges, and public transport systems. RPS SWECO is committed to delivering high-quality, innovative solutions that meet the needs of our clients and the community.

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## Appendix 8 – Feedback Form



# A1 JUNCTIONS – PHASE 2

## COMMUNITY CONSULTATION

### FEEDBACK FORM

It would be appreciated if you could take the time to provide feedback on the information presented in the accompanying displays and booklets.

Alternatively an interactive version of this form can be accessed and completed at the following website:  
<https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview>

#### Q.1: THE PRINCIPLE

Are you in favour of the principle of further improvements to the A1 Dual Carriageway between Hillsborough and Loughbrickland? (Please tick one)

Yes                       No                       No Preference

#### Q.2: THE PROPOSAL

What parts of the final proposed design do you agree with? (Please tick all that you agree with)

- |  |  |
|--|--|
| <input type="checkbox"/> Gap closures, Continuous central reserve & Safety barrier                           | <input type="checkbox"/> 9 selected side road closures   |
| <input type="checkbox"/> Grade separation of 4 junctions   | <input type="checkbox"/> Milebush Link road  |
| <input type="checkbox"/> Northbound onslip from Castlewellan Road, Banbridge                                 | <input type="checkbox"/> Backnamullagh Link road at new Listullycurran road junction                           |
| <input type="checkbox"/> Closure of all mainline bus stops with new stops at 4 new grade separated junctions | <input type="checkbox"/> Provision of ITS (Intelligent Transport Systems) proposals such as VMS, CCTV and ANPR |
| <input type="checkbox"/> Provision of merge lanes at 16 minor road junctions                                 |  |
| <input type="checkbox"/> Footpath review proposals   | <input type="checkbox"/> I agree with all proposals  |

If you have any concerns about design proposals please explain:

.....  
.....

#### Q3: SAFETY

The primary objective of this project is to enhance road safety. Do you feel proposals will improve safety along the A1?

Yes                       No

If you have any further concerns regarding safety please specify below:

.....  
.....

*Note: It is important to note any comments you make to us during this consultation process will not affect your statutory rights to make further subsequent representations upon publication of the Environmental Statement, Draft Direction and Vesting Orders.*



**Q.4: THE ENVIRONMENT**

What do you regard as being the main environmental impacts to be considered as part of the project? (Please tick all that apply)

Landscape & Visual	<input type="checkbox"/>	Noise & Vibration	<input type="checkbox"/>	Ecology	<input type="checkbox"/>	Severance	<input type="checkbox"/>
Air Quality & Climate	<input type="checkbox"/>	Water Quality	<input type="checkbox"/>	Soils/ Contaminated Land	<input type="checkbox"/>	Flood Risk	<input type="checkbox"/>
Cultural Heritage	<input type="checkbox"/>			Other (if necessary please explain)	..... .....		

**Q.5: INFORMATION PROVIDED**

Do you feel this consultation process has enhanced your understanding of the scheme?

Strongly Agree     Agree     Neither Agree     Disagree     Strongly Disagree   
or Disagree

**Q.6: OTHER MATTERS**

Do you have any other comments on the proposals?

.....  
.....

*(Further detailed responses can be submitted to the addresses below)*

Please leave your contact details below if you wish to be kept up to date with the project:

Name: .....

Address: .....

E- Mail: .....

*Please return the questionnaire in the box provided or directly to DfI before 16<sup>th</sup> March 2018*

**Confidentiality of Responses:**  
The Freedom of Information (FOI) Act gives the public a right of access to any information held by a public authority, namely, the Department in this case. Therefore the Department cannot automatically consider as confidential certain information supplied to it as part of this consultation process. This includes specific responses to questions contained on feedback forms. The General Data Protection Regulations (GDPR) which commence on 25th May 2018, place a requirement on organisations to protect personal data, defined within the Data Protection Directive as, "any information relating to an identified or identifiable natural person." All survey response will be held in accordance with these regulations.

**Additional information for the A1 Junctions Phase 2 Proposed Option can be found at:**

**Website**                    <https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview>

**Email Queries**           Forward all written queries to email address [DfIRoads.Southern@infrastructure-ni.gov.uk](mailto:DfIRoads.Southern@infrastructure-ni.gov.uk)

**Written Queries**        SRI Team, DfI Roads, Southern Division, Marlborough House, Craigavon, BT64 1AD

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