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# Stage 3 Community Consultation Report

Department for Infrastructure (Dfi)

Project No: 6047 2927

October 2019

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## About the Department for Infrastructure Roads

DfI Roads is a business unit within the Department for Infrastructure, (formerly Department for Regional Development), playing a significant role in facilitating the safe and convenient movement of people and goods throughout the province and the safety of road users, through the delivery of road maintenance services and the management and development of the transport network. It also informs the Department's policy development process to ensure that measures to encourage safe and sustainable travel are practical and can be delivered.

DfI Roads is responsible for the maintenance of over 25,000km of public roads together with about 9,700km of footways, 5,800 bridges and 290,000 street lights. It also has responsibility for the development of the transport network and a range of transport projects designed to improve network safety, sustainability and efficiency.

The key objectives for DfI Roads are to:

- manage, maintain and improve the transport network to keep it safe, efficient, reliable and sustainable;
- promote increased customer satisfaction with the services delivered by DfI Roads;
- work constructively with DfI Roads' key stakeholders to support the delivery of high-quality services;
- develop DfI Roads' capacity and capability to meet objectives;
- ensure effective management of DfI Roads' budget, assets and corporate governance arrangements; and
- improve DfI Roads' resilience in responding to emergencies.

Further information about DfI Roads is available on the website, please visit <http://www.infrastructure-ni.gov.uk>.



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### About AECOM Infrastructure & Environment UK Limited

AECOM is a global provider of professional services to a broad range of markets. With approximately 87,000 employees, we have a community of over 9000 environmental consultants sharing expertise, leading-edge technology and best practice to deliver excellent project solutions for our clients. We work alongside clients to integrate environmental concerns into decision making to protect the environment, enhancing it for future generations.

### Air management

AECOM's Air Quality practice consists of over 30 specialists in the UK. We also draw on the knowledge and expertise of over 500 professionals globally. We provide a complete range of services including: emissions/GHG inventories; emissions modelling; ambient monitoring; dispersion modelling; odour, dust & bioaerosol assessment; construction management plans; environmental permitting; BREEAM; indoor air quality; occupational exposure; and expert witness. Our clients include oil and gas, energy, industrial, government, utilities, waste, mining, transportation and real-estate.

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AECOM has one of the largest integrated heritage teams in the UK offering specialist consultancy services in archaeology, historic landscape and townscape, built heritage and conservation. From site selection, planning and expert witness to mitigation design and site management, AECOM is involved in many of the highest profile infrastructure and development projects in the country.

### Ecology/land management

AECOM has one of the largest, most experienced teams of in-house ecologists in the UK. We cover terrestrial, freshwater and marine environments, supporting our clients through planning, design, asset management, monitoring and research. We provide expert, pragmatic and proportionate advice across all development project stages from site selection and acquisition, through planning applications and EIA, detailed design of mitigation, compensation and enhancement measures, and operational site management.

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AECOM provides comprehensive ground engineering solutions. Our geotechnical specialists work in a multi-disciplinary environment to help our clients manage ground risks through robust geological modelling & appropriate investigation and analysis, allowing us to produce efficient designs for retaining walls, foundations and earthworks. We have particular strengths in ground improvement & materials re-use by conditioning thereby saving cost, time and enhancing sustainability. Our work routinely includes desk studies, site investigations, field testing and analysis, interpretation and reporting.



## Landscape management

AECOM provides specialist, integrated consultancy and delivery of landscape management services. We operate at all scales from single sites to major land holdings, including audits, strategies and plans for long-term management, contract administration and monitoring. Our landscape practice is one of the largest, most diverse in the UK. We develop and deliver innovative and cost-effective solutions to complex problems through our teams of specialists, including bespoke database and mapping systems, Invasive Non-Native Species (INNS) and re-vegetation strategies and remote sensing technologies.

## Noise/vibration

AECOM's Acoustics and Vibration Group of 50 consultants provide sound, noise and vibration support to our clients across the life cycle, from project concept, through planning and design and throughout operation such as for compliance, site expansion and decommissioning. Work includes strategic noise mapping, auralisation, impact assessment, prediction and measurement / monitoring, occupational noise and vibration assessment; building and architectural acoustics.

## Software/GIS

AECOM's Geospatial and software development team support clients from a range of sectors. We use all major industry leading GIS software, including open source applications. The key services we offer include application development (WebGIS, analytical & reporting systems (desktop and web), mobile applications & ETL tool creation), mapping and analysis (mapping and cartography, spatial analysis and modelling, earth observation/remote sensing and 3D/ visualisation) and data acquisition and processing (database design and development for desktop, web and GIS, data management and data capture).

## Stakeholder relations/partnerships

Our team successfully delivers communication, engagement and relationship management services for a number of high-profile policy initiatives, infrastructure projects and environmental initiatives. Our role is to build understanding of proposals with all stakeholders, seek their views in a timely manner and, where possible, develop consensus. We engage and build effective working relationships with local authorities, land/property owners, technical stakeholders as well as businesses, local communities, locally elected representatives, specialist interest groups and the media.

## Institute of Environmental Management and Assessment - Quality Mark.

AECOM is one of the eight founding members of the Institute of Environmental Management and Assessment's Quality Mark. We are a global leader in EIA with one of the strongest track records in the management and delivery of complex EIA projects. We provide solutions to ensure our clients get their projects consented, built and operated according to all environmental, social and business requirements. Those clients come from a range of sectors including oil and gas, energy, industrial, utilities, mining, transportation and real-estate.

In terms of quality, AECOM is an EIA Quality Mark Registrant, which is a scheme operated by the Institute of Environmental Management & Assessment (IEMA) that allows organisations (both developers and consultancies) that lead the co-ordination of statutory EIAs in the UK to make a commitment to excellence in their EIA activities and have this commitment independently reviewed.

EIA Quality Mark registrants must adhere to seven key commitments of this scheme which underpin and maintain its high standards. These are:

- **EIA Management** – commitment to using effective project control and management processes to deliver quality in EIA and the ES's produced;
- **EIA Team Capabilities** – commitment to ensuring that all EIA practitioners have the opportunity to undertake regular and relevant continuing professional development;
- **EIA Regulatory Compliance** – commitment to delivering Environmental Statements that meet the requirements established within the appropriate UK EIA Regulations;
- **EIA Context & Influence** – commitment to ensuring that all coordinated EIAs are effectively scoped and that it is transparently indicated how the EIA process, and any consultation undertaken, influenced the development proposed and any alternatives considered;

- **EIA Content** – commitment to undertaking assessments that include: a robust analysis of the relevant baseline; assessment and transparent evaluation of impact significance; and an effective description of measures designed to monitor and manage significant effects;
- **EIA Presentation** – commitment to deliver ES's that set out environmental information in a transparent and understandable manner; and
- **Improving EIA practice** – commitment to enhance the profile of good quality EIA by working with IEMA to deliver a mutually agreed set of activities, on an annual basis, and by making appropriate examples of our work available to the wider EIA community.

**Ruth Osborne** is an Environmental Scientist and has been with AECOM since 2007. She is primarily responsible for assisting in the preparation and production of Environmental Statements and Environmental Appraisals on a range of major projects located throughout Ireland.

Ruth is continually developing competency in the application of current environmental assessment and appraisal methods (i.e. the Design Manual for Roads & Bridges (DMRB) & webTAG) and applying these skills in the preparation of Scoping Reports, EIA Reports and Environmental Statements for major strategic linear infrastructure projects including the A6 Randalstown to Castledawson dualling, A6 Londonderry to Claudy dualling, Newry Southern Relief Road, York Street Interchange, A24 Ballynahinch Bypass and M1/A1 Link at Sprucefield. She is proficient in MapInfo GIS software, and has experience in undertaking various surveys, including land use, visual impact, non-motorised user, protected mammals and traffic surveys.

Ruth has also been responsible for undertaking environmental monitoring and site inspections on the A2 Shore Road dualling scheme, on behalf of DfI – Roads, and is currently undertaking this role on the A6 Randalstown to Castledawson Dualling Scheme. This includes the resolution of construction-related environmental issues in line with Contractual requirements, during the construction phase of the works.

**Glenn McKay** is a Principal Environmental Consultant, primarily responsible for undertaking EIA and Environmental Appraisals of major infrastructure projects. He has been with the company since 2004, affording him the opportunity to work on major projects from inception through to construction.

He is a Chartered Water and Environment Manager with the Chartered Institution of Water and Environmental Management (CIWEM), a Chartered Environmentalist with the Society of the Environment (SocEnv) and a Chartered Scientist with the Science Council.

Glenn is responsible for environmental appraisal, assessment and technical review of strategic infrastructure projects, primarily throughout Ireland. He coordinates, oversees and undertakes numerous aspects of EIA and delivers Environmental Statements for final technical/editorial review. He manages the inputs of internal team members, specialists and external sub-consultants, providing a review role to ensure that these are delivered within programme and to a high technical standard. Glenn has a proven track record in delivering strategic infrastructure projects subject to EIA through the statutory procedures and into construction. He also liaises directly with the Client and design leads/sub-teams to ensure effective communication and awareness of cross-disciplinary design, scheme, programme and budgetary issues. He also organises and attends public exhibitions and undertakes stakeholder consultations. He has also presented evidence at oral hearing/public inquiry.

He is primarily involved in the environmental appraisal, assessment and technical review of a number of major strategic infrastructure projects including the North Western Key Transport Corridor (which links Northern Ireland's two major cities, Belfast and Derry) and High Speed Two (HS2) Phase 1 Rail Network (which links London to the West Midlands). Other major projects which he has worked on include Belfast Harbour Extension, M2/M3/A12 York Street Interchange, A24 Ballynahinch Bypass and A1 Beech Hill - Cloghogue dualling, the latter of which also included undertaking environmental design reviews prior to construction, as well as on-site monitoring/inspection and resolution of construction-related environmental issues, in line with Contractual requirements.

**Gareth Coughlin** is a Technical Director (Environmental Scientist), and certified Project Manager, responsible for the project management of Environmental Statements, Scoping studies, Strategic Environmental Assessments (SEA) and Habitats Regulations Assessment (HRA). Gareth leads AECOM's Environment & Planning team in Northern Ireland and is the OU service lead for EIA and CEEQUAL. Gareth is also a member of the AECOM UK EIA Board.

He is a Chartered Environmentalist and has been with the company since 1999, working in the engineering industry for clients in both the public and private sectors. For over 20 years now, he has been responsible for the

management of multi-disciplinary environmental teams and assessment of environmental impacts on a range of major and often highly complex infrastructure projects, most notably strategic road schemes.

Project experience includes the A6 North-Western Key Transport Corridor, High Speed 2 (HS2) (Phase One) and the trans-European SouthStream gas pipeline.

Gareth has extensive experience in stakeholder consultation/engagement with both statutory and non-statutory bodies and has organised and staffed numerous road scheme public exhibition/consultation events. He has also acted as expert witness on various strategic road schemes and led the Environmental Statements through Public Inquiry/Oral hearing. Gareth is an accredited CEEQUAL Assessor for civil engineering projects.

He is a past Chairman of the Northern Ireland branch of the Chartered Institution of Water & Environmental Management (CIWEM), a current NI branch Committee Member, and is a regular Professional Reviewer for CIWEM. He is also a panel member, undertaking visits to those universities seeking CIWEM accreditation of their environmental degree programmes.

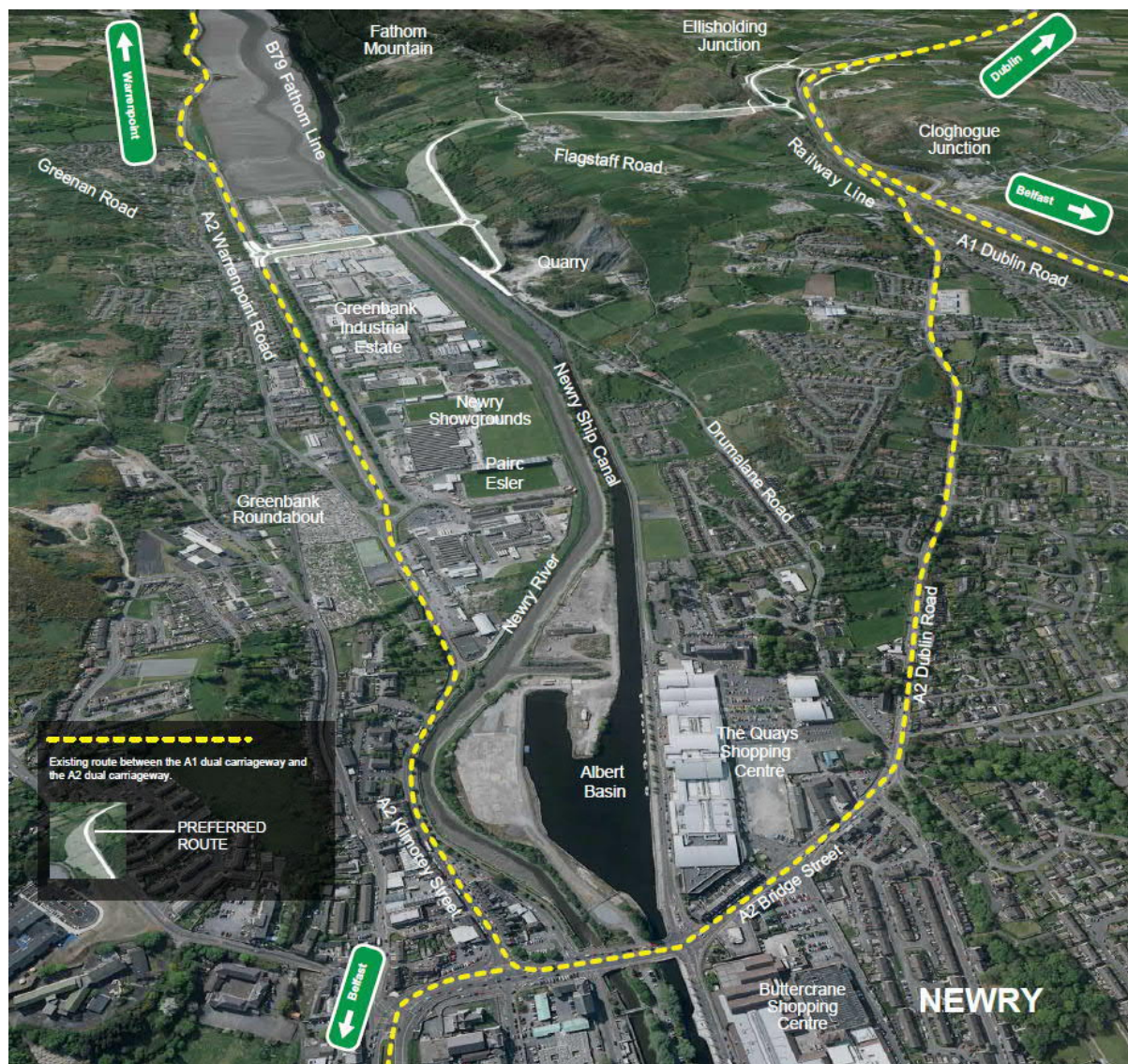


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## 1. Introduction

The Department for Infrastructure (DfI) is advancing the design and development of a new strategic road link to the south of Newry, between the A1 Dublin Road dual carriageway and A2 Warrenpoint Road dual carriageway. This would provide an alternative route for strategic traffic that avoids Newry city centre as shown on **Plate 1.1**.



**Plate 1.1: The Preferred and Existing Route**

The development of the Newry Southern Relief Road scheme continues to be informed by a programme of stakeholder engagement in line with a developing and refined Communications Plan, implemented as part of a communications strategy tailored to the staged scheme development process.

As detailed within the Newry Southern Relief Road 'Communications Plan' (September 2019), DfI recognises the importance of community involvement in its activities and decision-making and is committed to upholding its responsibilities in an open, consultative and inclusive manner.

Community consultation events provide an improved understanding of the community's view, as an essential counterbalance to quantitative influences on decision-making. It also allows an opportunity for different views to be expressed and taken into account and ensures the study and decision-making processes are open and clearly understood by all.

Key objectives of undertaking community and stakeholder involvement are therefore to:

- ensure communities and other stakeholders are provided with sufficient, timely information about the scheme;
- ensure decision-making is inclusive of diverse community ideas and opinions;
- ensure planning, development and delivery of the project meets the 'balance of community' needs and expectations;
- enhance transparency and public accountability; and
- build constructive and collaborative working relationships with communities and other stakeholders.

Community consultation events have been held as and when required in accordance with the Department's '*Communications Guidelines for Major Works Projects*'. Media (i.e. flyers, leaflets, information boards, etc.) containing up-to-date scheme information have been produced and made available to all stakeholders as necessary to facilitate such events.

For the community consultation events themselves, the Department's staff have been the host, assisted by AECOM's Project Design Team in order to:

- describe and explain the proposals;
- answer any questions or queries raised during the event;
- listen to any views expressed to ascertain the general consensus on the project; and
- provide an opportunity to glean additional anecdotal information about the locality and potential impacts associated with the scheme.

## 1.1 Need for the Proposed Scheme

Newry City has for many years suffered from traffic congestion, some of which has been relieved by upgrading sections of the Eastern Seaboard (A1/N1 Belfast-Dublin) KTC to a high standard dual carriageway. The town of Warrenpoint has benefited from increased usage of the recently enhanced port facility, which is a regional gateway.

Strategic traffic travelling between the A1 dual carriageway and A2 dual carriageway, including Heavy Goods Vehicles (HGVs) between Belfast / Dublin and Warrenpoint Port, is currently required to pass through Newry city centre.

The high volume of traffic in the city centre leads to significant congestion during periods of peak demand, resulting in increased journey times and poor journey time reliability. The conflict between strategic and local traffic contributes to the congestion.

The main constraints and issues therefore include:

- Delays for strategic and local traffic;
- Strategic long-distance traffic (i.e. traffic which does not have an origin or destination in Newry City) mixes with local traffic, resulting in congestion along William Street / Bridge Street during a large part of a typical working day;
- Currently, a relatively high volume of city centre traffic is HGVs accessing Warrenpoint Port, adding to congestion, as there is no other more reliable route to access the A1/N1 Belfast-Dublin Corridor;
- City centre congestion is having a negative impact on freight traffic movements from Warrenpoint Regional Gateway;
- Poor access to the A1/N1 Belfast-Dublin Corridor for Warrenpoint Port and businesses located within Greenbank Industrial Estate off the A2 Warrenpoint Road, due to a discontinuous strategic highway network;
- Impact on local population and vehicle/pedestrian conflicts as a consequence of the congested road network; and
- Negative impact on economic growth and development due to delays and congestion.



## 1.2 Proposed Scheme Objectives

### 1.2.1 High Level Objectives

The appraisal of any form of transport investment requires a clear understanding of the objectives which are to be met, and appropriate criteria to be used to decide whether a proposal meets them. The four Transport Analysis Guidance criteria are set out below:

- Economy - to support sustainable economic activity and get good value for money;
- Environment - to protect the built and natural environment;
- Social - to improve safety, accessibility and integration; and
- Public Accounts - to consider the cost to the broad transport budget.

### 1.2.2 Department for Infrastructure Objectives

The key objectives of DfI, outlined in the New Approach to Regional Transportation, are to:

- Support the Growth of the Economy;
- Enhance the quality of life for all; and
- Reduce the Environmental Impact of Transport.

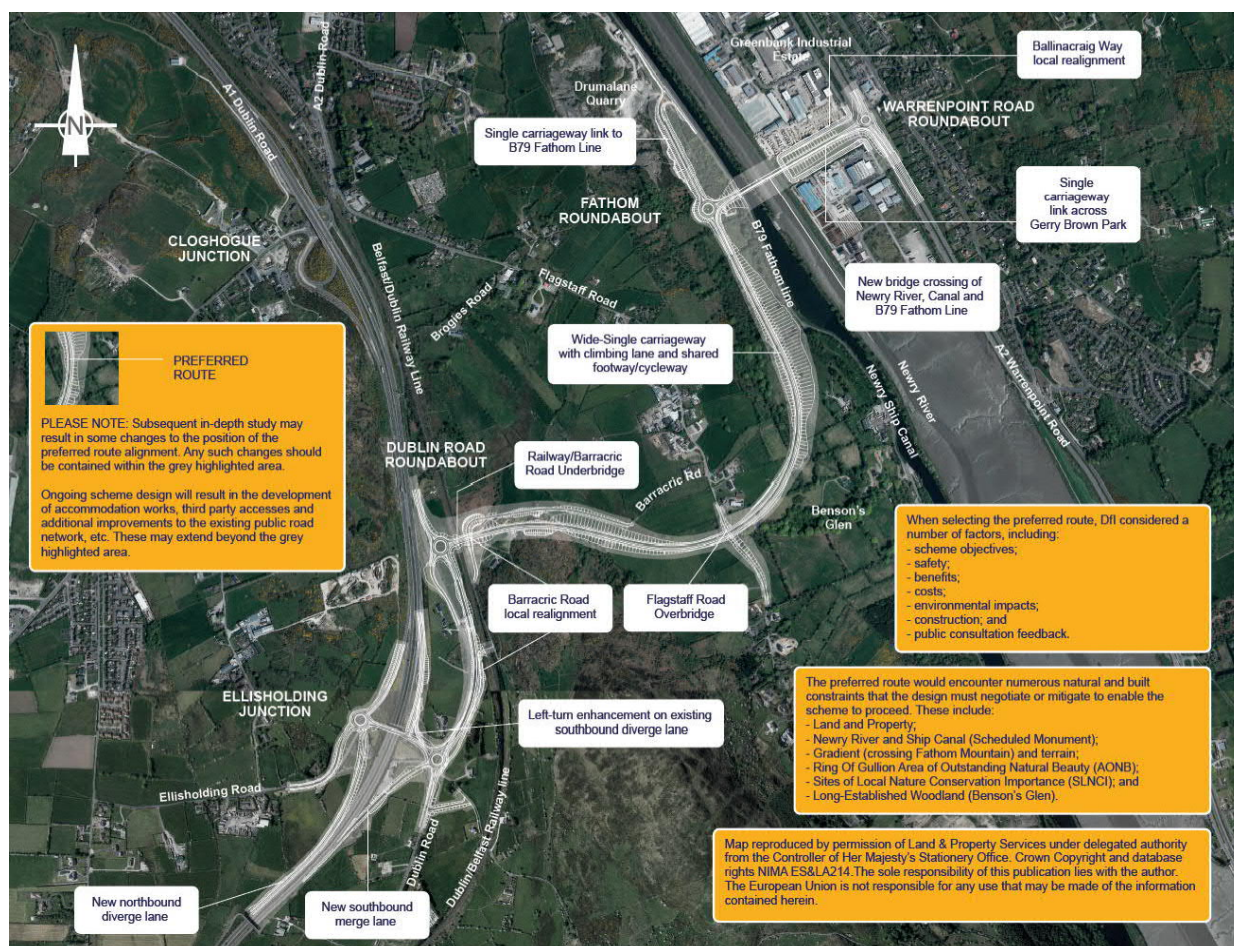
The specific objectives of the Proposed Scheme are to:

- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road;
- Improve journey time reliability for strategic traffic;
- Reduce conflict between strategic and local traffic movements;
- Contribute positively to transport economic efficiency;
- Contribute positively to road safety;
- Minimise impact on the environment;
- Achieve value for money; and
- Maintain navigation of the Newry Ship Canal.

## 1.3 The Preferred Route

As shown on **Plate 1.2**, the Newry Southern Relief Road ('the Preferred Route') would link to the Eastern Seaboard (A1/N1 Belfast-Dublin) Key Transport Corridor (KTC), which includes road and rail links between Larne (via the Belfast Metropolitan Area) and the border at Newry, facilitating onward travel to Dublin and improving access to other regional gateways. The scheme is part of DfI's Strategic Road Improvement (SRI) Programme and is one of the planned infrastructure projects set out in the Belfast Region City Deal.

The Preferred Route aims to provide a strategic transport link road between the Key Transport Corridor of the A1/N1 Belfast to Dublin route with the A2 and Northern Ireland's second largest port at Warrenpoint, improving journey times and journey time reliability. It is envisaged road safety and traffic congestion within Newry city centre would also be improved by introducing an alternative route for traffic. Accessibility to both Newry City and Warrenpoint Port (and the wider South Down area) would be enhanced. The new route would help support and maintain sustainable economic growth and employment within the area.



**Plate 1.2: The Preferred Route**

The key design elements of the scheme comprise:

- an at-grade roundabout on the A2 Warrenpoint Road, in the vicinity of the Greenbank Industrial Estate;
- a single carriageway strategic link road through Gerry Brown Park, crossing the Newry River and Ship Canal, to a new at-grade roundabout west of B79 Fathom Line;
- a single carriageway link between the new at-grade Fathom Roundabout and the B79 Fathom Line;
- a wide-single carriageway strategic link road between the new Fathom Roundabout and a new at-grade roundabout on the Dublin Road, immediately west of the Belfast-Dublin Railway, that crosses the northern edge of Benson's Glen;
- a single carriageway link road between the new Dublin Road Roundabout and Brogies Road;
- a single carriageway upgrade of the Dublin Road, providing a strategic link between the new Dublin Road Roundabout and A1 Ellisholding Junction;
- an enhanced A1 Ellisholding Junction providing connections to and from the A1 for both northbound and southbound traffic; and
- a segregated cycleway/footway facility between the A2 Warrenpoint Road and the A1 Ellisholding Junction that links existing provision for non-motorised users.

From the at-grade roundabout on the A2 Warrenpoint Road through to the enhanced A1 Ellisholding Junction, the scheme length is approximately 3km, however this does not include ancillary works, such as those to the existing road network and accommodation works.

It is envisaged that the area required for completion of works together with any areas that would be occupied during the period of construction by requisite apparatus, machinery, materials, plant, stockpiles or other such facilities would exceed 50 hectares.



## 1.4 Progress to date

### 1.4.1 Stage 1 Feasibility Study

The Feasibility Study Report was needed to determine the practicality of the relief road along with advantages, disadvantages and constraints associated with broadly defined options.

The report concluded that based on the information available and presented, the provision of a new road link between the A1 Belfast / Dublin (Eastern Seaboard) KTC and A2 Warrenpoint Road was feasible and would be expected to provide significant economic benefits. The report also recommended that all options be taken through a broader consultation process to explore and assess the wider benefits and disbenefits with key stakeholders in the area.

At the presentation of the Feasibility Study Report to the Newry, Mourne and Down District Council in September 2009, the then Minister for Regional Development confirmed that the study would be extended to include further environmental and engineering assessments, which would assist in the identification of a preferred corridor.

The executive summary of this report is found at: <https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/nsrr-feasibility-study-report-executive-summary.pdf>

### 1.4.2 Stage 1 Scheme Assessment

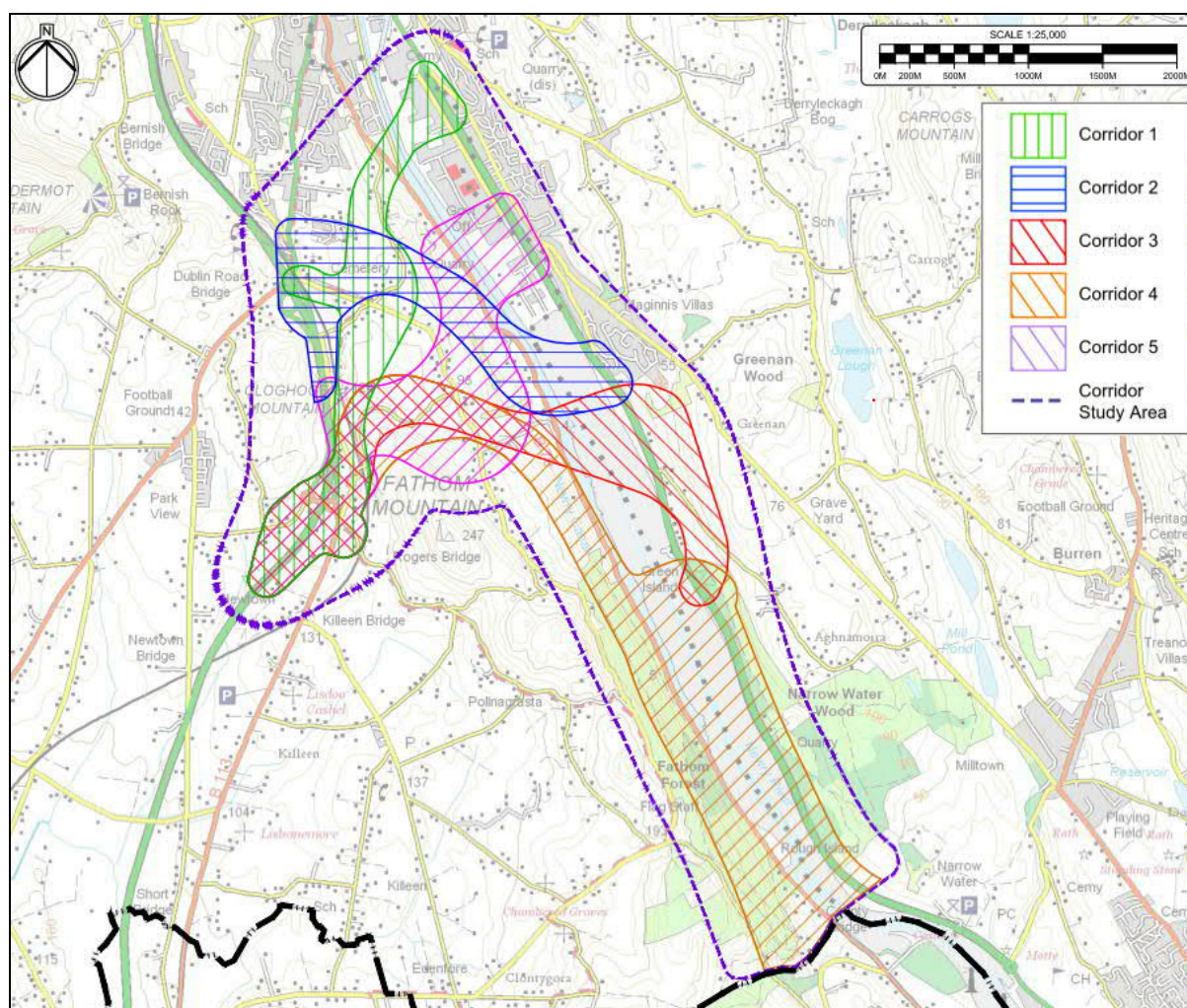


Plate 1.3: Corridors examined as part of the Stage 1 Scheme Assessment

The Newry Southern Relief Road proposal was progressed into the DfI Forward Planning Schedule and work was completed on the Stage 1 Preliminary Options scheme assessment in June 2017. The published report summarises the findings of the first stage of the assessment process which considered five preliminary corridor options, all originating on the A2 Warrenpoint Road and terminating close to either Ellisholding Junction or



Cloghogue Junction on the A1 Dublin Road, southwest of Newry. These corridors were subject to formal consultation and assessed in engineering, traffic, economic, safety and environmental terms.

The Stage 1 Scheme Assessment constituted the Preliminary Options Report, which identified the environmental, engineering, economic and traffic advantages, disadvantages and constraints, and concluded in the selection of a number of potential corridor options.

The assessment concluded that Corridor 5 provided the best opportunity for a sustainable solution. However, given the limited alignment scope within Corridor 5, it was deemed prudent that Corridor 4 should also be included within the Stage 2 Assessment considering the benefits that it could offer.

The Stage 1 report is found at: [https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/nssr-stage-1-scheme-assessment-report\\_0.pdf](https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/nssr-stage-1-scheme-assessment-report_0.pdf)

### 1.4.3 Stage 2 Scheme Assessment

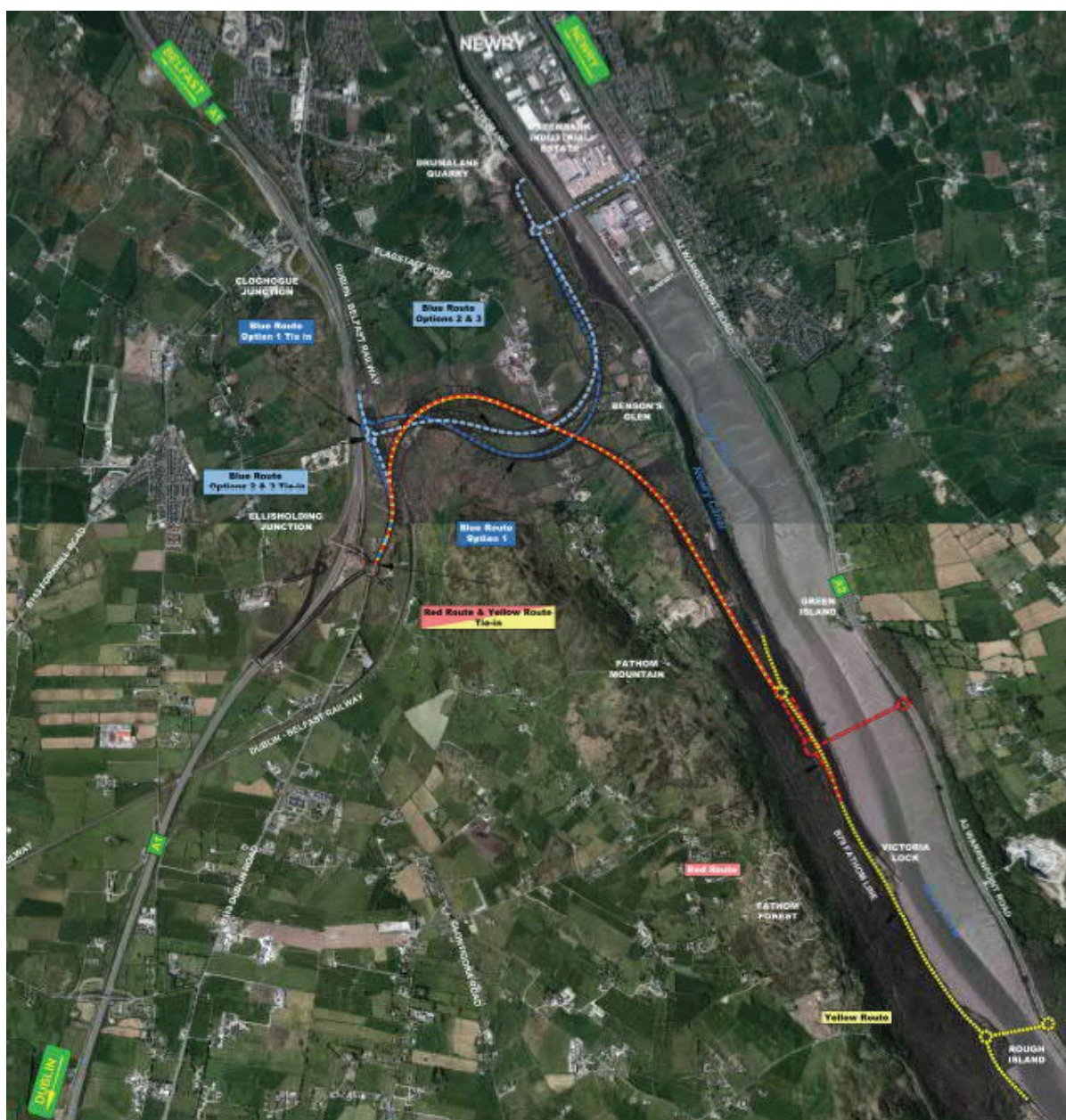


Plate 1.4: Route Options examined as part of the Stage 2 Scheme Assessment

Following the conclusion of the DMRB Stage 1 assessment process, that Corridors 4 and 5 should be subject to a Stage 2 assessment, the Project Team developed five route options for further assessment. The engineering designs of the options were developed in more detail through consultation with various statutory and non-

statutory bodies, and with a formal Community Consultation Event held in November 2017 that enabled members of the public and the various consultee bodies to view and comment upon the route options.

All route options had similar structural and highway content comprising: at-grade junctions either side of the A2; a single carriageway bridge crossing of the Newry River/Ship Canal; a climbing lane mainline carriageway; a railway crossing and grade-separated junction on the A1 at Ellisholding.

The Red Route proposed a new at-grade roundabout on the A2 Warrenpoint Road, crossing the Newry River and Ship Canal, north of Victoria Lock. A new at-grade roundabout adjacent to Fathom Line would provide a connection between Fathom Line and the relief road. The route option would then pass up the slope of Fathom Mountain in a north-westerly direction, crossing Flagstaff Road and the Belfast-Dublin railway line before connecting into a re-configured roundabout at the A1 Ellisholding Junction.

The Yellow Route proposed a new at-grade roundabout on the A2 Warrenpoint Road, crossing the Newry River at Rough Island where a further new at-grade roundabout would provide a connection to Fathom Line. Fathom Line itself would be locally upgraded where necessary before a new roundabout, north of the Red Route crossing, would provide a connection to the relief road. The alignment would then follow the same horizontal geometry as the Red Route.

Due to the challenges of steep topography and environmental designations associated with the Blue Route (Corridor 5 at DMRB Stage 1), three alignment variations of this route were developed during the DMRB Stage 2 process to optimise the earthwork balance and minimise environmental impact, particularly on Benson's Glen. Initial assessment of these variants identified significant variation in:

- the alignments required both horizontally and vertically;
- the consequential earthworks balance; and
- the associated cost estimates.

It was therefore decided to present the assessment of these variants as route options in the DMRB Stage 2 assessment process to provide visibility of the sensitivity in achieving:

- a reasonable vertical gradient for the alignment;
- an acceptable earthworks balance; and
- a limited impact on environmentally sensitive areas and existing residential properties.

Blue Route Option 1 achieved a better earthworks balance and adopted a gradient of 6%. However, it impacted on Sites of Local Nature Conservation Importance (SLNCIs) and areas of Long-Established Woodland, including Benson's Glen.

Blue Route Option 2 adopted a gradient of 6% and minimised the impact on the SLNCIs and areas of Long-Established Woodland. However, the topography of the revised horizontal alignment required a significant volume of imported fill material to achieve the desired vertical profile. This had the consequential impact of a higher scheme cost estimate.

Blue Route Option 3 was on the same horizontal alignment as Blue Route Option 2 and similarly minimised the impact on SLNCIs and areas of Long-Established Woodland. The vertical alignment had been amended in an attempt to optimise the earthworks and reduce the amount of imported fill associated with Option 2. However, to achieve this better balance, the vertical gradient had been increased to 8% over 375m, following a 950m length of 5.5%.

Due to the limited buffer width of the Red and Yellow route options, and the extensive designations and steep topography associated with them, there would be no significant difference in the assessment of alignment variants of these options. Therefore, it was not deemed necessary to investigate further variants for the Red or Yellow routes.

Taking into consideration its overall performance across the scheme objectives, and the views raised in response to the Community Consultation Event, and the overall consultation in general, it was recommended that Blue Route Option 3 be selected as the Preferred Route by the Department for Infrastructure. The Stage 2 report is found at <https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/nssr-stage-2-scheme-assessment-report.pdf>

The Department announced the Preferred Route as Blue Route (Option 3) in October 2018.

## 2. Community Consultation (Nov 2018 to Feb 2019)

### 2.1 Consultation Overview

As part of the Newry Southern Relief Road Scheme Stage 3 Assessment process, DfI facilitated a series of Community Drop-in Sessions encouraging anyone interested in the scheme to attend. These sessions were held between 10.00am and 8.00pm in the Newry Conference Centre, 39-41 The Mall, Newry, BT34 1AT on the following dates:

- 15<sup>th</sup> November 2018;
- 6<sup>th</sup> December 2018;
- 17<sup>th</sup> January 2019; and
- 21<sup>st</sup> February 2019.

These sessions aimed to provide the local community with an opportunity to view and comment upon the proposed plans. They were hosted by DfI's consultant (AECOM), with members of their Lands Liaison Team present to answer general queries relating to the scheme.

Attendees were encouraged to sign in to the session, and complete feedback forms, giving any comments or queries they had about the scheme. Queries could also be submitted to the email address, [nsrrconsultations@aecom.com](mailto:nsrrconsultations@aecom.com) to allow a full written response from DfI.

### 2.2 Advertisement

The Drop-in sessions were advertised in the local press; in the Newry Democrat and Newry Reporter, on the 27<sup>th</sup> and 28<sup>th</sup> November 2018 respectively. The advertisement is shown in Plate 2.1.

**PUBLIC NOTICE**

**NEWRY SOUTHERN RELIEF ROAD  
COMMUNITY DROP-IN SESSIONS**

**PROVISION OF A NEW STRATEGIC LINK ROAD BETWEEN  
THE A1 DUBLIN ROAD AND A2 WARRENPOINT ROAD**

Following the recent announcement of the Preferred Route for the Newry Southern Relief Road scheme, the Department for Infrastructure (DfI) is facilitating a series of Community Drop-in Sessions. The feedback received will be used to inform the next stage of design development and all members of the public with an interest in the scheme are encouraged to attend.

These sessions will be held from 10.00am to 8.00pm at the following venue:

**Newry Conference Centre, 39-41 The Mall, Newry, BT34 1AT**

It is planned that they will be held regularly throughout 2019, with the following dates now confirmed:

**6<sup>th</sup> December 2018  
17<sup>th</sup> January 2019  
21<sup>st</sup> February 2019**

These sessions aim to provide the local community with an opportunity to view and comment upon the developing design. They will be hosted by DfI's consultant (AECOM), from 10.00am to 8.00pm, with members of their Lands Liaison Team present to answer general queries relating to the scheme.

No appointment is required between 10.00am and 3.00pm, although one can be made if preferred. Those attending without an appointment will be seen on a first-come, first-served basis.

To facilitate members of the public who may prefer private meetings, attendance between 3.00pm and 8.00pm shall be by appointment only. Should you wish to book an appointment, please contact AECOM's Lands Liaison Team at:

**Telephone: 028 9595 6217**  
**Email: [nsrrconsultations@aecom.com](mailto:nsrrconsultations@aecom.com)**

*DfI would encourage organisations or registered groups with specific queries regarding the scheme to contact them in writing so their questions can be responded to fully.*

If you require any further information on the scheme, this can be found at:

[www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview](http://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview)




Plate 2.1: Public Notice



Additionally, drop-in session flyers were distributed throughout the local area. Separate flyers were produced for the 2018 and 2019 sessions, giving the applicable dates. These were placed in a variety of publicly-accessible locations in both Newry and Warrenpoint, as listed below.

### 2.2.1 Newry

- The Quays Shopping Centre, 26 Bridge St, Newry, BT35 8QS;
- Sainsburys, The Quays Shopping Centre, 26 Bridge St, Newry, BT35 8QS;
- Newry Train Station, Newry, BT35 6JS;
- SuperValu, 117 Dublin Road, Newry, BT35 8QP;
- DfI Southern Division Section Office, Holt Building, 1 Cecil Street, Newry, BT35 6AU;
- Newry Bus Station, Newry, BT34 1BE;
- Newry Leisure Centre, Cecil St, Newry, BT35 6AU;
- SuperValu/Post Office, 45 - 54 Hill St, Newry, BT34 1AF;
- Newry City Library, 79 Hill St, Newry, BT34 1DG;
- Newry Post Office, 13 Sugar Island, Newry, BT35 6HT;
- Newry Credit Union, 72 Hill St, Newry, BT34 1BE;
- Savages Shop/Post Office, 31 Monaghan Street, Newry, BT35 6BB;
- Meadowlands Surgery, Monaghan St, Newry, BT35 6BW;
- McVerry & McEvoy Medical Centre, The Health Village, Monaghan Street, Newry, BT35 6BW;
- Cornmarket Surgery, Newry Health Village Monaghan Street, Newry, BT35 6BW;
- Clanrye Surgery, Monaghan St, Newry, BT35 6BW;
- Dunne's Stores, Kingsway Arcade, Monaghan St, Newry, BT35 6AA;
- Buttercrane Shopping Centre, Buttercrane Quay Newry, BT35 8HJ;
- Newry, Mourne and Down Council Offices, Monaghan Row, Newry, BT35 8DJ;
- Daisy Hill Hospital, 5 Hospital Road, Newry, BT35 8DR;
- Newry City Hall, Bank Parade, Newry, BT35 6HR; and
- Sean Hollywood Arts Centre, 1A Bank Parade, Newry, BT35 6HP

### 2.2.2 Warrenpoint

- Warrenpoint Town Hall/Tourist Information, Church Street, Warrenpoint, BT34 3HN;
- Eurospar, 15-17 The Square, Warrenpoint, BT34 3LY;
- Walshes Pharmacy, 25-27 Church Street, Warrenpoint, BT34 3HN;
- Warrenpoint Credit Union, 14 Church St, Warrenpoint, BT34 3HN;
- Gordons Chemist, The Square, Warrenpoint, BT34 3LY;
- Tuck Shop (Newsagents), The Square, Warrenpoint, BT34 3LY;
- Gordons Chemist, Church Street, Warrenpoint BT34 3LY;
- Fulla Beans Coffee Shop, 1 Church Street, Warrenpoint, Newry, BT34 3HN;
- NISA Fresh Food, 18 Church Street, Warrenpoint, Newry BT34 3HN;
- Warrenpoint Library, 61 Summer Hill, Warrenpoint, BT34 3JB;
- Warrenpoint Health Centre, Summer Hill, Warrenpoint, BT34 3JD.

The flyer is shown in Plate 2.2.

# Newry Southern Relief Road Community Drop-in Sessions

## Newry Conference Centre

39-41 The Mall, Newry, BT34 1AT

Thursday 17<sup>th</sup> January 2019 from 10:00am to 8:00pm

and

Thursday 21<sup>st</sup> February 2019 from 10:00am to 8:00pm

As part of the Newry Southern Relief Road Scheme Stage 3 Assessment process, the Department for Infrastructure (DfI) is facilitating a series of Community Drop-in Sessions and would encourage anyone interested in the scheme to attend.

These sessions aim to provide the local community with an opportunity to view and comment upon the proposed plans. They are hosted by DfI's consultant (AECOM), with members of their Lands Liaison Team present to answer general queries relating to the scheme.

No appointment is required between 10.00am and 3.00pm, although one can be made if preferred. Those attending without an appointment will be seen on a first-come, first-served basis.

To facilitate those members of the public that may prefer private meetings, attendance between 3.00pm and 8.00pm, **shall be by appointment only.**

If you wish to book an appointment, please contact AECOM's Lands Liaison Team at:



028 9595 6217



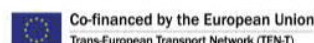
nsrrconsultations@aecom.com

Feedback forms are made available for comment at each session and can be downloaded from the via the link below. DfI welcome any comments in relation to the scheme and will consider these as part of the further design development and assessment process.

If you require any further information on the scheme, this can be found at:



[www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview](http://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview)



## Plate 2.2: Flyer for 2019 Drop-in Sessions

### 2.3 Event Material

During the Drop-in sessions, two large display boards showing the preferred route were on display. Compensation guidance documents and DfI Road Scheme guidance documents were also made available. Feedback forms were provided for attendees to make comment at each session.

### 2.4 Attendance

Attendees were encouraged to 'sign in' to the Drop-in sessions. The number of people (excluding AECOM/DfI staff) attending each session were as follows:

- 15<sup>th</sup> November 2018 – 24 attendees;
- 06<sup>th</sup> December 2018 - 30 attendees;
- 17<sup>th</sup> January 2019 - 31 attendees; and
- 21<sup>st</sup> February 2019 – 12 attendees



Some people attended more than one session, and analysis of the sign-in sheets indicates 80 different individuals attended over the course of the four sessions.

## 2.5 Comments & Feedback

As mentioned previously, visitors to the Community Drop-in Session were encouraged to complete a feedback form after viewing the display material and discussing with event staff, to provide their comments. The forms could be returned at the event or returned by post or email prior to the close of the consultation period. A digital version of the feedback form could also be completed on the Department's website.

A number of individuals and organisations opted to provide their comments via letters or emails to the Department instead, using the contact details provided. Any representations made to the Department in this format were acknowledged by return letter or email, with confirmation that the respective responses would be taken into consideration by the Department going forward.

Overall, 22 responses were received, 19 of which were via the paper feedback form, with the remainder via email.

The blank feedback form is shown in Plates 2.3 & 2.4.

Department for Infrastructure  
An tSeirbhís Bonneagair  
www.infrastructure-ni.gov.uk

Co-financed by the European Union  
Trans-European Transport Network (TEN-T)

**AECOM**

### Newry Southern Relief Road Community Drop-in Sessions Feedback Form

#### Introduction

The Newry Southern Relief Road aims to provide a strategic transport link from the A1 Belfast-Dublin Key Transport Corridor to the A2 Warrenpoint Road dual carriageway. The Preferred Route was announced on 3<sup>rd</sup> October 2018 which commences on the A2 Warrenpoint Road, along the frontage of Greenbank Industrial Estate, crosses the Newry River and Canal to the south of Drumalane Quarry and then continues in a westerly direction towards the A1, connecting into Ellisholding Junction.

The Department for Infrastructure (DfI) welcome any comments you may have in relation to the scheme and will consider your feedback form as part of the further design development and assessment process. All completed forms will be shared with our consultants (AECOM). We may also use the content of your feedback form to inform future reports or public documents related to this scheme.

If you choose to provide contact details below, we will be able to send you updates about the scheme, for example invitations to future community consultation events. If you wish us to do so, please review the privacy note overleaf and provide your consent by ticking the box below. You can withdraw your consent at any time by contacting the Project Team.

The provision of contact details is optional and your comments will still be considered if provided anonymously, however we will be unable to respond to you if you choose not to provide these details.

#### Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.  (tick box)

**PLEASE USE THE BACK OF THIS FORM TO RECORD YOUR COMMENTS OR FEEDBACK**

Plate 2.3 – Feedback Form (Page 1)

**Newry Southern Relief Road Scheme**

**Comments:**

Please email or post completed responses as soon as reasonably possible to the Project Team for them to be given consideration in the design development and assessment process.

Email: [nsrrconsultations@aecom.com](mailto:nsrrconsultations@aecom.com)

Post to: **NSRR Project Team, AECOM, 9th Floor The Clarence West Building, 2 Clarence St West, Belfast BT2 7GP**

Further information on the scheme: [www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview](http://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview)

**Privacy Notice:**  
Being transparent and providing accessible information to individuals about how we may use personal data is a key element of the Data Protection Act (DPA) and the EU General Data Protection Regulation (GDPR). The Department is committed to building trust and confidence in our ability to process your personal information. For the Department to process personal information, we must have a lawful basis for doing so and the processing is necessary for the Department to perform a task in the public interest. As outlined in this feedback form, we will need to share your personal information with our appointed consultant (AECOM) and in doing so are required to comply with all aspects of the DPA. If you require any further information on DfI Privacy and handling of personal information, please visit [www.infrastructure-ni.gov.uk/dfi-privacy](http://www.infrastructure-ni.gov.uk/dfi-privacy)

### Plate 2.4 - Feedback Form (Page 2)

In order to validate responses, respondents were asked to provide personal details including their name, email address and telephone number. This personal information was used in accordance with the Department's Personal Information Statement/Privacy Notice, as reproduced on the questionnaire shown on Plate 2.4.

The Feedback form was open, in that comments were not guided in any way, as opposed to a questionnaire style form.

Of the 22 responses received, nine referenced the need for the Newry Ship Canal to remain open to tall ships, either via an opening [basculer bridge] or by the bridge having an air draft of at least 37m. One of these responses was made on behalf of Inland Waterways Association Ireland (IWA), and incorporated a meeting request with DfI and AECOM.

Ten responses referenced to the impact of the road scheme on individual private properties, either as a direct impact, or impact on setting, amenity (such as noise and lighting issues) or depreciation in value of property.

One response was a Freedom of Information request regarding the cost of staffing the Drop-in sessions. Another was a request for a flyer to be issued to the respondent.

A further response indicated the need for a footbridge/cycle path to tie-in with the existing greenway on Middlebank. It also mentioned the need to ease the [perceived] increased traffic and congestion along the coastal

routes by upgrading some 'B'-roads. This same response suggested that the Ellisholding Junction would be an appropriate location for a 'Network Interconnection Point', to connect rail, coach and local transport.

## 3. Community Consultation (June to August 2019)

### 3.1 Community Consultation Overview

As part of the Stage 3 Scheme Assessment process, the Department undertook a consultation from 17<sup>th</sup> June to 23<sup>rd</sup> August 2019 to inform the local community of the Preferred Route for the Newry Southern Relief Road and sought comments to help inform design development and refinement.

As detailed below, the consultation consisted of a variety of avenues including an interactive Community Consultation Event, unstaffed exhibition displays, publication of information on the Department's website (and Twitter page), as well as dissemination of information via letter, email and telephone calls. Questionnaires & Feedback forms (with space for comments) were also made available at the Community Consultation Event and unstaffed exhibition display venues, and could also be accessed via the Department's website for the scheme.

The Community Consultation began week commencing 17<sup>th</sup> June 2019, which included the dissemination of 28,306 leaflets to the local community, issuing letters of invite to closed session presentations, and erection of pop-up banners at several unstaffed exhibition display venues (as set out below).

An interactive Community Consultation Event commenced on 25<sup>th</sup> June 2019 and opened to invited stakeholders being given closed session presentations in the auditorium of the Sean Hollywood Arts Centre, Newry. These were held at 9:00am to 11:00am, 11:00am to 1:00pm and 2:00pm to 4:00pm, with an opportunity for questions & answers, to peruse the Community Consultation Event material in the Carroll Gallery of the Arts Centre, and to engage directly with representatives of the Department, as well as members of the Project Design Team thereafter on a one-to-one basis.

Directly affected landowners were also given the opportunity to return the same evening to the open community information event for further discussion/interaction with the Project Team in general, and for further one-to-one meetings.

The Community Consultation Event opened to the general public thereafter with the venue, date and time in which the event took place set out below:

**Sean Hollywood Arts Centre  
1A Bank Parade, Newry, BT35 6HP**

**Wednesday 26<sup>th</sup> and Thursday 27<sup>th</sup> June 2019  
from 10.00am to 9.00pm**

The unstaffed exhibition displays were located at the following venues from 17<sup>th</sup> June to 23<sup>rd</sup> August 2019:

- Sean Hollywood Arts Centre;
- Newry City Library;
- Newry, Mourne and Down District Council Offices; and
- Warrenpoint Town Hall.

### 3.2 Advertisement

To ensure that the local community and stakeholders were appropriately informed of the Community Consultation Event, a variety of media and methods of advertisement were utilised.

#### 3.2.1 Department for Infrastructure Website

On 17<sup>th</sup> June 2019, an invite for the public to give their views on the Newry Southern Relief Road scheme was published on the news page of the Department's website. It stated that the Department was "*seeking the public's views on proposals to help shape the design of the proposed Newry Southern Relief Road, at consultation events in Newry*". A copy of this advertisement is included in Appendix A.1 of this report which provided details of the community consultation venue, event date, time, and pertinent scheme information, such as:

- background;

- aims and objectives;
- progress and current status; and
- next steps in the consultation and assessment process.

On the articles page of the Department's website, a notice was also uploaded notifying the public of the opening and closing times and dates for the community consultation event, with a link to a Newry Southern Relief Road – Stage 3 Community Consultation page. A copy of this notice is included in Appendix A.2 of this report and included:

- a link to download the Newry Southern Relief Road community consultation leaflet;
- a description of the consultation (i.e. details of the staffed consultation event and unstaffed exhibition displays);
- Stage 3 information boards and pop-up stands;
- a link to the consultation questionnaire and feedback form (during consultation dates only);
- the opening and closing dates for the consultation;
- how to make representation; and
- Fly-through videos of the Preferred Route.

This information is found at: <https://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-stage-3-community-consultation>.

### 3.2.2 Social Media

On the 17<sup>th</sup> June 2019, the official Twitter page for the Department posted an advertisement for the Community Consultation Event. A copy of this image is included in Appendix A.3 of this report. A reminder was re-issued on Twitter on the 24<sup>th</sup> June 2019, and on the Department's Facebook page on the same date.

On 16<sup>th</sup> July 2019, the Department's Facebook page posted a link to the fly-through animation of the scheme together with the end of consultation date. A reminder with the same message, was reported on Facebook on 12<sup>th</sup> August 2019.

### 3.2.3 Press Coverage

A press notice advertising the Community Consultation Event was placed in the following local newspapers:

**Table 3.1:** Newspaper Advertisement

Paper	Publication Day
Newry Democrat	Tuesday 18 <sup>th</sup> June 2019
Newry Reporter	Wednesday 19 <sup>th</sup> June 2019
Mourne Observer	Wednesday 19 <sup>th</sup> June 2019

A copy of the press notices is included in Appendix B of this report.

On 17<sup>th</sup> June 2019, Newry.ie ran an article entitled 'Southern Relief Road Stage 3 Community Consultation Next Week', detailing time and location of the Community Consultation.

The Newry Democrat posted an article on the 18<sup>th</sup> June 2019 entitled "Newry Southern Relief Road community consultation". This advertised the dates and locations of the unstaffed exhibition displays and the staffed Community Consultation Event, as well as outlining how to provide feedback on the scheme. The same article was also included on the Antrim Guardian website.

On 21<sup>st</sup> June 2019, Armaghi.com published an article on their website entitled 'Public to get say – and design update – in two-day event on Newry's Southern Relief Road plans'. This also gave details on the consultation and exhibition, and a link to the Departmental webpage for the scheme.



### 3.3 Community Consultation Leaflet

A full colour, two-sided A4 folded leaflet was prepared to explain the Preferred Route for providing a new strategic road link between the A1 Dublin Road and A2 Warrenpoint Road. It provided the following information:

- description of the consultation (i.e. details of the staffed consultation event and unstaffed exhibition displays);
- scheme details and objectives;
- purpose of the community consultation;
- what happens next; and
- sources of further information.

The leaflet also included a number of visual graphics to set the Proposed Scheme in geographical context and provide indication of the alignment of the Preferred Route, along with a description of the factors that were considered in its selection and provide details on the natural and man-made constraints that have shaped its design. A copy of the leaflet is included in Appendix C of this report.

### 3.4 Leaflet Distribution

On week commencing 17<sup>th</sup> June 2019, **28,306** community consultation leaflets were distributed by Royal Mail to local residents and businesses within the Newry/Warrenpoint postcode sectors listed in Table 3.2 below.

**Table 3.2:** Postcode sectors and breakdown of leaflet distribution

Postcode Sector	Number
BT34, Sector 1	3,557
BT34, Sector 2	5,564
BT34, Sector 3	6,003
BT35, Sector 6	3,506
BT35, Sector 7	3,712
BT35, Sector 8	5,835
<b>TOTAL</b>	<b>28,306</b>

A map showing the coverage of the postcode sectors is included in Appendix D of this report.

### 3.5 Letters of Invitation

A number of guests were invited by written or email invitation to attend the Community Consultation Event, these included:

- Local elected representatives;
- Members of the Legislative Assembly (MLAs);
- Members of Parliament (MPs);
- Members of the European Parliament (MEPs);
- Stakeholders, including statutory and non-statutory consultees; and
- Landowners and local businesses at risk of being directly affected by the Preferred Route.

The letter was issued on week commencing 17<sup>th</sup> June 2019 and the list of guests invited is included in Appendix E of this report. The letter included:

- description of the consultation (i.e. details of the staffed consultation event, unstaffed exhibition displays and closed session presentations);
- scheme details and objectives;
- purpose of the community consultation; and
- sources of further information.

A short summary invite was also prepared by the Department, to be sent by the Newry, Mourne and Down District Council to invite the newly elected council representatives to the closed session presentation in the Sean Hollywood Arts Centre Auditorium on Tuesday 25<sup>th</sup> June 2019, as set out below.

- Directly Affected Landowners (9:00am to 11:00am);
- Newry, Mourne and Down District Council (including their own invited guests such as elected representatives and key local stakeholders) (11:00am to 1:00pm); and
- Stakeholders (including action groups) (2:00pm to 4:00pm).

The sessions commenced with a short presentation of the scheme, given by the Department and its technical advisors, followed by a question & answer session. All attendees were then given the opportunity to peruse the Community Consultation Event material in the Carroll Gallery of the Arts Centre and to engage directly with representatives of the Department, as well as members of the Project Design Team thereafter on a one-to-one basis.

Directly affected landowners were also given the opportunity to return the same evening to the public event for further discussion/interaction with the Project Team in general, and for further one-to-one meetings.

An email and letter invitation were also issued week commencing 17<sup>th</sup> June 2019 to those who had previously attended Community Drop-In Consultation Events to inform them of the Community Consultation Event on Wednesday 26<sup>th</sup> and Thursday 27<sup>th</sup> June 2019 in the Sean Hollywood Arts Centre.

Enclosed with all letters and emails of invite was a copy of the Community Consultation Leaflet for information.

### 3.5.1 Affected Landowners Letters

In addition to the formal letters of invitation, where possible, on week commencing 10<sup>th</sup> June 2019, Lands Liaison Officers from the Project Design Team met with landowners and local businesses to personally advise them of the risk of being directly affected by the Preferred Route, and to make them aware of the staffed Community Consultation Event. These lands visits took place up to the day of the consultation event.

Each affected landowner was provided with a personal letter inviting them to a closed session presentation (as set out above), also with an opportunity to view the Community Consultation Event material in the Carroll Gallery on Tuesday 25<sup>th</sup> June 2019 from 6:00pm to 8:00pm, in advance of the event being opened to the general public.

Each landowner was informed that representatives from the Department's Roads and Lands teams would be available at the venue over the three days for one-to-one meetings, to discuss matters relating to the potential impacts of the scheme, accommodation works, statutory rights, etc. These meetings were arranged at mutually agreeable times through the Department's technical advisors.

The Community Consultation Leaflet was not included in any letters of invite sent before 17<sup>th</sup> June 2019, as this did not align with the Department's timings for dissemination of public information in relation to the scheme.

### 3.6 Poster/Flyer Advertising

On the 17<sup>th</sup> June 2019, a number of key locations with expected high footfall were identified within the local area for displaying a range of poster/flyers (of various sizes) which advertised the Community Consultation Event. All identified venues accepted the poster/flyer advertisement and in the Newry area, these included:

- Clanrye Surgery, Monaghan St, Newry, BT35 6BW;
- DfI Southern Division Section Office, Glenree House, Springhill Road, Carnbane Industrial Estate, Newry, BT35 6EF;
- Dunne's Stores, Kingsway Arcade, Monaghan St, Newry, BT35 6AA;
- Newry Bus Station, Merchants Quay, Newry, BT34 1BE;
- Newry Democrat, 45 Hill St, Newry BT34 1AF
- Newry Leisure Centre, Cecil St, Newry, BT35 6AU;
- Newry City Library, 79 Hill St, Newry, BT34 1DG;
- Newry Train Station, Newry, BT35 6JS;

- McParland's Hardware & Giftware Department Store, 42 Monaghan St, Newry, BT35 6AA;
- Meadowlands Surgery, Monaghan St, Newry, BT35 6BW;
- The Quays Shopping Centre, 26 Bridge St, Newry, BT35 8QS; and
- SuperValu/Post Office, 45 - 54 Hill St, Newry, BT34 1AF.

In the Warrenpoint area, these included:

- Warrenpoint Town Hall, Kingsway Arcade, Monaghan St, Warrenpoint, BT35 6AA;
- Eurospar, 15-17 The Square, Warrenpoint, BT34 3LY;
- Walshes Pharmacy, 25-27 Church Street, Warrenpoint, BT34 3HN;
- Warrenpoint Credit Union, 14 Church St, Warrenpoint, BT34 3HN;
- Gordons Chemist, The Square, Warrenpoint, BT34 3LY;
- Warrenpoint Library, 61 Summer Hill, Warrenpoint, BT34 3JB; and
- Warrenpoint Health Centre, Summer Hill, Warrenpoint, BT34 3JD.

A copy of this poster/flyer is included in Appendix F of this report.

### 3.7 Unstaffed Exhibition Displays

As noted previously, unstaffed Exhibition Displays were located at the following venues from 17<sup>th</sup> June to 23<sup>rd</sup> August 2019:

- Sean Hollywood Arts Centre;
- Newry City Library;
- Newry, Mourne and Down District Council Offices (O'Hagan House, Monaghan Row); and
- Warrenpoint Town Hall.

The exhibition display included two pop-up banners sited within a prominent position in the foyer area of each venue. The first rollup banner included the following information:

- a description of the consultation (i.e. details of the staffed consultation event);
- an aerial map image showing the scheme area and existing route through the city between the A1 Dublin Road and A2 Warrenpoint Road;
- current status of the scheme;
- purpose of the community consultation; and
- details on how and when to provide comment, with web details provided on how to access the questionnaire online (including provision of a QR Scan Code for direct access).

The second pop-up banner included the following information:

- background to the scheme;
- an aerial map image showing the preferred route connecting the A1 Dublin Road to the A2 Warrenpoint Road, along with high level descriptive text of the preferred route under consideration;
- scheme objectives; and
- sources of further information, including details of web access and provision of a QR Scan Code.

A copy of the banners and photographs of them on display is included in Appendix G of this report.

Each of the venues were also furnished with multiple copies of the Community Consultation Leaflet and Questionnaires.



## 3.8 Pre-Consultation Briefing and Presentation

As noted previously, a pre-consultation briefing and presentation on the Newry Southern Relief Road scheme was given in three closed sessions on Tuesday 25<sup>th</sup> June 2019 within the Auditorium of the Sean Hollywood Arts Centre to a range of invited guests. These included:

- Directly Affected Landowners (9:00am to 11:00am);
- Newry, Mourne and Down District Council (including their own invited guests such as elected representatives and key local stakeholders) (11:00am to 1:00pm); and
- Stakeholders (including action groups) (2:00pm to 4:00pm).

Each briefing/presentation session was given a 2-hour window, with a question & answer session thereafter.

Guests were provided with a copy of the community consultation information leaflet upon arrival and given the opportunity to peruse the exhibition material prior to the launch of the Community Consultation Event. The presentation was delivered by the Divisional Roads Manager, the Department's Project Manager and the AECOM Project Manager. A copy of this presentation is included in Appendix H.1 of this report.

A total of 82 people signed-in to the Tuesday event. Thirty-two guests attended the 9.00am – 11.00am session, with 12 elected representatives attending the 11.00am to 1.00pm session. Twenty stakeholders attended the final 2.00pm – 4.00pm presentation. The remaining 18 people who signed-in viewed the consultation event information boards in the Carroll Gallery but did not attend the presentation in the Auditorium. The list of those who signed-in on Tuesday 25<sup>th</sup> June 2019 is included in Appendix H.2 of this report.

The timing of these sessions was pre-determined on the basis of likely availability of individuals with a later time slot reserved for those who would not be attending in a professional or public capacity and may be inconvenienced by the 9:00am to 11:00am presentation, as set out below.

Between 6:00pm and 8:00pm, a closed session for affected landowners to view the event material and liaise directly with the Department and other members of the Project Team in advance of the general public was hosted in the Carroll Gallery.

## 3.9 Community Consultation Event

### 3.9.1 Duration and Registration

The staffed Community Consultation Event opened at 10:00am on Wednesday 26<sup>th</sup> June 2019 and ran until 9:00pm that day. On Thursday 27<sup>th</sup> June at 10:00am, the event was re-opened and ran until 9:00pm. Visitors attending the consultation were invited to register their attendance, with a total of 117 names recorded over the two days.

The Tuesday Pre-consultation Briefing and Presentation event was attended by 82 people, giving an overall total of 199 attendees over three days. The list of those who signed in on both days of the Community Consultation Event is included in Appendix I.1 of this report.

### 3.9.2 Event Material

Within the Community Consultation Event, a series of large display boards containing written text, photographs, visualisations, and plans, were sequentially numbered for ease of viewing and understanding by the general public. They were set out to achieve a story board effect, so that those reading would understand the scheme, the processes and procedures undertaken to date, the issues and challenges faced, the next steps to be taken, and the opportunities for comment. The display boards were numbered accordingly and set out as follows:

1. Welcome to the Community Consultation Event;
2. Need for the Scheme;
3. Objectives;
4. Scheme Assessment Progress;
5. The Scheme;
6. Preferred Route – Scheme Details (aerial map board);

7. Stage 3 Scheme Assessment;
8. The Newry River/Canal Bridge;
9. Environmental Issues;
10. Preferred Route – Environmental Constraints (aerial map board);
11. What Happens Next?; and
12. Have Your Say.

Copies of the display boards are included in Appendix I.2 of this report.

Also on display were two high-definition television screens; one displaying a digital terrain model with high level fly-over of the Preferred Route on loop, and the other displaying a digital terrain model with low level fly-over of the Preferred Route on loop.

Virtual reality (VR) interface headsets were also available to offer the public an interactive method of viewing the Preferred Route in a simulated real-world scenario from low level and elevated oblique viewing positions at key locations along the scheme.

Throughout the course of the consultation, visitors were encouraged to talk to the representatives of the Department and the Project Design Team to discuss the options and make known their views. Most visitors took up this invitation and discussed matters at length.

A selection of photographs taken during the Community Consultation Event is included in Appendix I.3 of this report.

### 3.10 Press & Media Coverage

Newry.ie published an article on 19<sup>th</sup> July 2019 which included stills from the fly-through animation presented at the Community Consultation Event. This article was entitled '*Is this the end of the line for ships in Newry*', and states that the if the road is being built a lifting bridge over the Canal is the only option. The author feels the scheme is not needed and gains would be short term only.

Newry Chamber of Commerce & Trade posted the fly-through animation on their Facebook page on 13<sup>th</sup> August 2019 with an outline of the Community consultation end dates, and links to the DfI – Roads website.

On 20<sup>th</sup> July 2019 the BBC posted an article on their website entitled '*Belfast-Dublin-Warrenpoint road project at a crossroads*'. This article outlined the debate between those concerned regarding Canal access, and those who feel the road is a key project in developing infrastructure. A report was also shown on BBC news at this time.

### 3.11 Questionnaire / Comments feedback

Visitors to the event were provided with a copy of the community consultation information leaflet on arrival and were invited to register their comments on a questionnaire/comments feedback sheet available from staff. Visitors had the option of completing the questionnaire and returning it at the event, or returning it by post to the Department before the close of the consultation window on 23<sup>rd</sup> August 2019. Comments were also invited in electronic format, with an email address provided for the return of responses (including a QR Scan Code for direct access to the digital questionnaire for completing online).

The questionnaire was largely designed on a 'tick-box' basis, so that respondents were not discouraged by having to fill in lengthy responses and to assist in the subsequent analysis. A copy of the questionnaire, and those received is included as Appendix J.1. It should be noted that several of the returned questionnaires were not completed in the manner intended.

## 3.12 Community Consultation Responses & Analysis

### 3.12.1 One-to-One Discussions

The Department undertook the Community Consultation to seek the views of members of the public, local communities, stakeholders and other interested parties in relation to the scheme. Visitors to the staffed Community Consultation Event were encouraged to speak with members of the Project Team, so that they could be assisted in understanding what is being proposed.

The feedback gathered from these discussions is summarised below:

- Minimise impact upon private land interests;
- Avoid impact upon a local historical feature (water trough on Old Dublin Road) as it was previously affected and accommodated as part of the cross-border dualling scheme;
- Consideration to be given to appropriate landscaping and visual screening;
- Concerned about emergency services being able to find property;
- Concerns about redundant sections of road being attractive to travellers and anti-social behaviour. Anecdotally, this is a common problem in this area and should be avoided;
- Request improvement/upgrade of Brogies Road;
- Consider gravel bed run-off area for HGV's on mainline downhill section;
- Consideration should be given to commercial implications on the Newry Ship Canal, as a consequence of a closed [fixed] bridge;
- Potential for impact upon an existing school bus stop at Ellisholding Junction;
- Opportunities for mitigation as a consequence of a fixed bridge over the Newry Ship Canal, such as facilitating a maritime heritage centre, potentially at Ashton House, and a berthing facility at Kelly's Bend or the Lobito's Oil Depot;
- Request for details of Ground Investigation Borehole locations, depths, etc.;
- Queries on the decision-making process in relation to the Belfast Region City Deal;
- Request for acoustic screening along the A2 Warrenpoint Road dual carriageway;
- Considerable discussion around Non-Motorised User (NMU) connectivity – in particular, interest in the pedestrian bridge crossing over the Newry River;
- Considerable discussion regarding the fixed bridge over the Newry Ship Canal. It was noted that the Waterway Stakeholder attendance was lower than expected as the event coincided with the Inland Waterways Association of Ireland (IWA) annual field trip away;
- Single lane for trucks coming downhill – potential brake failure. Suggested looking at Slane solution for lorries leaving town towards bridge;
- Concerns regarding the bridge height and impact on Tall Ships and Albert Basin;
- Increase in shore road/coastal road bottlenecks and tailbacks. B7 Burren Road (adjacent to Warrenpoint Golf Course) review & upgrade should be included in the scheme;
- Scheme needs good bike and pedestrian access. Can bike/pedestrian/greenway path along river from proposed bridge be created with material dredged from Warrenpoint Port?;
- Proposed arrangement of Ballinacraig Way is not attractive to those in the southern part of the Greenbank Industrial Estate. Access to A2 south of the proposed Warrenpoint Road Roundabout would be preferable;
- Width/Radii on proposed Ballinacraig Way may be a constraint to future access;
- Fathom Line/Drumalane Road – junction improvement opportunity in light of existing constraints;
- Linking NMU facilities from mainline with Newry, via Ballinacraig Way or otherwise;
- Potential for earthwork bund on north side of mainline at Flagstaff Overbridge. South side likely problematic, given proximity to Benson's Glen;

- Barracric Road shown as realigned, assumption therefore that it remains open;
- Consider realigning Barracric Road to avoid deep cut adjacent to Railway;
- Existing Bridal Path/Right of Way serves as emergency vehicle access to existing residential property;
- Earthwork Bund vs Retaining land opposite residential properties on Dublin Road, south of Dublin Road Roundabout;
- Pedestrian/School Bus Stop access for residential properties on Dublin Road next to Ellisholding Junction;
- Canal should not be dredged as the bed is stone lined;
- Very short sighted to construct a fixed structure over the canal, this needs to be an opening structure for future proofing;
- Construct a fixed bridge and a marina could be provided at Kelly's Bend;
- The bridge should be constructed at southern end of Greenbank to help form part of a flood defence system to ensure Greenbank does not flood; and
- Concern that the scheme would increase 'rat running' on Brogie's Road.

### 3.12.2 Questionnaires

Visitors to the staffed Community Consultation Event were encouraged to complete a questionnaire after viewing the display material and engaging with the Project Team to provide their comments on a pro-forma basis, to aid the comparison of results. Furthermore, hard copy questionnaires were made available at each of the unstaffed exhibition display locations and a digital copy of the questionnaire was made available on the Department's webpage for the scheme.

The questionnaires could be returned at the staffed Community Consultation Event or returned by post or email prior to the close of the consultation period, as detailed below:

- Email responses to the community consultation were accepted up until 12 midnight on 23<sup>rd</sup> August 2019; and
- Postal responses to the community consultation were accepted up until close of business on 29<sup>th</sup> August 2019 on the basis that, as per Royal Mail advice, this represents the last possible date 2<sup>nd</sup> class post would be delivered, not counting 24<sup>th</sup> – 26<sup>th</sup> inclusive due to weekend and bank holiday.

A number of individuals and organisations also opted to provide their comments via letters or emails to the Department or AECOM instead, using the range of contact details that had been provided over the course of the assessment process.

Any representations made in this format were acknowledged by return letter or email, with confirmation that the Department will consider all feedback received, which will help inform the Stage 3 development and design process.

Of the 54 responses received, 35 responses were via the preferred questionnaire format, with the remainder via email or letter.

### 3.12.3 Questionnaire Responses

#### 3.12.3.1 Validation of Responses

The questionnaire included seven multiple choice questions and an eighth question to allow additional comments to be provided. The answers were selected via the appropriate tick or ranking box, with the opportunity to provide an additional comment included at the end of the questionnaire.

In order to validate questionnaire responses, respondents were asked to provide personal details including their name, email address and telephone number. This personal information was used in accordance with the Department's Privacy Notice, as reproduced on the questionnaire.

Of the 35 questionnaire responses returned, 32 were determined to be valid responses through the inclusion of the required personal information. Irrespective of this, all questionnaires were analysed subject to the limitations, as set out below.



### 3.12.3.2 Analysis Limitations

Whilst all questionnaires were considered, the varying levels to which they were completed required a number of limitations to be imposed to facilitate analysis when the following scenarios occurred:

**Table 3.3:** Questionnaire Analysis Limitations

Scenario	Action Taken
Questionnaire returned in joint names	Considered as a single questionnaire response
Incomplete/partial response to question	Partial responses included in analysis
Multiple answers to questions requiring single response	Each answer included in analysis
Question requiring answer (i.e. a question raised by the respondent on their questionnaire)	Only answers within the provided list included in analysis. Any matters raised would be addressed through ongoing correspondence as necessary.
Answers not ranked in the manner requested	All answers selected given the same (highest) rank
Not every respondent answered each question	Where percentages are given, this is as a total of those who answered the specific question being analysed.

On the basis of the above approach, the responses to each of the questions are summarised in Sections 3.12.4 to 3.12.8.

### 3.12.4 Question 1 Response Analysis

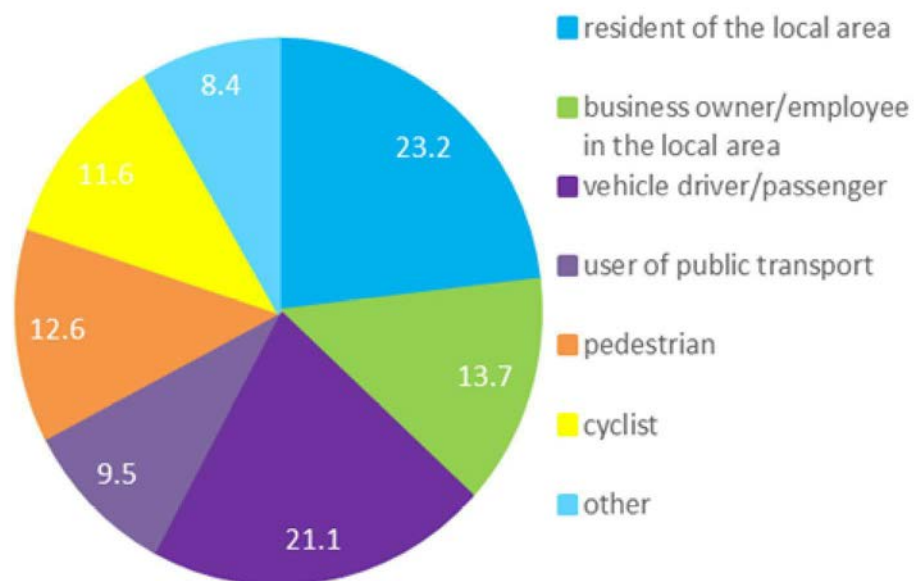
## Question 1a asked:

**Please tell us how you might be affected by the scheme?**

The public were provided with a pool of possible answers to choose from and could select more than one answer that reflected how they may be affected. They responded as shown:

- as a resident of the local area = 22
- as a business owner/employee in the local area = 13
- as a vehicle driver/passenger = 20
- as a user of public transport = 9
- as a pedestrian = 12
- as a cyclist = 11
- other = 8

As would naturally be expected, the majority of respondents are residents of the local area and/or vehicle drivers or passengers that would be affected by the scheme. The respondents did represent a broad spectrum of those that would be affected by such a scheme.



**Figure 3.1:** Question 1a Response Summary

The question offered those who ticked 'Other' the opportunity to specify what this was. Responses included:

- Community Development Organisation;
- Elected Representative;
- Farmer;
- Land owner;
- Relative of land owner;
- User of the Newry Canal and Greenway; and
- Relatives of individual affected by scheme.

## Question 1b asked:

### How would you be affected?

Responses were varied and are listed below. In some cases, similar responses have been combined, so exact wording may be slightly altered:

- Adverse effect on business as it will isolate Loughway Business Park;
- Affected by noise and impact to business;
- Overall beneficial impact;
- Business situated at the bottom of Greenbank Industrial Estate (other side of football field). Traveling to Newry or Dublin, the distance is increased therefore access to the new roundabout would be best;
- Creates no link directly to Southern Relief Road [from Loughway Business Park];
- Detrimental effect on Canal;
- Difficult for residents to access;
- Does not avail of the opportunity to provide an additional entrance/exit to Greenbank;
- Adverse Environmental Impacts;
- Farmland will be divided;
- Impact on accessibility to/from property;
- Impact on business;
- Impact on Flagstaff Road, emergency access, and impact from groundworks;
- Impact on the existing panorama looking from Newry along the estuary and canal towards the Flagstaff and Carlingford Lough;
- Impact to family members between two roads;
- Improved scenic route for travel;
- Improvement in route from Camlough to Warrenpoint and cuts out need to travel through a congested Newry City, particularly William Street, Kilmore Street, and Warrenpoint Road;
- Increase levels of environmental pollution near own property;
- Isolates Loughway Business Park and is to the detriment of the businesses. Does not take advantage of the opportunity to provide an additional entrance/exit to Greenbank;
- It will have a positive effect on business situated in the Greenbank estate, but it is imperative that there is an access to the new relief road;
- It would improve life in Newry;
- Land will be vested and unable to replace for same cost;
- No real impact;
- Noise, air pollution and accessibility to property;
- Planned bridge over the canal the waterway will become unnavigable for all but the smallest of vessels;
- Pollution levels – highest cancer rates in BT34;
- Positively, getting to and from work;
- Project more beneficial to Warrenpoint Dock;
- Residents on Fathom Mountain will have their journey times increased;
- Road cuts through family farm and ruins the countryside;
- Road will remove HGV traffic from central Newry and free up the road system, providing significant environmental and safety benefits;
- Scenic area destroyed;

- Severance from farm;
- The congestion in Newry is a public health risk from vehicles fumes, reduction in vehicles will benefit health;
- The relief road would reduce journey time;
- There would be a constant stream of heavy goods vehicles through an area that had previously been sparsely-populated fields, scrub and ancient woodland – pollution from exhaust emissions as well as noise;
- Traffic delays;
- Travel would be much easier; and
- Wildlife in the area will be affected by removal of hedges and bog land.



### 3.12.5 Question 2 Response Analysis

## Question 2a asked:

How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road?

The public had the following choices and responded as shown:

- Daily = 65.6%
- Weekly = 25.0%
- Monthly = 0.0%
- Other = 9.4%

Accordingly, **90.6%** of 32 respondents to this question use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road at least once a week.

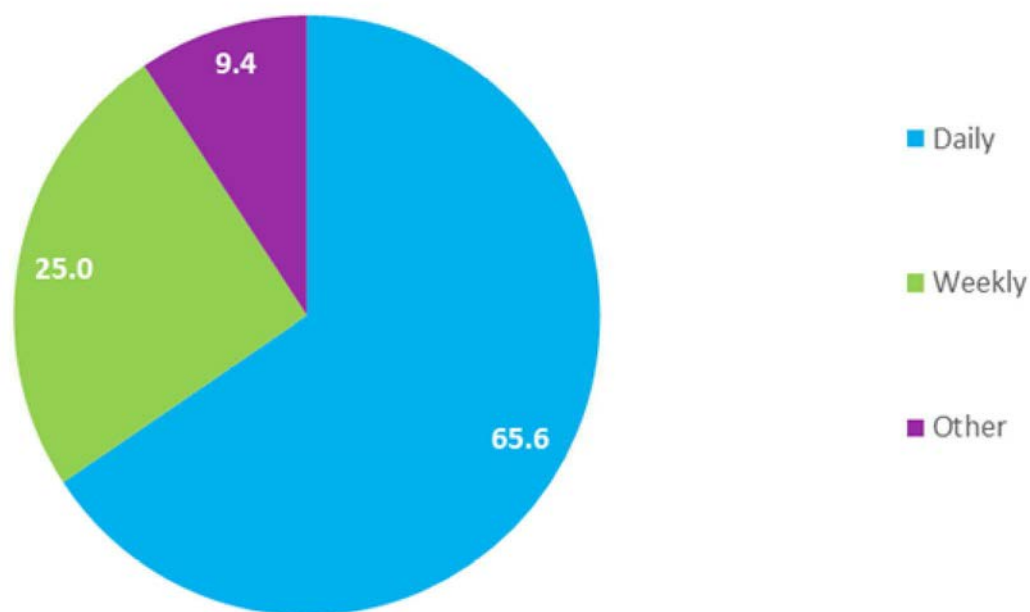


Figure 3.2: Question 2a Response Summary

## Question 2b asked:

Please indicate the reason for the majority of your journeys.

The public had the following choices and responded as shown:

- Local journey (origin and/or destination Newry) = **67.6%**
- Passing through = **32.4%**

The response to Question 2b allows for a very basic interpretation and understanding of the direct interaction between local and strategic on the existing road network and the type of that traffic, with one vehicle passing through the city for every two vehicles trying to complete a local journey within the city. 30 of 32 respondents provided an answer to Question 2b.

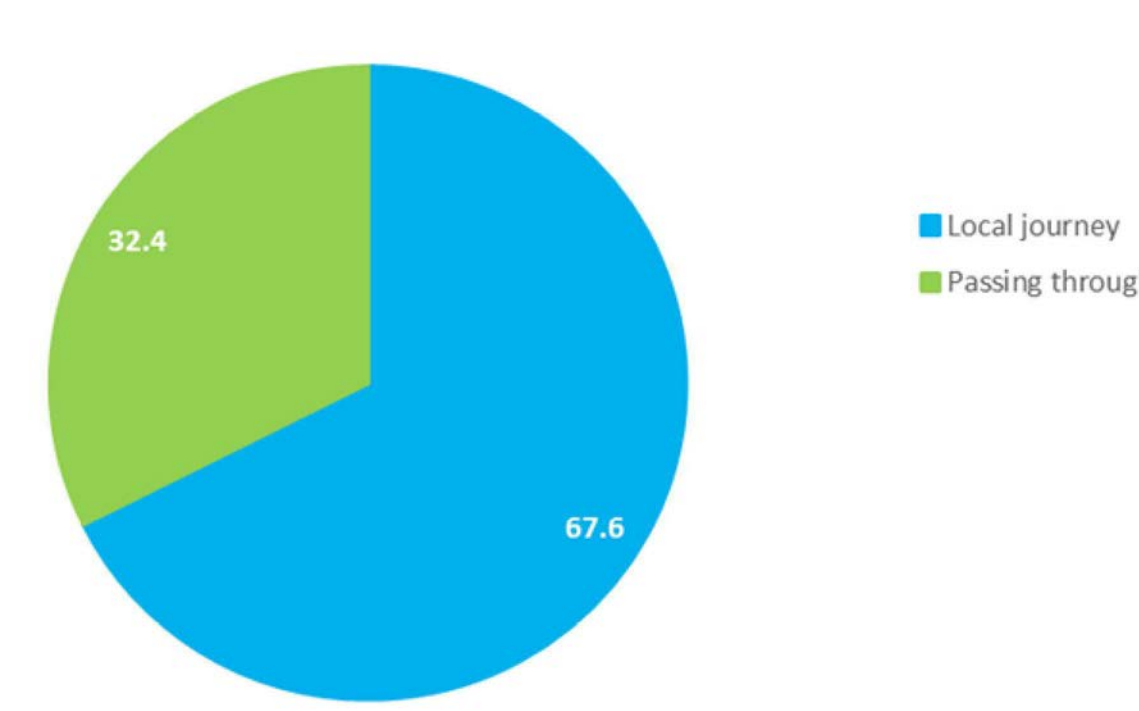


Figure 3.3: Question 2b Response Summary

## Question 2c asked:

**The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

**24 of 32** respondents gave an answer to Question 2c, as summarised below:

- Access to Greenbank Industrial Estate and perceived severance;
- Having to use new road to access property;
- Consider the improvement of public transport infrastructure to reduce private car use as an alternative to the scheme;
- Improper design will lead to extended travel times for users of the Old Dublin Road;
- Increased shore/coastal road bottleneck and tailbacks therefore should include review and upgrade of B7 (Burren Rd) to relieve backups on coastal road;
- Less likely to avoid Newry for shopping;
- Local inconvenience for residents during the construction (Flagstaff Road);
- Major impact on daily life, increased commute and distance to parent's home;
- Reduced congestion and improved access through city to strategic route;
- Reduced exhaust pollution for idle cars;
- Removing HGV traffic from central Newry will free up the road system and provide significant environmental and safety benefits;
- Traffic levels on Dublin Road will not improve as most traffic is generated by visitors to the shopping facilities;
- Travel times will be more dependable; and
- Times saved and reduced risk from exhaust fumes in idle traffic.

### 3.12.6 Question 3 Response Analysis

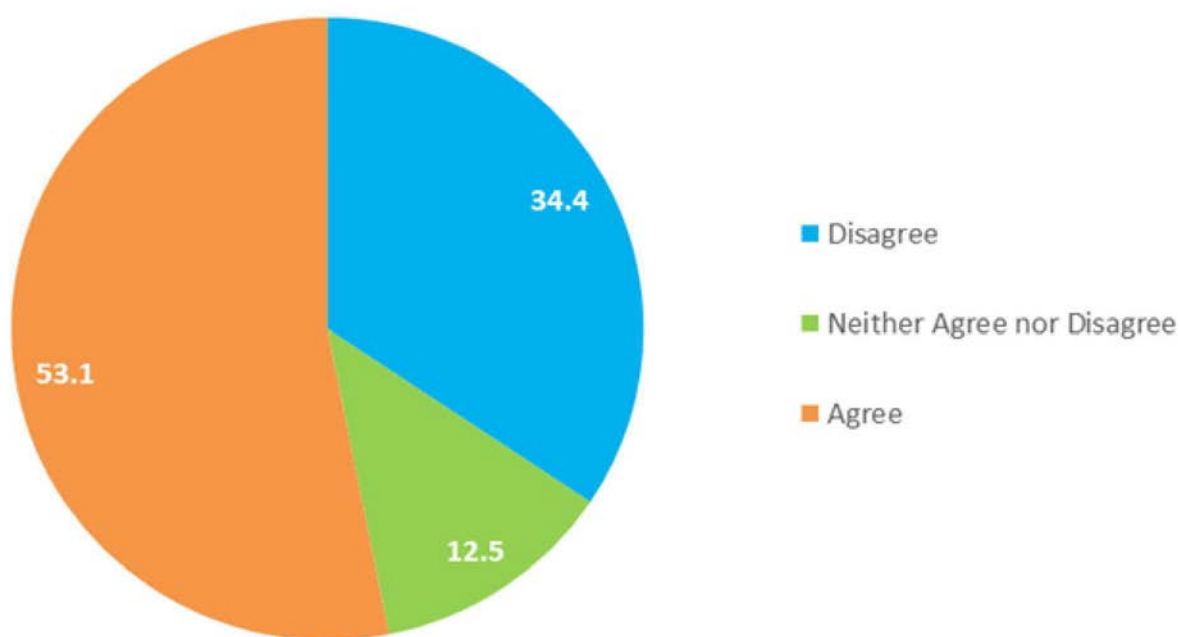
#### Question 3a asked:

**Are you in favour of the principle of providing the scheme?**

The public had the following choices and responded as shown:

- Disagree = 34.4%
- Neither Agree nor Disagree = 12.5%
- Agree = 53.1%

Accordingly, a majority (53.1%) of the 32 respondents to this question were in favour of the principle of providing a relief road to the south of Newry, with 34.4% of respondents not being in favour of doing so.



**Figure 3.4:** Question 3a Response Summary



## Question 3b asked:

The objectives of this scheme are detailed below. Do you believe the Preferred Route meets the majority of these objectives?

- Contribute positively to transport economic efficiency;
- Reduce conflict between strategic and local traffic movements;
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast/Dublin) KTC and the A2 Warrenpoint Road;
- Improve journey time reliability for strategic traffic;
- Contribute positively to road safety;
- Achieve value for money;
- Maintain navigation of the Newry Ship Canal; and
- Minimise impact on the environment.

The public had the following choices and 30 respondents indicated their opinion as shown:

- Disagree = 46.7%
- Neither Agree nor Disagree = 6.7%
- Agree = 46.7%

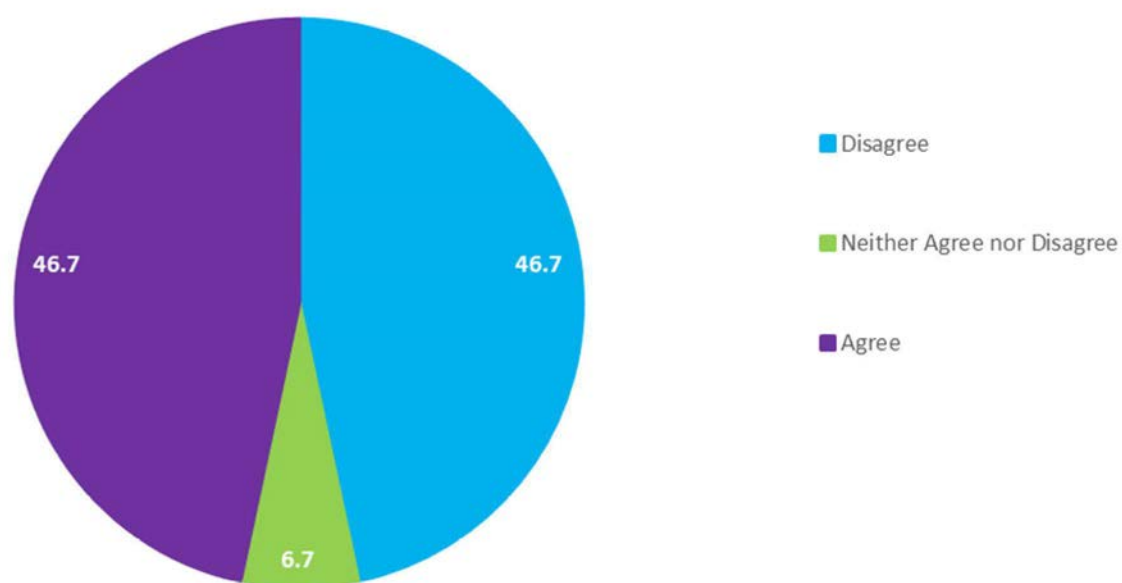


Figure 3.5: Question 3b Response Summary

### 3.12.7 Question 4 Response Analysis


#### Question 4a asked:

**In consideration of a relief road, which of the following factors do you believe to be the most important?**

A list of ten factors was provided and the public asked to rank each factor in order of importance to them, where the lowest rank (1) was most important and the highest rank (10) least important.

Thirty respondents answered Question 4a. Based on the responses provided, the listed factors are ranked below in descending order of most important to least important. This has been based on an average of the ranking for each factor between 1 and 10. The numbers in brackets after each option are the average scores per factor to allow for ranking.

<b>Most Important</b>	1.	<b>Reduce traffic congestion (4.00)</b>
	2.	<b>Minimise impact on the environment (4.81)</b>
	3.	<b>Effect on people living near the road (4.94)</b>
	4.	<b>Improve Road Safety for all users / Reduce Journey Time for strategic traffic (5.06)</b>
	5.	<b>Improve access &amp; transport economic efficiency (5.13)</b>
	6.	<b>Reduce conflict between local and strategic traffic (5.44)</b>
	7.	<b>Improve Journey Time Reliability (5.47)</b>
	8.	<b>Ensure Newry Canal remains navigable (5.75)</b>
	<b>Least Important</b>	9.



Achieving value for money was by far the least important factor and reducing traffic congestion by far the most important factor, however overall, little separated the rankings amongst the other factors.

#### Question 4b asked:

**Did you find the Community Consultation Event helpful?**

The public had the following choices and 30 respondents answered as shown:

- **Yes** = 76.7%
- **No** = 13.3%
- **Did not attend** = 10.0%

Of those that did attend the Community Consultation Event (i.e. excluding the responses from those who did not attend the event), **85.2%** found the event helpful and **14.8%** did not.

### 3.12.8 Comments Response Analysis

## The final page of the questionnaire asked:

### Are there any other aspects of the scheme you would like to comment on?

The question posed was open-ended, with space provided to allow the public to record any comments or concerns. The majority of questionnaires (71.9%) returned comments, with 28.1% not returning a comment. Comments that were received however were varied in nature and mixed in their perception of the scheme. They did display a number of trends, and comments are summarised below:

- the scheme will be a major benefit to the people of the area;
- Speed restrictions should be applied in the direction of Dublin;
- concerns over the type of bridge that would be put in place (open or fixed) to the Albert Basin. Height of the bridge at 12 metres is too low, a higher bridge or swing/opening bridge would be preferred to accommodate Tall ships;
- suspension bridge between Warrenpoint Road and Fathom Line – aesthetic feature and would solve problem of large ships being able to navigate the canal up into Albert Basin;
- Albert Basin should remain accessible to tall ships from Victoria Lock (i.e. sufficient air draft clearance);
- provide additional connections to the scheme (i.e. to Greenbank Industrial Estate/ Loughway Business Park);
- good cycling provision;
- move access road from Gerry Brown Park to the end of Greenbank Industrial Estate;
- provision for future road from Warrenpoint towards Derryleckagh and Mayobridge taking traffic, freight and tourists across to East Down, Newcastle and Downpatrick;
- needs good pedestrian areas and a pathway for people being dropped off en-route to Belfast;
- could the cycling/walking path along the river from the bridge up to Rostrevor be constructed using dredged material from Warrenpoint Port;
- Current proposal has improved on the original by reducing the gradient of the road and by avoiding most of the environmental impacts in the area;
- Partial or full tunnelling through the mountain;
- There is a viable alternative to the proposed scheme to relieve traffic congestion e.g. Traffic management will encourage people to use public transport and park and ride facilities;
- The cost is high, but benefit outweighs this;
- Do not believe the aims of the scheme will be met;
- Provision of a 'left-in/left out' from the existing A2 and access from business park to NSRR and therefore the A1/M1 where most traffic is destined. Also reducing Greenbank traffic entering the roundabout at the park exit;
- Road appears to be in keeping with local future infrastructure needs – increased congestion in Newry due to improvements of the eastern seaboard;
- Knock-on impacts of the road is likely to be an opening up of the Warrenpoint area to economic development and tourism. Increase in local jobs and improved sustainability;
- Loss of farmland and impact to homes for local residents;
- Increase in levels of pollution affecting the health of local residents;
- Concerns about noise from proposed route; and
- The project is not durable, doesn't not have a long lifespan and will not have a lasting positive effect. Sacrificing Newry Canal for such a short-term, ultimately low value – return – scheme.

### 3.13 Community Events Comparison

A comparison can be made with the results from the previous Community Consultation Event, as detailed within the November 2017 Community Consultation report (May 2018).

Attendance at the November 2017 event was higher, with 248 visitors logged on the register of attendance over a two-day period, in comparison with 199 over a three-day period in June 2019. The November 2017 consultation gave an overview of the route options being considered, which covered a wider geographical area than that of the Preferred Route. The lower attendance in 2019 may be attributed to a decrease in general interest due to an understanding of the scheme in general and fewer people being concerned about impacts as a route option may not have been selected that would have impacted upon their particular area of interest.

Following the November 2017 event, 163 questionnaires were returned, with 13 additional responses via email or letter (176 total). In comparison, following the June 2019 event, only 35 questionnaires were returned (of which 32 were considered valid), with 19 additional responses via email or letter (54 total). This represents a considerable drop in interest from the wider public in relation to the Preferred Route.

Respondents were asked how the scheme would affect them. During the November 2017 consultation, 74% of respondents stated they would be affected as a resident of the local area, compared to 62% of respondents in June 2019. As well as this, in November 2017, 31% of respondents stated that they would be affected as a business owner/employee of the local area, whereas in June 2019, 37% said they would be affected in this way.

In both November 2017 and June 2019, 57% of respondents said they would be affected as a driver/passenger. In November 2017, 15% of respondents stated they would be affected as a user of public transport, whereas in June 2019, 25% stated they would be affected in this way.

17% of respondents said they would be affected as a pedestrian in November 2017, compared to 34% in June 2019. Furthermore, 11% stated they would be affected as a cyclist in November 2017, with 31% stating this in June 2019. In November 2017, 12% of respondents selected 'other' and in June 2019, 20% selected this option. Those who selected 'other' were asked to specify in detail how they were to be affected, with responses being similar in both consultations, including: Community Development Organisation; farmer; landowner; and as a user of the Newry Canal and Greenway.

Whilst the number of questionnaires returned was considerably less for the June 2019 event, there are many similarities in how people would be affected. The key difference being an increase in responses from non-motorised users (NMU) and users of public transport in June 2019, which is broadly reflected in the comments received regarding the need for improved NMU connectivity with the Scheme.

In terms of the questions relating to road usage and local journeys versus through journeys, there again was very little to separate the responses from both events.

There was however significant change in support for the scheme between events, with 84.2% of respondents agreeing with the principle of providing the scheme in the November 2017 consultation, whereas only 53.1% agreed during the June 2019 event. The number of respondents that disagree with the principle of providing the scheme increased from 9.5% in November 2017 to 34.4% in June 2019. As detailed below, the drop in support for the scheme can be directly related to the provision of a fixed bridge structure with the Preferred Route.

During both events, respondents were requested to rank ten factors in order of importance, with one being the most important, and 10 being the least. During both consultation events, the primary factor of importance was considered to be '**reducing congestion**', the least important factor was considered '**achieving value for money**'.

The issue of the Newry Ship Canal remaining navigable also remained in 9<sup>th</sup> position from the November 2017 community consultation. However, the navigation of the canal was the issue most highlighted as a barrier to support of the scheme in the formal submissions as set out above and discussed in Section 4 (Representations). Notably, the representation made by the Inland Waterways Association of Ireland states that "*They would have no problem with the scheme should an opening bridge with a span of 20 metres be built across the ship canal*".

The largest positional change was '**Improved Journey time reliability**' which moved from rank 2 to 7.

A comparison of the results is given below.

June 2019	Ranking	November 2017
Reduce traffic congestion	1	Reduce Congestion
Minimise impact on the environment	2	Improve journey time reliability
Effect on people living near the road	3	Improve Road Safety for all users
Improve Road Safety for all users & Reduce Journey Time for strategic traffic (joint ranking)	4	Reduce local/strategic traffic conflict
	5	Minimise Environmental impact
Improve access & transport economic efficiency	6	Effect on people near road corridor
Reduce conflict between local and strategic traffic	7	Reduce Journey time for strategic traffic
Improve Journey Time Reliability	8	Improve access & transport economic efficiency
Ensure Newry Canal remains navigable	9	Ensure Canal remains navigable
Achieve Value for Money	10	Achieve Value for Money

The remaining seven factors all varied in their considered level of importance, with impact on the environment, effect on people living near the road, reduce journey time for strategic traffic and improve access & transport economic efficiency all rising in importance in the June 2019 consultation when compared with the November 2017 consultation. Improve road safety for all users, reduce conflict between local and strategic traffic, and improve journey time reliability all fell in relation to their position in the table in November 2017.

Respondents were also encouraged to return comments on the scheme in both November 2017 and June 2019 community consultation feedback forms. There was a significant increase in the amount of comments being returned in June 2019 compared to November 2017. Of the valid questionnaires received in November 2017, 57.7% returned a comment at the end of the form, whereas 71.9% of respondents returned a comment in June 2019. Some of the key trends between the comments received in both consultation events included:

- It will be a major benefit to the area;
- Ensure good cycling provision;
- Provide additional connections to the scheme;
- Concern over the type of bridge over the Canal;
- Should bring significant environmental benefits to the city; and
- Consider different options e.g. different tie-in points and traffic management.



## 4. Representations

Separate to the questionnaire responses, a number of representations were made to the Department in relation to the June 2019 Community Consultation. These were made via either formal submission to the Department (in email or letter) or verbally through one-to-one discussions at the Community Consultation Event. These are summarised in the sub-sections below. A copy of the representations made are included in Appendix J.2 of this report.

### 4.1 Formal Submissions by Groups, Businesses and Organisations

#### 4.1.1 Seatruck Ferries

Seatruck Ferries made representation through submission of an email and questionnaire response received on the 23<sup>rd</sup> August 2019.

The questionnaire response outlined Seatruck's support for the project as it will benefit their business and customers by removing HGV traffic from central Newry, reducing journey times and increasing ease of access to and from Warrenpoint Port. They went on to state that with recent road improvements to Larne, Belfast, Dublin & Rosslare, Warrenpoint is now the worst connected port on the East Coast of Ireland. Yet the location is strategically important and has great potential for further growth.

Seatruck highlighted that Brexit has the potential to change traffic flows over the Irish Sea and result in an increase in volume of freight through NI ports which would directly impact their business and the surrounding transport links.

They also stated that traffic going to and from the Seatruck Warrenpoint terminal is a huge contributor to congestion in Newry especially at peak times. The road will transform this journey for our customers and removing HGV traffic from central Newry will not only free up the road system but also provide significant environmental and safety benefits. In Lancaster we have seen the removal of traffic revitalize the city centre with increased footfall and spending in local shops.

The regular journeys undertaken both by HGV drivers, local residents and visitors to the area will be transformed.

In terms of meeting the scheme objectives, Seatruck believe the scheme strongly meets all of the objectives.

Seatruck stated that *'navigation of the Newry Canal will of course be slightly truncated to high masted vessels by the non-lifting bridge, but I believe this could be mitigated by providing mooring in the basin just below the bridge. Indeed, I feel that this could become a tourist attraction / picnic site in its own right encouraging short cycling and walking trips from Newry.'*

*Given the very small number of tall ships that visit Newry each year I do not see the non-lifting bridge being an issue.*

- *A non-lifting bridge makes it more likely that the scheme will be fundable.*
- *A non-lifted bridge has no risk issues with mechanical failure that a lifting bridge has*
- *A non-lifting bridge would be available 24/7 for traffic.'*

#### 4.1.2 Inland Waterways Association of Ireland

Inland Waterways Association of Ireland (IWAI) submitted their response to the Community Consultation on the 2<sup>nd</sup> August 2019.

IWAI do not agree with the current proposed route due to the issue of the fixed bridge.

They would have no problem with the scheme should an opening bridge with a span of 20 metres be built across the ship canal. They emphasise that the canal is a scheduled ancient monument and an important piece of industrial heritage and therefore, it must be preserved in working order to allow full access to the Albert Basin.

Currently there is one tall ship operating out of Newry, but they would hope to encourage more, but this can only be done if the canal is fully accessible. IWAI understand that Newry canal is used mostly for private pleasure craft and therefore cash benefits cannot be attributed except by the improvement of ambiance and health.

### 4.1.3 Murdock's Builders Merchants

Murdock's Builders Merchants submitted their reply to the Community Consultation on the 13<sup>th</sup> August 2019. An emailed letter was received from Atkins Global [REDACTED] on behalf of Murdock's Builders Merchants.

It stated that they had previously met with representatives of DfI and their appointed consultants AECOM to discuss the impact of the Preferred Route on Murdock's Builders Merchants and the Greenbank Industrial Estate. They also attended the landowner's event at Sean Hollywood Arts Centre on Tuesday 25<sup>th</sup> June 2019.

Murdock's Builders Merchants is broadly supportive of the scheme, but they expressed concern that the current proposal does not reach its full potential due to a lack of direct access to the Greenbank Industrial Estate. If access was provided to the A1 from the industrial estate to the Newry Southern Relief Road, it would provide both traffic and environmental improvements for the city of Newry and would be welcomed by Murdock's Builders Merchants.

Businesses in Greenbank will be required to use the existing roundabout onto Warrenpoint Road and either proceed via Newry or turnback to use the new roundabout further towards Warrenpoint. They request that the industrial estate access be further considered as part of the design process, and included maps outlining potential solutions.

They also stated that the adoption of Ballinacraig Way (partially owned by Murdock's Builders Merchants) should be considered as part of the scheme design process.

### 4.1.4 Smith Concrete

Smith Concrete submitted their questionnaire response as their representation to the community consultation on 11<sup>th</sup> July 2019, with a covering email.

Within the questionnaire response they agreed with the principles of the scheme (Q3a), but they did not believe it met the majority of the outlined objectives (Q3b).

Smith Concrete is based at the bottom of Greenbank Industrial Estate near to where the proposed bridge will go through. They would have extra distance to travel in the estate leaving them isolated and feeling like they are some distance away. They are currently strategically placed near Murdock's Builders Merchants for ease of access to raw materials. They are requesting access from the Preferred Route.

Smith Concrete feel that journeys out of the industrial estate to Newry will be increased therefore the current scheme would be of no advantage for their short deliveries and local journeys around Newry. For freight travelling to and from Dublin they will have to travel to the entrance of Greenbank Industrial Estate, on to the Warrenpoint Road and only then joining on to the Relief Road.

They raise concern over the amount of space they will be left with for large cement lorries going around/under the bridge.

### 4.1.5 Fresh 2 U

Fresh 2 U submitted their questionnaire response to the Community Consultation on 3<sup>rd</sup> July 2019, with a covering email.

Fresh 2 U is a chilled food distribution business situated in Loughway Business Park. They carry out daily deliveries using both vans and large HGV's and are concerned that the proposed route will create additional costs, distance and pollution. Therefore, they believe the scheme does not contribute positively to the transport economic efficiency for businesses within the estate.

They state the proposed new road linking the A2 Carriageway to Fathom Line:

- Isolates Loughway Business Park and is to the detriment of businesses within it;
- Does not take advantage of the opportunity to provide an additional entrance/exit to Greenbank Industrial Estate; and
- Created no link directly to the Southern Relief road and therefore the A1/M1 where most traffic is destined.

Within the questionnaire response, they were in favour of providing the scheme (Q3a) but did not believe the preferred route met the majority of the main outlined objectives (Q3b).

#### 4.1.6 AJ Plumbing

AJ Plumbing submitted their response to the Community Consultation on the 22<sup>nd</sup> July 2019.

AJ Plumbing is situated in Greenbank Industrial Estate and employs 50 people. After consulting with their employees, they state that over 50% would use the new relief road to go to Warrenpoint, Hilltown etc., provided there is direct access to the estate. Large volume of vehicles making use of this current junction. Access in and out of the Estate can be difficult at peak times due to the volume of traffic using the Greenbank Roundabout. Therefore, this problem will continue if there is no direct access.

They believe the road can have a positive effect but emphasise that it is imperative that there is access to the scheme from the Greenbank Industrial Estate.

#### 4.1.7 Dublin Road Service Operators Group

Dublin Road Service Operators Group submitted their response to the Community Consultation on the 23<sup>rd</sup> August 2019. A questionnaire response was received from [REDACTED] on their behalf. He stated that no effort has been made to consult directly with business stakeholders operating on the Old Dublin Road, or integrate the established Dublin Road Service Area into the design.

The response contained substantial detail, with concerns regarding several aspects of the preferred route at the Ellisholding Junction:

- Requesting that the B113 road be named as the Old Dublin Road in any published documents to ensure those most likely to be impacted adversely by the scheme are not misled;
- Ensure all southbound diverging lane traffic movements are safe, congestion at the junction is limited, traffic efficiency for non-Newry directed traffic is optimised and all southbound traffic should have direct access to the proposed new roundabout;
- The group is currently of the opinion that the NSRR can have a significant advantage for the local businesses and community, however only if the scheme is designed to better integrate the existing built infrastructure and economic activity;
- Priority level of signage and road markings be considered at the consultation stage to protect rural businesses and employment along the Old Dublin Road;
- Inclusive process of management with stakeholders at the consultation stage in regard to Traffic Management during construction would support sustainable economic activity in the area; and
- Improper design will lead to extended travel times for users of the old Dublin Road.

#### 4.1.8 Newry 2020

Newry 2020 submitted their response to the Community Consultation on the 23<sup>rd</sup> August 2019.

Newry 2020 is a community group whose flagship project is a fifteen-acre destination park in Newry on land that lies between the Albert Basin and the Clanrye River, close to the city centre. Central to this development is the regeneration of the Newry Ship Canal. Newry 2020 gathered more than 11,500 signatures in favour of the park development in 2017, as well as the unanimous backing of the Newry, Mourne and Down councillors. They stress that the number of signatures should be seen in context of a city with a population of only 30,000 people.

Newry 2020 feel that the canal is now threatened by the proposed Southern Relief Road. If the road is to proceed without a lifting bridge the canal will not be accessible by tall ships and will be restricted to small boats and canoes. The Loughs Agency Marine Status Report and Action Plan 2014-2016 states that "Londonderry and Newry hold superb potential as a "City Break by Sail" destination."

A great deal of public money has been spent on the repair and renovation of Victoria Lock where the Ship Canal meets the sea. The lock provides access for leisure craft of up to 61 metres by 10 metres with a draft of up to 3.4 metres visiting Newry. At the public consultation held in Newry, the Department's representatives seemed to place great weight on the present and recent usage figures. Newry 2020 would respectfully suggest that these

figures are of no relevance, as the creation of the park and the renovation of the Albert Basin will be transformative and will make Newry a destination of choice.

Too often Newry has been and is seen only as a "strategically placed traffic interchange" and not a place that 30,000 people call home and where quality of life is a very live issue. If the heritage of Newry is to be preserved and its tourism potential realised, it is essential that a lifting bridge is provided.

#### 4.1.9 Duffy Accident Repair

Duffy Accident Repair submitted a feedback form on 15<sup>th</sup> August 2019.

They stated that, as a car body repair centre, they rely on daily access for customers/suppliers. This includes cars/vans/lorries. With no proposed direct link this will create increased distance, increased costs and more pollution. It could also lead to a loss of business as customers go elsewhere. The preferred route is missing an opportunity to address existing issues in Greenbank Industrial Estate.

It is essential for the business of the estate to have the provision of a left in/left out from and to the existing A2 and for the Warrenpoint end of Greenbank. This is crucial for the following reasons:

- Provision of a direct route out of the business park to the southern relief road and therefore the A1/M1 where the vast majority of traffic is destined;
- Avoid the Loughway Business Park becoming isolated;
- Reduce journey times and costs for customers and suppliers;
- The provision of an additional exit/entrance to the Greenbank Industrial Estate which has in the past been affected by flooding; and
- It will ease traffic entering the Greenbank Industrial estate at the roundabout at Pairc Esler.

#### 4.1.10 The Confederation of Community Groups

The Confederation of Community Groups submitted a feedback form on 20<sup>th</sup> August 2019. A questionnaire response was received from [REDACTED] on their behalf.

The Confederation of Community Groups agree with the principle of the scheme and feel it would reduce congestion and improve traffic flow, with a positive impact on pollution and road safety.

The group stated that the bridge over the Newry canal is an issue. They feel that if a fixed structure with a 12-meter height restriction is imposed, then this may detrimentally impact the development of the Albert Basin area resulting in loss of tourism revenue and reduction in longer term economic development to Newry City. The proposal to locate Tall Ships at a berth on the Fathom Line a long distance from the centre of Newry is simply not practical and not "user friendly" (particularly to those with limited mobility).

The group feel that a bridge with an "opening structure" would future proof economic/tourism development for a site which is currently under-utilised and would bring additional value for money to the scheme.

## 4.2 Formal Submissions by Individuals

Separate to the questionnaire responses, a number of individual submissions were made to the Department in relation to the Community Consultation. These were made via formal submission to the Department, either in email or letter. Where appropriate, these are summarised in the sub-sections below. In some cases, full sections from the response are included. A copy of the representations made are included in Appendix J.2 of this report.

### 4.2.1 [REDACTED]

[REDACTED] submitted his email/feedback form response to the Community Consultation on 22<sup>nd</sup> August 2019. As only the back page of the feedback form was filled in, this has been treated as an individual submission.

He stated that the NSRR is long overdue, as the large HGV's traveling through Newry town centre are a health and safety hazard.

#### 4.2.2

submitted his email response to the Community Consultation on 23<sup>rd</sup> July 2019.

submitted four emails, but the content remained the same in each, stating '*No fixed bridge over Newry canal. No No No.*'

#### 4.2.3

submitted his email response to the Community Consultation on 23<sup>rd</sup> July 2019.

strongly objects to the fixed bridge over the Newry Shipping Canal. He goes on to say '*this canal, 250 years old, is a vital tourism asset for the Newry and Mourne region. The construction of a fixed structure will inhibit the passage of this waterway to all but the smallest craft. With tourism being a major priority going forward, it should be imperative that this navigation is maintained.*'

#### 4.2.4

submitted her response via two letters, to the Community Consultation on 25<sup>th</sup> June 2019 (hand delivered) and 24<sup>th</sup> July 2019 (post).

These two letters were substantial representations outlining a number of issues pertaining to the proximity of the preferred route to her property, land and impacts from previous road schemes in the area. She outlined the impacts from loss of land to previous new road by compulsory purchase, resulting in anti-social behaviour (travellers' horses, fly tipping, dangerous driving etc.) Impact on services, safety of children on the road. Increase in noise and air pollution, rise in burglaries. Depreciation in land and property value due to scheme. Loss of income from conacre. Community will be split, and views destroyed.

#### 4.2.5

submitted his email response to the Community Consultation on 25<sup>th</sup> June 2019.

He suggested consideration of a grade-separated cycle path. The existing A2 cycle path is unacceptable. He feels that the scheme should consider connection to Greenbank/Ballinacraig Way to ease traffic. '*From a road user perspective with the new roundabout it would make more sense to cut off onto the Old Warrenpoint Road and use it as a rat run to get to the top of the A2 Carriageway in the morning traffic. This will push further pressure onto the residential area.*'

#### 4.2.6

submitted his email response to the Community Consultation on 20<sup>th</sup> July 2019.

He stated that he felt the scheme was a '*brilliant idea*', however he felt strongly that the bridge over the Newry Canal should allow tall ships to pass.

#### 4.2.7

submitted her email response to the Community Consultation on 23<sup>rd</sup> August 2019.

raised a number of points which are contained in full below:

1) *The development of this road cannot be considered in isolation. The future development of Newry as a place where people want to work, live and visit must be part of the discussion. Abbey Way, which Newry people believe destroyed the historic centre of our city is the obvious example of why this road development must be considered as part of the future development of Newry itself.*

2) *The councillors have already unanimously decided that the Albert Basin and our historic Ship Canal should be developed as a 15-acre park with appropriate outdoor recreation facilities, both on the land and in the water. They did this because the people of Newry made it clear what sort of environment they want their community to enjoy. Yet this road is taking heavy lorries back into this area, before taking them South, while at the same time the traffic from the North and West will continue to come through Newry. As the traffic to and from the port increases it may well be that there is no long-term benefit to Newry.*

3) *Newry is the engine of growth in this district. We pay approximately 40 per cent of the business rates and a substantial portion of the residential rates. It is essential that this remains the case and therefore it is equally*



*essential that the people of Newry are consulted to ensure that Newry remains an area where people want to live work and bring up their families. Because of the huge impact of this road on Newry the future of the city must be part of the discussion. To build this road without taking into consideration its impact on the future development of Newry is to repeat the mistakes of the past. In view of Brexit it is also an appropriate time to look at all aspects of this project.*

*As a resident of Newry, I understood that the purpose of this project was to relieve the congestion and pollution in Newry and to make our city an attractive and healthy place to live. We need to ask our politicians why this is not happening.'*

#### 4.2.8 [REDACTED]

[REDACTED] submitted his feedback form response to the Community Consultation on 23<sup>rd</sup> August 2019. As only the back page of the form was filled in, this has been categorised as an individual submission, not a feedback form.

[REDACTED] response consisted of a number of queries including:

- 1. Is there a traffic congestion report for this section of Newry. It must be the basis for this road. Usually there are other measures put in place first like additional lights, lanes and worst case a new motorway.*
- 2. What will the new travel time be for North bound freight from the junction on the existing Dual carriageway to the Sheepbridge junction? Currently it's 12 mins.*
- 3. How much current freight from the docks is northbound and how much is southbound?*
- 4. Are you away that this motorway, without a bridge, over the oldest canal system in Europe will prevent future boat culture ever being established in Newry?*
- 5. Building this motorway to enable Warrenpoint port to grow by its Estimated 80% will change the fabric of Warrenpoint from tourism to industry. This motorway is not needed and will only increase freight traffic in South Down.*

#### 4.2.9 [REDACTED]

[REDACTED] submitted his email response to the Community Consultation on 22<sup>nd</sup> July 2019.

[REDACTED] stated that the *'proposal does not provide for the retention of shipping on the oldest canal in Europe. This canal is part of Newry's heritage and must be preserved. I urge a rethink on this proposal.'*

#### 4.2.10 [REDACTED]

[REDACTED] submitted his email response to the Community Consultation on 24<sup>th</sup> July 2019.

*He stated 'The access to the canal must remain as is, if necessary via a swing bridge. Some people have said that the visitation of the Tall Ships etc is sporadic and no revenue capturing. This is beyond the tall ships coming up the canal, this is about heritage and history. It isn't about the economics of the past, or even the economics of the present. It is about the potential denial of promoting Newry Canal and Basin as anything other than a big puddle outside the Quays Shopping Centre. The name of the Quays will become a misnomer, as the viability for that area to ever be used as a Quay again will be gone, NEVER to be brought back. If this was only about economics, even then it would be fool hardy to base future potential against past receipts, given that the Canal and Basin were not seen as a real resource by central government and to some extent local government until quite recently. In an era when waterways across this island are being revived and opened up for leisure, Newry has to buck the trend and close, probably, the most famous waterway to all but the smallest of crafts. It is unnecessary, it is fool hardy, it is antisocial, and it is almost criminal. There is a solution, and that is a swing bridge. I am NOT against the SRR, whether it actually achieves its objectives is another story, but we do know the impact of a fixed bridge, and it's not good. For the sake of the rich maritime heritage of Newry, do not make Newry canal inaccessible to crafts with masts over 12 metres.'*

#### 4.2.11 [REDACTED]

[REDACTED] submitted his email response to the Community Consultation on 21<sup>st</sup> June 2019.

[REDACTED] stated he believed *'the project to create a relief road through Newry is an absolute necessity on so many different levels. I pledge my upmost support of this project and look forward to all the benefits it will bring.'*

#### 4.2.12 [REDACTED]

[REDACTED] submitted her email response to the Community Consultation on 23<sup>rd</sup> July 2019.

[REDACTED] email stated, *'No fixed bridge over Canal.'*

#### 4.2.13 [REDACTED]

[REDACTED] submitted his email response to the Community Consultation on 24<sup>th</sup> July 2019.

He stated his opposition to the bridge being built as a low closed bridge stopping access to the historic Newry Ship Canal. The waterway should remain open to further develop its potential.

#### 4.2.14 [REDACTED]

[REDACTED] submitted his email response to the Community Consultation on 24<sup>th</sup> July 2019.

[REDACTED] wrote to express his dismay and horror that cutting the Albert Basin off from access to the sea for yachts that have a mast over 12m height, by the introduction of a fixed bridge, was being contemplated.

He stated, *'there is no doubt that Newry needs this bypass and that a lifting bridge is quite expensive to build'*, before suggesting the introduction of a lifting hydraulic flap in the centre of the bridge to allow the passage of masts. He went on to say, *'As we are talking about the usage only a small number of times a year similar to the lock gates there is no need for full time management.'*

#### 4.2.15 [REDACTED]

[REDACTED] submitted his email response to the Community Consultation on 25<sup>th</sup> July 2019.

He strongly condemned the proposal to build a 12-metre fixed bridge as part of the Newry Southern Relief Road. *'This will permanently close any current and future use of the Newry 'ship' canal. All plans should be future proof and to do this we need a 30 metre, or better still, a lifting bridge section.'*

#### 4.2.16 [REDACTED]

[REDACTED] submitted his email response to the Community Consultation on 19<sup>th</sup> July 2019. He registered his strongest opposition to the fixed road bridge proposal.

*As Newry resident, I have watched with interest the phase 1 & 2 Dfl proposals, & now in the final Phase 3 proposal for central Government to decide to remove the £22m phase 2 costed opening bridge on the basis of "Value for Money" is just madness to the point of wanton destruction of the Albert Basin future developments!!*

*On the 26th June 2019, I called in on the 3rd phase community consultation (exhibition) of the Newry Southern Relief Road. Had an opportunity to have a frank discussion with 3 of your Dfl project engineers, & whilst the central government officials were informative, it was quite clear that this 3rd (& final) phase of a 3½ development process (co-financed by EU transport network) would be progressing to the next stage (legal Draft Orders by 2020), on the basis of a fixed road bridge over the canal with a limited clearance height of 12m (36ft). I asked about the concerns that had been raised for the access of tail ships - ranging up to 35m (100ft), into the Albert basin, having heard that a number of interest groups had highlighted this, along with the practical design solution of an opening bridge. Opinion's suggested that the Dfl preferred 12m clearance fixed bridge infrastructure would not add value to the Albert Basin asset, more likely the opposite - this type of fixed infrastructure would de-value the Albert Basin's potential!*

*The Dfl official's response suggested that while welcoming interested group inputs, they had not received any viable economic analysis to support the future development potential value of the Basin – analysis that they imply is needed to cost evaluate the impact of the fixed bridge (to justify Dfl proposing an alternative opening bridge funded from the public finance's). I tried to argue the obvious benefits of an opening bridge (i.e. anything that*

*adds value to the Basin & does not restrict or limit use of the asset, must be preferred), but it was quite clear that the key DfI objective here was achieving Value for Money, & on this basis an opening bridge was not seen as viable option! I also struggled with the concept of DfI's appraisal of the viable bridge options, which was not determined on what option added more value to the Albert Basin – quite the opposite, DfI expect the interested parties to prove that the fixed bridge option, would de-value the Albert Basin's development potential...!! The officials also confirmed that they were aware of an ongoing DfC & Newry district council Albert Basin future development potential assessment, but it was not clear if this development plan would provide viable economic analysis;*

*a) to value the Basin's potential & in so doing, justify to DfI the need to re-evaluate for an opening bridge alternative, or*

*b) if that analysis would be available for the DfI consultation timeframe.*

*There is a growing swell of public opinion, which will possibly require political intervention to rail in this Central Government Phase 3 complete change of direction on the provision of an opening bridge.*

#### 4.2.17 [REDACTED]

[REDACTED] submitted his email response to the Community Consultation on the 27<sup>th</sup> June 2019. He stated that the fixed span bridge is 'a very short-sighted approach, as this will hamper the size of any potential vessel using this much under-utilised area of Newry. Would it not be prudent to plan a bridge which will fulfil any future needs of the canal / Albert Basin, and be future-proofed with a facility to open?'

#### 4.2.18 [REDACTED]

[REDACTED] submitted his email response to the Community Consultation on the 25<sup>th</sup> July 2019.

*'One might ask if the benefit of having these boats in Newry is of the slightest consequence in relation to the enormous benefit to thousands of people and businesses on both sides of the border. That said, if a lifting section can go in without any difficulty, that's fine but don't throw the baby out with the bathwater. We need this bypass, please get it built.'*

## 5. Summary & Conclusions

As noted previously, the Department recognises the importance of community involvement in its activities and decision-making and is committed to upholding its responsibilities in an open, consultative and inclusive manner.

The Department is strongly of the view, as evidenced not only throughout this Community Consultation Report, but in the Department's experience of similar events on other strategic road schemes, that the Community Consultation Event:

- provided the local community with an improved understanding of the scheme;
- afforded the appropriate opportunity for those with an interest in the scheme to express opinions in an informal and formal manner; and
- demonstrated that the people of Newry and its wider hinterland are in favour of providing a relief road to the south of Newry.

The June 2019 Community Consultation Event was widely advertised, but demonstrably not as well attended as the Stage 2 Community Consultation Event in November 2017. Whilst the responses made to the consultation event were less than those made in 2017, there was a notable change in the manner in which respondents chose to interact with the consultation process. Much fewer questionnaire responses were received as part of this consultation, however there was a marked increase in the number of formal submissions made, centring on two main aspects:

- objection to a fixed bridge crossing of the Newry Ship Canal; and
- concerns regarding access to/from Loughway Business Park/Greenbank Industrial Estate.

It is evident from the analysis of the questionnaire feedback that the people of Newry and the wider area remain in favour of providing a relief road to the south of the city. However, support for the scheme by those attending and responding has reduced from the previous Community Consultation undertaken in November 2017, again primarily as a consequence of a fixed bridge over the Newry Ship Canal being included within the design.

Those who responded to the questionnaires remain to represent a broad spectrum of users (i.e. residents, business owners, motorised and non-motorised users) who are very much reliant, in various ways on the existing A1/A2 route through Newry, both from a local and strategic perspective. Through the responses made, the respondents demonstrated their position on the scheme, flagged issues that concern them and indicated whether or not they (or others) are likely to be beneficially or adversely affected by the Preferred Route. There was a notable upsurge in interest as to how the Scheme would improve non-motorised user facilities, access and connectivity.

In consideration of the Scheme, a list of ten factors were provided in the questionnaire and the public were asked to rank each factor in order of importance to them, where the lowest rank (1) was most important and the highest rank (10) least important. The primary factor of importance was considered to be 'reducing congestion', the least important factor was considered 'achieving value for money'.

1. Reduce traffic congestion
2. Minimise impact on the environment
3. Effect on people living near the road
- 4/5. Improve Road Safety for all users & Reduce Journey Time for strategic traffic (same ranking)
6. Improve access & transport economic efficiency
7. Reduce conflict between local and strategic traffic
8. Improve Journey Time Reliability
9. Ensure Newry Canal remains navigable
10. Achieve Value for Money

The issue of the Newry Ship Canal remaining navigable remained in 9<sup>th</sup> position from the November 2017 community consultation. However, the navigation of the canal was the issue most highlighted as a barrier to

support of the scheme. Notably, the representation made by the Inland Waterways Association of Ireland states that “*They would have no problem with the scheme should an opening bridge with a span of 20 metres be built across the ship canal*”.

In summary, the Community Consultation Event can be viewed as being an overall success and the Department is therefore of the opinion that the objectives of undertaking community and stakeholder involvement as set out in Section 1 of this report were fulfilled and aimed to ensure:

- the local community and other stakeholders were provided with sufficient and timely information about the scheme;
- decision-making was inclusive of diverse community ideas and opinions;
- planning, development and delivery of the project will meet the ‘balance of community’ needs and expectations;
- transparency and public accountability; and
- constructive and collaborative working relationships with the local community, other stakeholders, and as much as is feasibly possible, with potentially affected landowners were built.



## **Appendix A - Department for Infrastructure (Dfi) Website**

A.1 Public Advertisement

A.2 Public Notice

A.3 Twitter Advertisement

## A.1 Public Advertisement



Department for  
**Infrastructure**

An Roinn Bonneagair

Menu

Search this site...

## Community consultation event on Newry Southern Relief Road

Date published: 17 June 2019

Topics: [Road improvement schemes](/topics/road-improvement-schemes) (</topics/road-improvement-schemes>), [Road users](/topics/road-users) (</topics/road-users>), [Roads](/topics/roads) (</topics/roads>), [Newry Southern Relief Road](/topics/road-improvements/newry-southern-relief-road) (</topics/road-improvements/newry-southern-relief-road>)

The Department for Infrastructure is seeking views and providing information on the development of the design of the Newry Southern Relief Road, one of the planned infrastructure projects set out in the Belfast Region City Deal Heads of Terms.

This is a strategically important route that will connect the A1/N1 Belfast and Eastern Seaboard Corridor with the A2 and Northern Ireland's second largest port at Warrenpoint Harbour.

The event, which will include a public exhibition, will be held in the Sean Hollywood Arts Centre, 1A Bank Parade Newry, between 10.00am and 9.00pm on Wednesday 26 June and Thursday 27 June 2019. The consultation and exhibition follows the recent community drop-in sessions.

The Department's aim during this stage of the scheme is to identify the environmental, engineering, economic and traffic advantages and disadvantages of the preferred route.

Announcing the event, Southern Divisional Roads Manager, Simon Richardson said: "We are undertaking this community consultation to further seek the views of the local community and other stakeholders to inform the next stage of the process, including the design. This consultation is part of a process that will leave us well

**NEWRY SOUTHERN RELIEF ROAD**

**Community Consultation Event**

**Sean Hollywood Arts Centre**  
1A Bank Parade, Newry

> Wed 26<sup>th</sup> & Thurs 27<sup>th</sup> June 2019 – 10am to 9pm

The Department for Infrastructure is facilitating a community consultation and exhibition to provide information and seek views on the development of the final design of the Newry Southern Relief Road.

### Newry Southern Relief Road - Community Consultation

placed to deliver the ambitions for the Belfast Region that were set out in the City Deal Heads of Terms.

“The route has the potential to improve significantly journey times and journey time reliability for strategic traffic between the A2 Warrenpoint Road and the A1/N1. It should also improve road safety and traffic congestion within Newry City centre by providing an alternative route to the A2 Warrenpoint road and associated port traffic. The scheme should improve accessibility to both Newry City and Warrenpoint Harbour and also support sustainable economic growth and employment within the area.”

The consultation offers an opportunity for the public and other stakeholders to engage with the Department for Infrastructure and members of the project team on the design of the preferred route as well as the development process, including preparation of the Environmental Impact Assessment and Statutory Orders.

The public may make representations by letter, email, via the Department website at: [www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-stage-3-community-consultation](http://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-stage-3-community-consultation) (<http://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-stage-3-community-consultation>) or by using feedback forms provided at the community consultation event.

## Notes to editors:

1. As devolved matters, new funding commitments in relation to infrastructure, tourism and regeneration in Northern Ireland will require the agreement of the Northern Ireland Executive. The proposed infrastructure projects have been developed with the input of the relevant Northern Ireland Government Departments and take account of the assessed infrastructure priorities for the region. Full business cases will be developed for these projects by the Department for Infrastructure. All funding will be subject to full business case approval. In due course, the Northern Ireland Executive will consider the proposals and set out their plans for investment in infrastructure, tourism and regeneration as part of the Belfast Region City Deal alongside the BRCD partners.
2. The scheme aims to provide a strategic transport link from the A1 Belfast-Dublin key transport corridor to the A2 Warrenpoint dual carriageway. The proposed link starts on the A2 Warrenpoint Road along the frontage of Greenbank Industrial Estate and crosses the Newry River and Canal just to the south Drumalane Quarry and then heads in a westerly direction towards the A1/ N1.
3. All media queries should be directed to the Department for Infrastructure Press Office on 028 9054 0007 or email: [press.office@infrastructure-ni.gov.uk](mailto:press.office@infrastructure-ni.gov.uk) (<mailto:press.office@infrastructure-ni.gov.uk>). Out of hours please contact the duty press officer on 028 9037 8110

4. The Department may take photographs and videos at announcements and events to publicise its work. Photographs, interviews, videos or other recordings may be issued to media organisations for publicity purposes or used in promotional material, including in publications, newspapers, magazines, other print media, on television, radio and electronic media (including social media and the internet). Photographs and videos will also be stored on the Department's internal records management system. The Department will keep the photographs and recordings for no longer than is necessary for the purposes for which they have been obtained. The Department's Privacy Policy is available on our website.
5. Follow the Department on Twitter [@deptinfra](https://twitter.com/deptinfra) (<https://twitter.com/deptinfra>) and on Facebook [@DepartmentforInfrastructure](https://www.facebook.com/DepartmentforInfrastructure) (<https://www.facebook.com/DepartmentforInfrastructure/>).

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## Latest news

- [Council gets update on infrastructure projects for Mid Ulster District Council 2019](/news/council-gets-update-infrastructure-projects-mid-ulster-district-council-2019) (</news/council-gets-update-infrastructure-projects-mid-ulster-district-council-2019>)  
28 June 2019
- [Clinically Seriously Injured \(MAIS 3+\) Road Casualties in Northern Ireland, 1999-2017 has been published today](/news/clinically-seriously-injured-mais-3-road-casualties-northern-ireland-1999-2017-has-been-published-today) (</news/clinically-seriously-injured-mais-3-road-casualties-northern-ireland-1999-2017-has-been-published>)  
27 June 2019
- [Warrenpoint Harbour Authority - Extension of Non-Executive Member's Board Appointment](/news/warrenpoint-harbour-authority-extension-non-executive-members-board-appointment) (</news/warrenpoint-harbour-authority-extension-non-executive-members-board-appointment>)  
27 June 2019
- [Department acknowledges contribution of outgoing Chair of Northern Ireland Transport Holding Company](/news/department-acknowledges-contribution-outgoing-chair-northern-ireland-transport-holding-company) (</news/department-acknowledges-contribution-outgoing-chair-northern-ireland-transport-holding-company>)  
27 June 2019

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## A.2 Public Notice



Department for  
**Infrastructure**

An Roinn Bonneagair

Menu

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# Newry Southern Relief Road - Stage 3 Community Consultation

Topics: [Road improvement schemes](/topics/road-improvement-schemes/) , [Newry Southern Relief Road](/topics/road-improvements/newry-southern-relief-road/)

Scheme assessment reports act as a summary of the more technical reports generated during the appraisal of road schemes. They are written to be unbiased and easy to read using a factual style, which describes both the advantages and disadvantages of routes or corridors; their principal audience is the public.

## On this page

- [Three-stage appraisal procedure](#)
- [Stage 3 Assessment](#)
- [Stage 3 - Community Consultation \(June to August 2019\)](#)
- [Stage 3 - Community Consultation \(November 2018 to February 2019\)](#)
- [Community Consultation documents](#)
- [Fly-through videos](#)

## Three-stage appraisal procedure

Scheme assessment reporting is a three stage procedure, the level of detail and the coverage of the assessment report is appropriate to the type of decision that can reasonably be taken at each stage.

## Stage 3 Assessment

The Department's aim during this stage is to Identify clearly the advantages and disadvantages, environmental, engineering, economic and traffic terms of the preferred route or scheme option.

## Stage 3 - Community Consultation (June to August 2019)

A Community Consultation will be held on 26 and 27 June 2019 from 10.00 am to 9.00 pm at:

- Sean Hollywood Arts Centre, Newry, 1A Bank Parade, BT35 6HP.

There will also be unstaffed exhibition displays located at the following venues from 17 June to 23 August 2019:

- Sean Hollywood Arts Centre
- Newry City Library, 79 Hill Street, BT34 1 DG
- Newry, Mourne and Down District Council Offices, Monaghan Row, BT35 8DJ
- Warrenpoint Town Hall, Church Street, BT34 3HN

The exhibitions will be available for viewing during the normal opening hours of each venue. Further information is available via the leaflet below.

## Stage 3 - Community Consultation (November 2018 to February 2019)

As part of the Newry Southern Relief Road Scheme Stage 3 Assessment process, DfI is facilitating a series of Community Drop-in Sessions and would encourage anyone interested in the scheme to attend. These sessions will be held from 10.00 am to 8.00 pm on a number of days throughout the Stage 3 Assessment period and will be held at the following venue:

- Newry Conference Centre, 39-41 The Mall, Newry, BT34 1AT.

It is planned that these one day events will be held on a monthly basis, with the following dates now confirmed:

- 15<sup>th</sup> November 2018;
- 6<sup>th</sup> December 2018;
- 17<sup>th</sup> January 2019; and
- 21<sup>st</sup> February 2019.

These sessions aim to provide the local community with an opportunity to view and comment upon the proposed plans. They are hosted by DfI's consultant (AECOM), with members of their Lands Liaison Team present to answer general queries relating to the scheme.

No appointment is required between 10.00 am and 3.00 pm, although one can be made if preferred. Those attending without an appointment will be seen on a first-

come, first-served basis.

To facilitate those members of the public that may prefer private meetings, attendance between 3.00 pm and 8.00 pm, shall be by appointment only. If you wish to book an appointment, please contact AECOM's Lands Liaison Team at:

- Telephone: 028 9595 6217
- email: [nsrrconsultations@aecom.com](mailto:nsrrconsultations@aecom.com) (<mailto:nsrrconsultations@aecom.com>)

## Community Consultation documents

Feedback forms are made available for comments at each session and can be downloaded via the links below. Instructions for completing the feedback forms are also available via the link below.

- [PDF Feedback Form Instructions](https://www.infrastructure-ni.gov.uk/pdf-feedback-form-instructions) (<https://www.infrastructure-ni.gov.uk/pdf-feedback-form-instructions>)
- [Community Drop-in Sessions Feedback Form](https://www.infrastructure-ni.gov.uk/publications/newry-southern-relief-road-community-drop-sessions-feedback-form) (<https://www.infrastructure-ni.gov.uk/publications/newry-southern-relief-road-community-drop-sessions-feedback-form>)
- [Stage 3 Community Consultation Questionnaire and Feedback form](https://www.infrastructure-ni.gov.uk/publications/newry-southern-relief-road-stage-3-community-consultation-feedback-form) (<https://www.infrastructure-ni.gov.uk/publications/newry-southern-relief-road-stage-3-community-consultation-feedback-form>)
- [Community Consultation leaflet](https://www.infrastructure-ni.gov.uk/publications/newry-southern-relief-road-stage-3-community-consultation-leaflet) (<https://www.infrastructure-ni.gov.uk/publications/newry-southern-relief-road-stage-3-community-consultation-leaflet>)
- [Stage 3 - Information Boards and Popup stands](https://www.infrastructure-ni.gov.uk/publications/newry-southern-relief-road-stage-3-information-boards-and-pop-stands) (<https://www.infrastructure-ni.gov.uk/publications/newry-southern-relief-road-stage-3-information-boards-and-pop-stands>)

## Fly-through videos

- [Warrenpoint to Dublin Road \(via Youtube\)](https://www.youtube.com/embed/xo0pIF5y9r0) (<https://www.youtube.com/embed/xo0pIF5y9r0>)
- [Dublin Road to Warrenpoint \(via Youtube\)](https://www.youtube.com/embed/7RgyyFbfD_k) ([https://www.youtube.com/embed/7RgyyFbfD\\_k](https://www.youtube.com/embed/7RgyyFbfD_k))

DfI welcome any comments in relation to the scheme and will consider these feedback forms as part of the further design development and assessment process. All completed forms will be shared with AECOM and the content may be used to inform future reports or public documents related to this scheme. Please email or post completed responses as soon as reasonably possible to the Project Team for them to be given consideration in the design development and assessment process.

A further Community Consultation Event shall also be held early in 2019, which will present more design detail. It will be staffed by DfI and relevant specialists from AECOM to answer any technical queries. Details of the Community Consultation Event and any further Drop-in Sessions (which are to be held throughout the scheme development process) will be published in due course. This webpage shall be

updated as further dates are confirmed, however the hosting of the Community Drop-in Sessions shall be subject to demand and public interest.

## Related articles

- [Newry Southern Relief Road - Background](/articles/newry-southern-relief-road-background)
- [Newry Southern Relief Road - overview](/articles/newry-southern-relief-road-overview)
- [Newry Southern Relief Road - Stage 1 Feasibility Study](/articles/newry-southern-relief-road-stage-1-feasibility-study)
- [Newry Southern Relief Road - Stage 2 Community Consultation](/articles/newry-southern-relief-road-stage-2-community-consultation)

## A.3 Twitter Advertisement



# **NEWRY SOUTHERN RELIEF ROAD**

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## **Community Consultation Event**

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**Sean Hollywood Arts Centre**

1A Bank Parade, Newry

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› **Wed 26<sup>th</sup> & Thurs 27<sup>th</sup> June 2019 - 10am to 9pm**

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The Department for Infrastructure is facilitating a community consultation and exhibition to provide information and seek views on the development of the final design of the Newry Southern Relief Road.



## Appendix B – Press Notice

# Everyone's invited to Step Out at Camlough 'Céili at the Crossroads'

IT'S time to get those dancing feet into action and 'Step Out' at this weekend's Camlough Céili at the Crossroads, hosted by Camlough Heritage Society.

Camlough has always been a great spot for music, dancing, storytelling and craic! In fact, dancing and the village are like hand and glove, as from the early 1900s organised dancing has taken place in the district and has been a great source of enjoyment for generations.

Indeed, it is often said that many a couple started stepping out after meeting at the Céili at Camloch Cross townland.

Musicians from the renowned Traditional Arts Partnership (TAP) acts from far and wide will entertain regulars and visitors throughout the village this Friday night (June 21) from 9pm.

Robbie Walsh will host a Bodhran Masterclass upstairs in the Yellow Heifer from 6pm to 8pm on Friday.

Doyle's, Trainor's & Yellow Heifer will have a range of traditional musicians in their premises from 8pm on the night also.

On Saturday (June 22), there will be music on

the street from 2pm to 4pm.

On the night there will be a "Céili at the Crossroads" on the main street.

It will run from 7pm until 11pm and all young, old and 'in between' are welcome to attend.

The Soille Traditonal Group, who appeared live on the RTÉ Christmas Show, will provide the music and keep dancers in full swing. Fear an Tí Raymond Carroll and his dancers will be ensuring that proceedings run smoothly.

Finally, on Sunday, June 23, there will be further traditional music sessions throughout the village from 6pm to 9pm.

All are welcome to attend and enjoy the music, dance and song.

There will be light refreshments available on the street and people are also encouraged to visit the village's renowned bars, restaurants, shops and cafes.

There'll be a grand céad míle fáilte/welcome for all.

Anyone seeking further information about the event should contact Des from the Camloch Heritage Society on 07517 252 371.



CHAIRPERSON of Newry, Mourne and Down District Council Councillor Charlie Casey, is pictured with Liz Madden from Doyles Bar, Colann Boyle from the Yellow Heifer and Mick Doran from Trainors Bar, along with Des Murphy and Gerard McGinn, Camlough Heritage Society, at the launch of this year's 'Céili at the Crossroads'. NM192513

## public notices

### Public Notice

#### Newry Southern Relief Road Community Consultation

##### Provision of a new strategic road link between the A1 Dublin Road and A2 Warrenpoint Road

The Department for Infrastructure (DfI) is advancing the design and development of a new strategic road link to the south of Newry. This would provide an alternative route for strategic traffic that avoids Newry city centre.

The proposed scheme aims to provide a strategic transport link from the A1 Belfast - Dublin Key Transport Corridor to the A2 Warrenpoint Road dual camageway. The preferred route would commence on the A2 Warrenpoint Road, along the frontage of Greenbank Industrial Estate, cross the Newry River and Canal to the south of Drumalane Quarry and then continue in a westerly direction towards the A1, connecting into and upgrading the existing Ellisholding Junction.

As part of this process, DfI is hosting a community consultation event to seek feedback that will help shape the final design of the scheme and offer the general public an opportunity to engage directly with representatives of DfI, as well as other members of the project team. The consultation will consist of a variety of avenues including staffed community consultation events, unstaffed exhibition displays, the DfI website, email and telephone exchange. Comment sheets shall be available at all venues for feedback. Members of the Project Team will be present during the staffed events and will be contactable throughout the consultation process. The staffed Community Consultation event date, venue and time are listed below.

Date	Venue	Time
Wednesday 26 <sup>th</sup> and Thursday 27 <sup>th</sup> June 2019	Sean Hollywood Arts Centre, 1A Bank Parade, Newry, BT35 6HP	10.00 – 21.00

Unstaffed exhibition displays will also be located at the following venues from 17<sup>th</sup> June to 23<sup>rd</sup> August 2019:

- Sean Hollywood Arts Centre, 1A Bank Parade, Newry, BT35 6HP;
- Newry City Library, 79 Hill Street, Newry, BT34 1DG;
- Newry, Mourne and Down District Council Offices, Monaghan Row, Newry, BT35 8DJ; and
- Warrenpoint Town Hall, Church Street, Warrenpoint, Newry, BT34 3HN.

The exhibitions will be available for viewing during the normal opening hours of each venue.

DfI welcome any comments and will continue to consider these as part of the design and assessment process in order to finalise the preferred route. You may make representation using the feedback forms provided at the venues, or by email, letter and telephone as detailed below by 23<sup>rd</sup> August 2019.

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

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

**Telephone:** (028) 3832 0336

All project information is available at:

**Website:** <https://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview>



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

## Southern Area Hospice Donard Day 2019 Launch

SOUTHERN Area Hospice Services are delighted to launch their annual Donard Day Challenge which takes place on Saturday, August 17, in association with main sponsor, CRASH Services.

Adventurous souls are encouraged to sign up for the challenge of climbing Slieve Donard to raise funds for their local Hospice.

Walkers will set off from the Slieve Donard car park from 9.30am to begin their ascent of Northern Ireland's highest mountain.

There will be qualified guides on hand to lead the walk and provide plenty of support along the way.

Each participant will receive a commemorative event t-shirt and following the walk they can look forward to light refreshments in Hugh McCann's, kindly provided by CRASH Services.

CRASH Services have come on board as the main sponsors of the event for the third year in a row.

Jonathan McKeown, of CRASH Services, commented; "We are delighted to be the main sponsors of this great event for the third year.

"We are a business with strong links to the local area and the Hospice. Our staff look forward to taking part and helping out on the day.

"To put an event on like this it is very much a team effort. We have been working with the Hospice to make sure the event is a success.

"We are providing t-shirts and refreshments for participants, which means all participant donations goes to the Hospice."

Anne Mac Oscar of Southern Area Hospice Services encouraged people to sign up and thanked CRASH Services for their continued support.

"We are delighted to launch our Annual Donard Day and would encourage as many people as possible to get involved. It is always a brilliant day which is both challenging and rewarding for participants.

"We would sincerely like to thank CRASH Services for their ongoing support to the Southern Area Hospice. It is very much appreciated by all of us here.

"Southern Area Hospice Services has a fundraising target of £2.6 million for 2019 to help us to continue our work providing care and support for people who are living with Cancer and other life-limiting illnesses, such as Multiple Sclerosis and Motor Neurone Disease. Events such as Donard Day are so important in helping us to achieve our target."

Why not get your friends or family together and come along to support your local Hospice?

This challenge is open to people aged 11 and over (participants who are under 18 must be accompanied by an experienced adult walker).

Participants are asked to pay a registration fee of £10 and raise a further minimum of £40 in sponsorship.

For full details on the challenge or if you would like to register for Donard Day please contact Anne or Bernie on 02830 251 333 or email [macoscar@southernareahospiceservices.org](mailto:macoscar@southernareahospiceservices.org)

You can also sign up online at [www.event-brite.co.uk](http://www.event-brite.co.uk) by searching 'Donard Day'.



LEFT: LAUNCHING Southern Area Hospice Donard Day, which is taking place on Saturday, August 17, in association with main sponsor CRASH Services are (left to right) Bernie Byrne, Fundraising Officer, Southern Area Hospice; Jonathan McKeown, CEO, Crash Services; Eadaoin McCann, Marketing and Operations Executive, CRASH Services and Anne Mac Oscar, Regional Marketing Officer, Southern Area Hospice.



**HAPPY 21st BIRTHDAY MARTIN MAGILL**



FROM ALL THE FAMILY XO

**WANTED SCRAP CARS, VANS, TRUCKS, MOTORS, MACHINES AND APPLIANCES**  
 75 1327 3509

**BUILDING SITE WANTED**

**BUILDING SITE** wanted 0.5 acre, 2 miles, of Camlough / Brook area, cash Please forward Box No. 54040.

**GRASS CUTTING**

ES for grass cut- 028 4063 8405.

**WANTED STABLES**

**WANTED** New wooden horse stables, 2x10 with tack 10 per pair. 2 no. 100 per pair, suitable for other use. Tel. 075 1830 or 075 1833.

**PUBLIC NOTICE**  
**Newry Southern Relief Road**  
**Community Consultation**  
**Provision of a new strategic road link between the**  
**A1 Dublin Road and A2 Warrenpoint Road**

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As part of this process, DfI is hosting a community consultation event to seek feedback that will help shape the final design of the scheme and offer the general public an opportunity to engage directly with representatives of DfI, as well as other members of the project team. The consultation will consist of a variety of avenues including staffed community consultation events, unstaffed exhibition displays, the DfI website, email and telephone exchange. Comment sheets shall be available at all venues for feedback.

Members of the Project Team will be present during the staffed events and will be contactable throughout the consultation process. The staffed Community Consultation event date, venue and time are listed below.

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- Newry, Mourne and Down District Council Offices, Monaghan Row, Newry, BT35 8DJ; and
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The exhibitions will be available for viewing during the normal opening hours of each venue.

DfI welcome any comments and will continue to consider these as part of the design and assessment process in order to finalise the preferred route. You may make representation using the feedback forms provided at the venues, or by email, letter and telephone as detailed below by 23rd August 2019.

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

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

**Telephone:** (028) 3832 0336

All project information is available at:

**Website:**

<https://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview>

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



**Public Notice**

**Funding Opportunity up to £125,000**

**Invitation to Attend Maritime and Fisheries**

South East Area Fisheries sessions to provide information. I wish to apply for funding.

Under Union Priority that focus on promoting and supporting labour on fishing and aquaculture fisheries and into other areas.

Projects must be based in rural areas and demonstrate dependent communities.

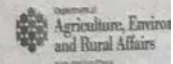
Information Session

- **Monday 24 June,**
- **Tuesday 25 June,**
- **Wednesday 26 June**

To confirm your attendance call 0300 013 2233, ext 2233.

Please confirm your attendance by 17th June.

**For more information**



Liam Hannaway, Chief Officer  
 Oifig an Iúir, Newry Office  
 O'Hagan House, Monaghan  
 Oifig Dhún Pádraig, Down  
 Downshire Civic Centre,  
 Ardglass Road, Downpatrick  
[www.newrymouredov](http://www.newrymouredov)

Ag freastal ar an tSéirbhís  
 Serving Down and

**Goods Vehicle Operator's Licence**

**FANE VALLEY FLEET LTD.**  
 of  
 Bankmore W



**THANKS**

**HANNA David**

The mother, brother, sisters and entire family circle of the late David Hanna wish to express our sincere thanks and sympathy for all the help and support shown to us on the recent sudden and sad bereavement of a son and brother who died on 19 March 2019. To the many relatives, friends, neighbours and work colleagues who visited our home, telephoned, brought gifts of food, sent sympathy cards, attended the funeral and also upheld the family with their prayers. To all those who sent donations in lieu of flowers for NI Air Ambulance and Motor Neurone Disease. A total amount of £3,000 was donated. Thanks also to Rev Patterson for his address given in the home and the church and his assistant Mr Backhurst. To Mrs Rose Quinn for presiding at the organ, also to the ladies of the church, our thanks for providing and serving tea after the service. Our thanks to Mr Jimmy Annett for the professional and dignified manner in which he carried out the funeral arrangements. Trusting this acknowledgement will be accepted by all as a token of our sincere appreciation.

**WILSON Charles Woodrow**

Charles Woodrow Wilson, of 28 Ballymageough Road, Killeel, passed away peacefully at his home on 14 June 2019. Charles was dearly loved by his sons James and Charles, daughters Jean, Elizabeth and Helen, sons-in-law, daughters-in-law and grandchildren. The family circle wish to thank all those who sympathised and supported them in their recent bereavement. Thanks to Dr Jadcak and Dr Chambers, district nurses, pharmacists at Gordons Chemist and Moneydarragh Flexicare for their care to Charles. Special thanks to Rev William Bingham for his pastoral care to Charles and the family, also for his words of comfort at the service in the home and in Mourne Presbyterian Church. This was greatly appreciated by everyone. Thanks also to the organist and caretaker. Heartfelt thanks to all the kind relatives, friends and neighbours who called at the family home, brought gifts, sent cards, telephoned, gave donations in lieu of flowers, attended the funeral or helped in any way. Grateful thanks also to the ladies who provided refreshments after the funeral. A special word of thanks to Mr Jimmy Annett, Funeral Director for the dignified and caring manner in which the funeral arrangements were carried out. As it would be impossible to thank everyone individually, we trust this acknowledgement will be accepted by all as a token of our sincere appreciation.

**Public Notices**

**DEVELOPMENTS PROPOSALS AT LONGSTONE GAC**

The committee of Longstone GAC and Longstone Community Association are proposing to lodge a planning application to undertake extensive improvement works to their outdoor facilities.

A public display of these proposals will be on show in Longstone Hall, 65 Longstone Road, Annalong, BT34 4UY on Tuesday 2nd July 2019 from 7.00pm until 9.00pm

The committee would like to invite all members and members of the wider public to attend on the above date to view our proposals and record any comments.

**Tony Burden (Chairperson)**  
**Conor Sloan (Secretary)**

**If you are currently unemployed and seeking employment why not check out the Situations Vacant column in the Mourne Observer? You may find something to suit your requirements**



Comhairle Ceannair an Iúir, Mhúrn agus an Dúin  
Newry, Mourne and Down District Council

**Public Notice**

Notice is hereby given that Newry, Mourne and Down District Council using its powers under Article 8A of the Road Traffic Regulation (Northern Ireland) Order 1997, proposes to temporarily restrict or prohibit vehicles for the following events.

The restriction/prohibition of traffic has been requested by Action Mental Health for **Granite Challenge:**

**Roads:** Commences at Ballydugan Road, Downpatrick – passes through Ballynoe, Ballykinler, Dundrum, Newcastle, Annalong, towards Attical – near Killeel, Bryansford, Clough and back to Downpatrick finishing at Ballydugan Road.

**The restriction will start on Sunday 6th October 2019 from 9.30am to 3.00pm**

The following restriction/prohibition of traffic has been requested by Newcastle Athletics Club for the **Up Hill 1 Mile Road Run:**

**Roads:** Mill Hill, Castlewellan

**Junctions:** Ballylough Road, Main Street

**The restriction will start on Tuesday 3 September 2019 from 7.00pm to 7.20pm**

Alternative routes will be signed.

A copy of the road closure request application form, route and diversion maps may be inspected electronically at [www.newrymournedown.org](http://www.newrymournedown.org) or in person during normal office hours at the Council's Downpatrick Office address below.

Written representations may be sent to this address or emailed to [licensing@nmandd.org](mailto:licensing@nmandd.org)

Closing date for written representations is **Wednesday 10 July 2019 at 5pm.**

Representations received after this will not be considered.

Liam Hannaway, Chief Executive  
**Oifig an Iúir, Newry Office**  
O'Hagan House, Monaghan Row, Newry BT35 8DJ  
**Oifig Dhún Pédraig, Downpatrick Office**  
Downshire Civic Centre, Downshire Estate, Ardglass Road, Downpatrick BT30 6GQ  
[www.newrymournedown.org](http://www.newrymournedown.org)

**Ag Freastal ar an Dúin agus Ard Mhaecha Theas Serving Down and South Armagh**

**LAND REGISTRY**

**APPLICATION FOR OWNERSHIP BASED ON POSSESSION**

County Down  
Folio: 20079 (part of)  
Application No: 2018/695798  
Lands of: Carnalroe, Ballyward, Castlewellan, Co Down  
Registered Owner: Sandra Victoria Morrison

TAKE NOTICE that William Doyle of 15 Dromara Road, Leitrim, Castlewellan, Co Down BT31 9SH has applied to the Land Registry under Section 53 of the Land Registration Act (Northern Ireland) 1970 to be registered as full owner of that part of the land in the above folio(s) described on a map which may be inspected at the office of the Land registry at the office below.

Any person objecting to compliance with the application should write to the Registrar of Titles, Land Registry, 7 Lanyon Plaza, Belfast, BT1 3LP WITHIN 28 DAYS of the publication of this notice setting out valid grounds of objection.

The County, Folio number and application number must be quoted on all correspondence.

Unless any objection stating sufficient grounds is so lodged, registration may be effected pursuant to the application.

Christine Farrell  
Registrar of Titles

Application lodged by Con Lavery & Co., Solicitors, 34 Bridge Street, Banbridge, Co Down, BT32 3JS.

**Public Notices**

**APPLICATION FOR FESTIVAL ENTERTAINMENT LICENCE**

Notice is hereby given that an application has been made to Newry, Mourne and Down District Council for festival entertainment licence in respect of the premises known as Liatroim Fontenoy GAC Park, 11 Backaderry Road, Leitrim, Castlewellan, Co. Down, BT31 9SL.

The name and address of the applicant is Dan Morgan, Liatroim Fontenoy's GAC, 11 Backaderry Road, Leitrim, Castlewellan, BT31 9SL.

Nature of entertainment: music and dancing from Thursday 2nd August 2018-Sunday 5th August 2018. Any representation in respect of this application should be made to Newry, Mourne and Down District Council, Downshire Civic Centre, Downshire Estate, Ardglass Road, Downpatrick, BT30 6GQ within 28 days of making this application. Dated this 26th day of June, 2019.

**NOTICE OF APPLICATION FOR ENTERTAINMENTS LICENCE**

TAKE notice that an application dated 26th June 2019 has been made to Newry, Mourne and Down District Council for the renewal of an Entertainments Licence in respect of premises known as Killeel Golf Club, Mourne Park, Killeel, Co Down, BT34 4LB.

The name and address of the applicant is Maire McKibbin, Honorary Secretary, Killeel Golf Club, Mourne Park, Killeel, Co Down.

Nature of entertainment: music, dancing, singing, etc. Any representation in respect of this application should be made to Newry, Mourne and Down District Council, Licensing Section, Building Control Dept., Monaghan Row, Newry, BT35 8DJ, within 28 days of the making of this application. Dated this 26th day of June 2019.

**CHEMIST ROTA**

Sunday 30 June  
McKeever's Chemists  
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Newcastle  
BT33 0AD  
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**Public Notice**

**Newry Southern Relief Road Community Consultation**

**Provision of a new strategic road link between the A1 Dublin Road and A2 Warrenpoint Road**

The Department for Infrastructure (DfI) is advancing the design and development of a new strategic road link to the south of Newry. This would provide an alternative route for strategic traffic that avoids Newry city centre.

The proposed scheme aims to provide a strategic transport link from the A1 Belfast-Dublin Key Transport Corridor to the A2 Warrenpoint Road dual carriageway. The preferred route would commence on the A2 Warrenpoint Road, along the frontage of Greenbank Industrial Estate, cross the Newry River and Canal to the south of Drumalane Quarry and then continue in a westerly direction towards the A1, connecting into and upgrading the existing Ellisholding Junction.

As part of this process, DfI is hosting a community consultation event to seek feedback that will help shape the final design of the scheme and offer the general public an opportunity to engage directly with representatives of DfI, as well as other members of the project team. The consultation will consist of a variety of avenues including staffed community consultation events, unstaffed exhibition displays, the DfI website, email and telephone exchange. Comment sheets shall be available at all venues for feedback.

Members of the Project Team will be present during the staffed events and will be contactable throughout the consultation process. The staffed Community Consultation event date, venue and time are listed below.

Date	Venue	Time
Wednesday 26th and Thursday 27th June 2019	Sean Hollywood Arts Centre, 1A Bank Parade, Newry, BT35 6HP	10.00 – 21.00

Unstaffed exhibition displays will also be located at the following venues from 17th June to 23rd August 2019:

- Sean Hollywood Arts Centre, 1A Bank Parade, Newry, BT35 6HP;
- Newry City Library, 79 Hill Street, Newry, BT34 1DG;
- Newry, Mourne and Down District Council Offices, Monaghan Row, Newry, BT35 8DJ; and
- Warrenpoint Town Hall, Church Street, Warrenpoint, Newry, BT34 3HN.

The exhibitions will be available for viewing during the normal opening hours of each venue. DfI welcome any comments and will continue to consider these as part of the design and assessment process in order to finalise the preferred route. You may make representation using the feedback forms provided at the venues, or by email, letter and telephone as detailed below by 23rd August 2019.

**Email:** [Southern.SRI@infrastructure-ni.gov.uk](mailto:Southern.SRI@infrastructure-ni.gov.uk)  
**Address:** SRI Team, DfI Roads, Southern Division, Marlborough House, Craigavon, BT64 1AD  
**Telephone:** (028) 3832 0336  
All project information is available at:  
**Website:** <https://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview>

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

**CATHERINE B TOOLAN RYAN DECEASED**

NOTICE IS HEREBY GIVEN pursuant to Section 28 (Deceased Estates) of the Trustee Act (Northern Ireland) 1958, that any person having a claim against or an interest in the estate of the above deceased person is hereby required to send particulars in writing of his/her claim or interest to the personal representatives whose names and address are set out below, and to send such particulars before 13 September 2019 in relation to the said deceased person after which date the personal representatives will distribute the estate among the persons entitled thereto having regard only to the claims and interests of which they have had notice and will not, as respects the property so distributed, be liable to any person of whose claim they shall not then have had notice. Personal Representatives: James Toolan and Patrick Ryan, Replies to Box No. 208 The Mourne Observer, 81 Main Street, Newcastle, Co. Down BT33 0AE



Planning Appeals Commission

Planning Appeal

[www.pacni.gov.uk](http://www.pacni.gov.uk)

The following appeals have been received. Any person wishing to make representations about the appeal should do so in writing to the Planning Appeals Commission at Park House, 87/91 Great Victoria Street, Belfast, BT2 7AG. Representations must be received within 14 days to ensure participation in the appeal process. Copies of such representations will be sent to the parties involved.

Appeal Ref No	Appellant Name	Development and Location
2019/A0049	Blackgate Developments Ltd	Proposed demolition of existing building and erection of 2 No. dwelling houses retaining wall, landscaping and ancillary site works. Lands approximately 60 metres east of No. 4 Beach Side Harbour Road Killeel Newry BT34 4CE

**If you are currently unemployed and seeking employment why not check out the Situations Vacant column in the Mourne Observer? You may find something to suit your requirements**

## Appendix C – Community Consultation Leaflet



## PURPOSE OF COMMUNITY CONSULTATION

DfI is seeking the public's comments and views on how to help shape the final design of the proposed Newry Southern Relief Road. This process also offers an opportunity to engage directly with representatives of DfI, as well as other members of the project team.

To date, the community consultation process has allowed DfI to develop options by taking into account comments and issues raised. This has included continued liaison with affected landowners and other stakeholders, investigating measures needed to offset impacts the scheme may have on the environment and local communities.

This consultation shall again consist of a variety of avenues including an interactive community consultation event, unstaffed exhibition displays, the DfI website, as well as via email and telephone. Comment sheets will be available at all venues.

## WHAT HAPPENS NEXT?

DfI will further develop the preferred route and seek to publish draft Orders and an Environmental Statement during winter 2019/2020 for formal comment. Depending on the responses received, DfI may decide to hold a Public Inquiry into the proposed scheme.

The draft Direction Order will define the line of the developed preferred route. The draft Vesting Order will define the extent of land required to deliver, operate and maintain the proposed scheme.

The next stage of the assessment process will include:

- Further consultation with affected parties and stakeholders;
- Continued design and development of the scheme;
- Ground investigation works (ongoing);
- Identification of the land required for the scheme;
- Environmental Impact Assessment; and
- Development of suitable mitigation measures to minimise impacts, such as:
  - Construction Environmental Management Plan;
  - Ecological measures including mammal underpasses, ledges, fences, planting, etc;
  - Landscape planting;
  - Noise barriers or environmental bunds;
  - Sustainable drainage measures;
  - Provision of new cycleways and footways; and
  - Accommodation works, third-party accesses.

## UNSTAFFED EXHIBITION DISPLAYS

Unstaffed exhibition displays will be located at the following venues from 17<sup>th</sup> June to 23<sup>rd</sup> August 2019.

- Sean Hollywood Arts Centre
- Newry City Library, 79 Hill Street, BT34 1DG
- Newry, Mourne and Down District Council Offices, Monaghan Row, Newry, BT35 8DJ
- Warrenpoint Town Hall, Church Street, BT34 3HN

The exhibitions will be available for viewing during the normal opening hours of each venue.

## COMMENTS AND FURTHER INFORMATION

DfI welcome any comments and will continue to consider these as part of the design and assessment process in order to finalise the preferred route.

Should you have any queries, comments, or require this leaflet in an accessible format, please submit via any of the following by 23<sup>rd</sup> August 2019:



The Strategic Roads Improvement Team  
Department for Infrastructure - Roads  
Southern Division, Marlborough House,  
Central Way, Craigavon,  
BT64 1AD



Southern.SRI@infrastructure-ni.gov.uk



(028) 3832 0336

All project information is available at:



[www.infrastructure-ni.gov.uk/  
articles/newry-southern-relief-road-overview](http://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview)



It is important to note that any comments made during the consultation process do not affect your statutory rights to make further comment upon publication of the draft Direction Order, the draft Vesting Order or the Environmental Statement.

## NEWRY SOUTHERN RELIEF ROAD

Co-financed by the European Union  
through the European Transport Network (TEN-T)

## COMMUNITY CONSULTATION

Sean Hollywood Arts Centre, Newry,  
1A Bank Parade, BT35 6HP

Wednesday 26<sup>th</sup> and Thursday 27<sup>th</sup> June 2019  
from 10am to 9pm

The Department for Infrastructure (DfI) - Roads is advancing the design and development of a new strategic road link to the south of Newry, between the A1 Dublin Road dual carriageway and A2 Warrenpoint Road dual carriageway. This would provide an alternative route for strategic traffic that avoids Newry city centre.



This leaflet informs the public of the upcoming community consultation and provides further information on the preferred route.



Department for  
**Infrastructure**  
An Roinn  
**Bonneagair**

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



## THE PROPOSED SCHEME

Strategic traffic travelling between the A1 and A2 (including Heavy Goods Vehicles between Belfast / Dublin and Warrenpoint Port), is currently required to pass through Newry city centre. The high volume of traffic leads to significant congestion during periods of peak demand, resulting in increased journey times and poor journey time reliability. The conflict between strategic and local traffic contributes to the congestion.

The proposed scheme aims to provide a strategic transport link road between the Key Transport Corridor of the A1/N1 Belfast to Dublin route with the A2 and Northern Ireland's second largest port at Warrenpoint, improving journey times and journey time reliability.

Road safety and traffic congestion within Newry city centre would also be improved by introducing an alternative route for traffic. Accessibility to both Newry City and Warrenpoint Port (and the wider South Down area) would be enhanced. The new route would support and maintain sustainable economic growth and employment within the area.

## OBJECTIVES

Transport objectives of the proposed scheme are to:

- Reduce journey times for strategic traffic between the A1/N1 Belfast / Dublin Key Transport Corridor and the A2 Warrenpoint Road;
- Improve journey time reliability for strategic traffic;
- Reduce conflict between strategic and local traffic movements;
- Contribute positively to transport economic efficiency;
- Contribute positively to road safety;
- Minimise impact on the environment;
- Achieve value for money; and
- Maintain navigation on the Newry Ship Canal.

## PREFERRED ROUTE

## NEWRY SOUTHERN RELIEF ROAD

Co-financed by the European Union  
Trans-European Transport Network (TEN-T)



**PREFERRED ROUTE**

PLEASE NOTE: Subsequent in-depth study may result in some changes to the position of the preferred route alignment. Any such changes should be contained within the grey highlighted area.

Ongoing scheme design will result in the development of accommodation works, third party accesses and additional improvements to the existing public road network, etc. These may extend beyond the grey highlighted area.

When selecting the preferred route, DfI considered a number of factors, including:

- scheme objectives;
- safety;
- benefits;
- costs;
- environmental impacts;
- construction; and
- public consultation feedback.

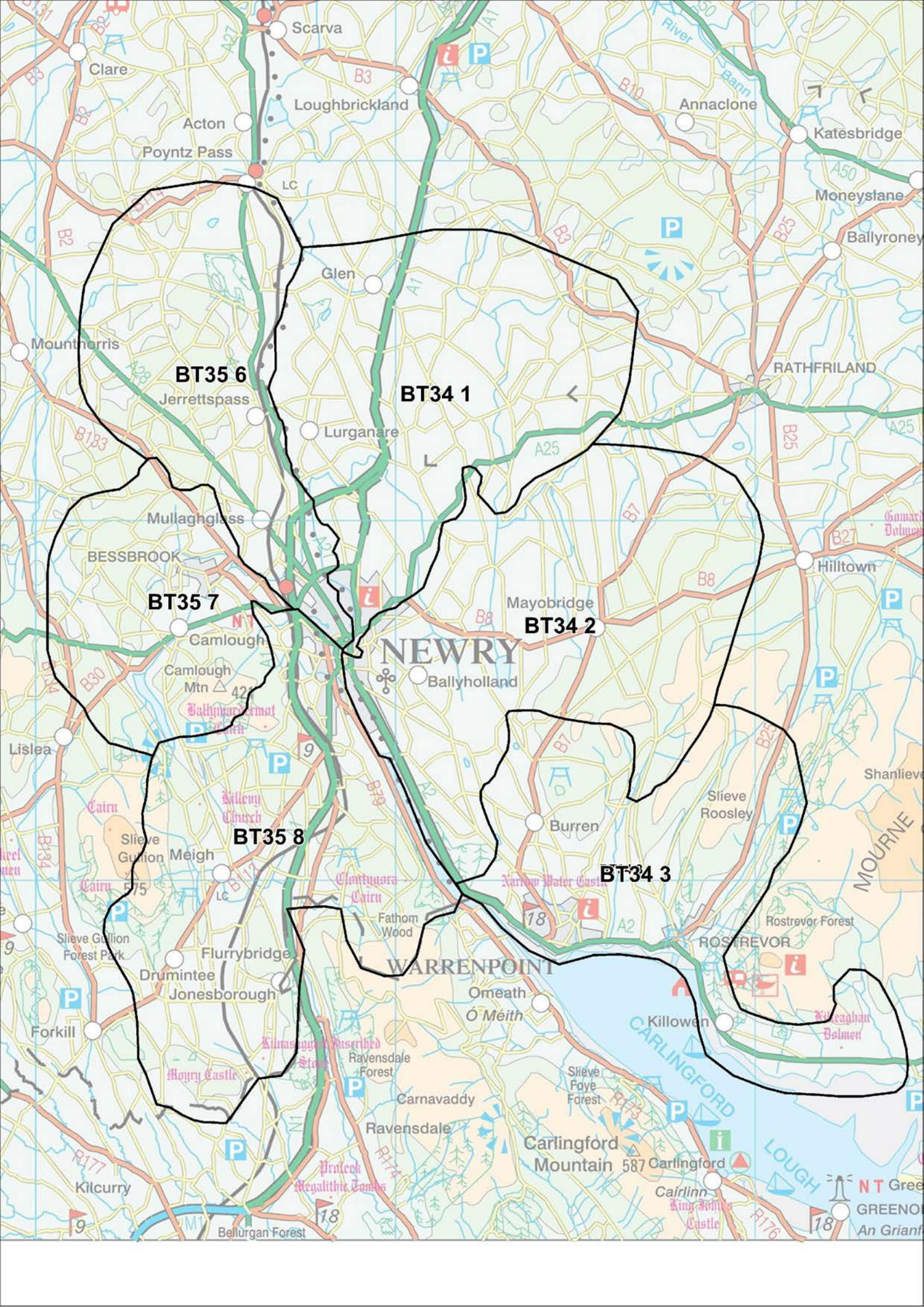
The preferred route would encounter numerous natural and built constraints that the design must negotiate or mitigate to enable the scheme to proceed. These include:

- Land and Property;
- Newry River and Ship Canal (Scheduled Monument);
- Gradient (crossing Fathom Mountain) and terrain;
- Ring Of Gullion Area of Outstanding Natural Beauty (AONB);
- Sites of Local Nature Conservation Importance (SLNCI); and
- Long-Established Woodland (Benson's Glen).

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## Appendix D – Leaflet Distribution





**BT35 6**

Jerrettspass

**BT34 1**

**BT35 7**

Camalough

**BT34 2**

Mayobridge

**BT35 8**

Flurrybridge

**BT34 3**

Burren

**NEWRY**

Ballyholland

**WARRENPOINT**

Omeath

O' Meith

**ROSTREVOR**

Killowen

**Carlingford Mountain** 587

Carlingford

**MOURNE**

**CARLINGFORD**

**LOUGH**

**NT Green**  
**GREENO**  
**An Grianf**



## Appendix E – Letters of Invitation & List of Guests Invited

# Newry Southern Relief Road Stage 3 Consultation Event (June 2019)

Key Stakeholders: Political

MEPs:

Ms	Diane Dodds	DUP	MEP	DUP European Office, Garvey Studios, Longstone Street, Lisburn, Co. Antrim, BT28 1TP	Diane.dodds@ep.europa.eu
Ms	Naomi Long	Alliance	MEP	56 Upper Newtownards Road, BELFAST BT4 3EL	Naomi.long@allianceparty.org
Ms	Martina Anderson	Sinn Fein	MEP	Suite 1 Spencer House, 18-22 Spencer Road, Londonderry BT47 6QA	Martina.anderson@ep.europa.eu

MPs:

Mr	Mickey Brady	Sinn Fein	MP	1 Kilmorey Terrace, Patrick Street, Ballinlare, Newry, BT53 8DW	mickey.brady28@gmail.com
Mr	Chris Hazzard	Sinn Fein	MP	64 St Patricks Avenue, Downpatrick, BT30 6ND	chrishazzardsf@gmail.com

MLAs:

Mr	Cathal Boylan	Sinn Fein	MLA	59 Thomas Street, Armagh, BT61 7QB	cathalboylan@hotmail.com
Ms	Megan Fearon	Sinn Fein	MLA	1 Kilmorey Terrace, Patrick Street, Ballinlare, Newry, BT53 8DW	megan.fearon@mli.niassembly.gov.uk
Mr	William Irwin	DUP	MLA	18 Main Street, Richhill, BT61 9PW	william.irwin@mli.niassembly.gov.uk
Mr	Justin McNulty	SDLP	MLA	15 Trevor Hill, Carneyhough, Newry, BT34 1DN	justin.mcnulty@mli.niassembly.gov.uk
Mr	Conor Murphy	Sinn Fein	MLA	10 Newry Street, Crossmaglen, BT35 9JH	conor.murphy@mli.niassembly.gov.uk
Ms	Sinead Bradley	SDLP	MLA	11-14 Newry Street, Ringmackilroy, Warrenpoint, BT34 3JZ	sinead.bradley@mli.niassembly.gov.uk
Ms	Sinead Ennis	Sinn Fein	MLA	3 Dock Street,	sinead.ennis@mli.niassembly.gov.uk



				Warrenpoint, Co. Down, BT34 3LZ	
Ms	Emma Rogan	Sinn Fein	MLA	St Patrick Avenue, Downpatrick, Co. Down, BT30 6DD	emmaroganmla@gmail.com
Mr	Colin McGrath	SDLP	MLA	97a Main Street, Ballaghbeg, Newcastle, BT33 0AE	colin.mcgrath@mla.niassembly.gov.uk
Mr	Jim Wells	DUP	MLA	12 Bridge Street, Kilkeel, BT34 4AD	jim.wells@mla.niassembly.gov.uk

#### Local Councillors:

Mr	Charlie Casey	Sinn Fein	Local Councillor	Newry Office, Monaghan Row, Newry, BT35 8DJ	charlie.casey@nmandd.org
Ms	Valerie Harte	Sinn Fein	Local Councillor	Newry Office, Monaghan Row, Newry, BT35 8DJ	valerie.harte@nmandd.org
Mr	Gavin Malone	Independent	Local Councillor	Newry Office, Monaghan Row, Newry, BT35 8DJ	gavin.malone@nmandd.org
Ms	Liz Kimmins	Sinn Fein	Local Councillor	Newry Office, Monaghan Row, Newry, BT35 8DJ	Liz.kimmins@nmandd.org
Mr	Gary John Stokes	SDLP	Local Councillor	Newry Office, Monaghan Row, Newry, BT35 8DJ	gary.stokes@nmandd.org
Mr	Michael Savage	SDLP	Local Councillor	Newry Office, Monaghan Row, Newry, BT35 8DJ	michael.savage@nmandd.org
Mr	Mark Gibbons	Independent	Local Councillor	Newry Office, Monaghan Row, Newry, BT35 8DJ	mark.gibbons@nmandd.org
Mr	Declan McAteer	SDLP	Local Councillor	Newry Office, Monaghan Row, Newry, BT35 8DJ	declan.mcateer@nmandd.org
Ms	Karen McKeivitt	SDLP	Local Councillor	Newry Office, Monaghan Row, Newry, BT35 8DJ	karen.mckevitt@nmandd.org
Mr	Gerry O'Hare	Sinn Fein	Local Councillor	Newry Office, Monaghan Row, Newry, BT35 8DJ	gerry.o'hare@nmandd.org
Mr	Mickey Ruane	Sinn Fein	Local Councillor	Newry Office, Monaghan Row, Newry, BT35 8DJ	michael.ruane@nmandd.org
Mr	Jarlath Tinnelly	Independent	Local Councillor	Newry Office, Monaghan Row, Newry, BT35 8DJ	jarlath.tinnelly@nmandd.org

Key Stakeholders: Environmental

■	[Redacted]	[Redacted]	[Redacted]	
[Redacted]	[Redacted]	[Redacted]	[Redacted]	
[Redacted]	[Redacted]	[Redacted]	[Redacted]	
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O'Reilly	Edmund (Ned)
Murphy	Damien
Magennis	Edward
McKenna	Desi
Grey	Lorraine
McEvoy	Leonard Joseph
Donnelly	Alison (Alice)
Kane	Donal
McCann	Robert
McAleenan	Maeve Elizabeth
Carragher	Katherine (Kate)



**Southern Division**

Marlborough House  
Central Way  
Craigavon  
BT64 1AD  
Tel: (028) 3832 0336  
E-mail: [Southern.SRI@infrastructure-ni.gov.uk](mailto:Southern.SRI@infrastructure-ni.gov.uk)  
Our reference:  
NSRR Community Consultation

17 June 2019

Dear \*\*\*

### **NEWRY SOUTHERN RELIEF ROAD – STAGE 3 COMMUNITY CONSULTATION**

Further to the announcement of the Preferred Route for the Newry Southern Relief Road scheme in October 2018, the Department for Infrastructure (DfI) is continuing to advance the development of this new strategic road link, between the A1 Dublin Road dual carriageway and A2 Warrenpoint Road dual carriageway. As part of this process, the Department is now hosting a further community consultation event to seek comments and views to help shape the final design of the scheme.

As you have previously been contacted as a stakeholder in relation to this scheme, the Department invites you to a closed session consultation in the:

- Sean Hollywood Arts Centre Auditorium on Tuesday 25<sup>th</sup> June 2019 from 2pm to 4pm.

The consultation session will start with a short presentation of the scheme, given by the Department and its technical advisors, followed by a question and answer session. You will then have an opportunity to view the Community Consultation Event material in the venue's Carroll Gallery thereafter.

The Department will also be hosting a further 2 day Community Consultation Event for the general public which will take place in the same venue on Wednesday 26<sup>th</sup> and Thursday 27<sup>th</sup> June 2019 from 10am to 9pm. Representatives from the project team will also be available to explain the scheme further and to answer questions. You are welcome to attend this event at any time.

Yours faithfully

A handwritten signature in black ink that reads "Aloysius Loughran". The signature is written in a cursive style with a large initial 'A' and 'L'.

Aloysius Loughran  
Project Manager  
SRI Team (Southern Division)  
DfI – Roads

Enc: *"Newry Southern Relief Road Community Consultation Leaflet 2019"*

**Southern Division**



Marlborough House  
Central Way  
Craigavon  
BT64 1AD  
Tel: (028) 3832 0336  
E-mail: Southern.SRI@  
infrastructure-ni.gov.uk  
Our reference:  
NSRR Community Consultation

17 June 2019

Dear Sir/Madam,

### **NEWRY SOUTHERN RELIEF ROAD – STAGE 3 COMMUNITY CONSULTATION**

Further to the announcement of the Preferred Route for the Newry Southern Relief Road scheme in October 2018, the Department for Infrastructure (DfI) is continuing to advance the development of this new strategic road link, between the A1 Dublin Road dual carriageway and A2 Warrenpoint Road dual carriageway. As part of this process, the Department is now hosting a further community consultation event to seek comments and views to help shape the final design of the scheme.

The Department will be hosting a 2 day Community Consultation Event for the general public which will take place in the Sean Hollywood Arts Centre, Newry on:

- Wednesday 26<sup>th</sup> and Thursday 27<sup>th</sup> June 2019 from 10am to 9pm.

As you have previously attended a community drop-in session, you are being contacted to ensure that you are aware of this new upcoming Community Consultation event.

Representatives from the project team will be available at the venue during the event to explain the scheme further and to answer questions. You are welcome to attend this event at any time.

Yours faithfully

A handwritten signature in black ink that reads "Aloysius Loughran". The signature is written in a cursive style with a large initial 'A' and 'L'.

Aloysius Loughran  
Project Manager  
SRI Team (Southern Division)  
DfI – Roads

Enc: *"Newry Southern Relief Road Community Consultation Leaflet 2019"*

## Appendix F – Poster Flyer Advertising

# Newry Southern Relief Road Community Consultation Event

## Sean Hollywood Arts Centre

### 1A Bank Parade, Newry, BT35 6HP

#### Wednesday 26<sup>th</sup> and Thursday 27<sup>th</sup> June 2019

#### from 10am to 9pm

The Department for Infrastructure (DfI) - Roads is advancing the design and development of a new strategic road link to the south of Newry, between the A1 Dublin Road dual carriageway and A2 Warrenpoint Road dual carriageway. This would provide an alternative route for strategic traffic that avoids Newry city centre.

DfI is seeking the public's comments and views on how to help shape the final design of the proposed Newry Southern Relief Road. This process also offers an opportunity to engage directly with representatives of DfI, as well as other members of the project team.

Unstaffed exhibition displays will also be located at the following venues from 17<sup>th</sup> June to 23<sup>rd</sup> August 2019:

- Sean Hollywood Arts Centre;
- Newry City Library, 79 Hill Street, BT34 1DG;
- Newry, Mourne and Down District Council Offices, Monaghan Row, Newry, BT35 8DJ; and
- Warrenpoint Town Hall, Church Street, BT34 3HN

The exhibitions will be available for viewing during normal opening hours of each venue.

DfI welcome any comments and will continue to consider these as part of the design and assessment process in order to finalise the preferred route.

Should you have any queries, comments, or require this leaflet in an accessible format, please submit via any of the following by 23<sup>rd</sup> August 2019:



**The SRI Team, Department for Infrastructure (Southern Division),  
Marlborough House, Central Way, Craigavon, BT64 1AD**



**Southern.SRI@infrastructure-ni.gov.uk**



**(028) 3832 0336**



**[www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview](http://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview)**



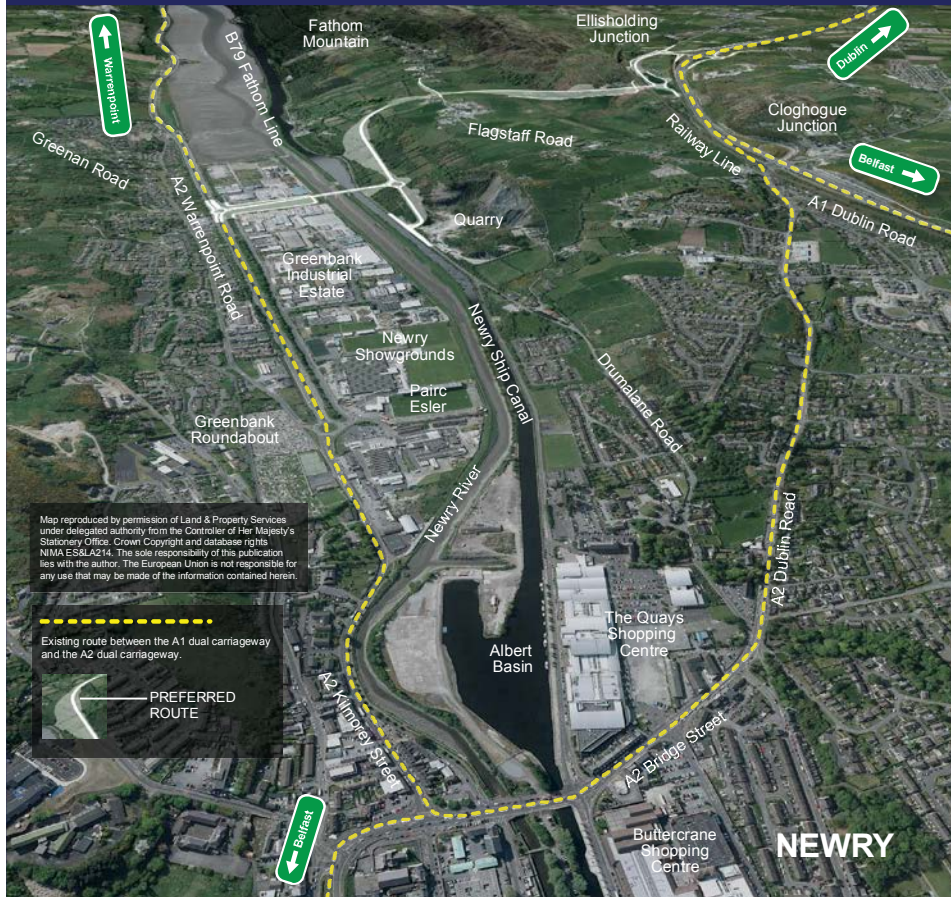


## Appendix G – Unstaffed Exhibition Displays

## COMMUNITY CONSULTATION

Sean Hollywood Arts Centre, Newry,  
1A Bank Parade, BT35 6HP

Wednesday 26th and Thursday 27th June 2019  
from 10am to 9pm



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Existing route between the A1 dual carriageway and the A2 dual carriageway.

PREFERRED ROUTE

The Department for Infrastructure (DfI) is advancing the design and development of a new strategic road link to the south of Newry, between the A1 Dublin Road dual carriageway and A2 Warrenpoint Road dual carriageway. This would provide an alternative route for strategic traffic that avoids Newry city centre.

The proposed scheme would link to the Eastern Seaboard (A1/N1 Belfast-Dublin) Key Transport Corridor, which includes road and rail links between Larne (via the Belfast Metropolitan Area) and the border at Newry, facilitating onward travel to Dublin and improving access to other regional gateways. The scheme is part of DfI's Strategic Road Improvement (SRI) Programme.

### PURPOSE OF COMMUNITY CONSULTATION

DfI is seeking the public's comments and views on how to help shape the final design of the preferred route. This process also offers an opportunity to engage directly with representatives of DfI, as well as other members of the project team.

To date, the community consultation process has allowed DfI to develop options by taking into account comments and issues raised. This has included continued liaison with affected landowners and other stakeholders, investigating measures needed to offset impacts the scheme may have on the environment and local communities.

If you would like to make your views known, please complete the feedback form available from this venue or download via the link below:

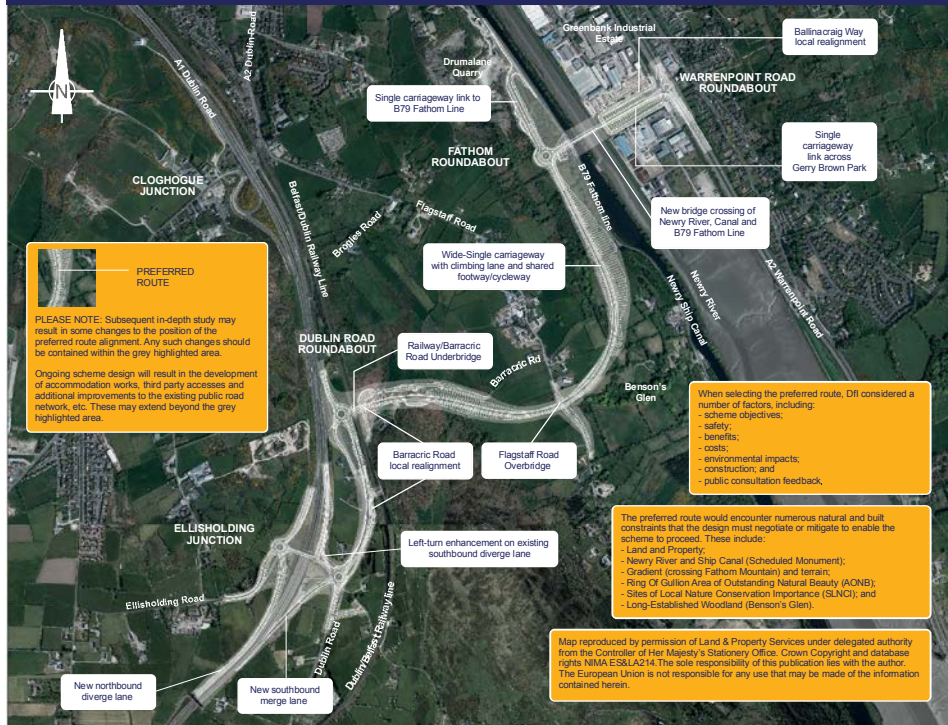
<https://www.infrastructure-ni.gov.uk/publications/newry-southern-relief-road-stage-3-community-consultation-feedback-form>

Closing date for return of feedback forms is Friday 23<sup>rd</sup> August 2019.



## THE PROPOSED SCHEME

The proposed scheme aims to provide a strategic transport link road between the Key Transport Corridor of the A1/N1 Belfast to Dublin route with the A2 and Northern Ireland's second largest port, improving journey times and journey time reliability. It is envisaged road safety and traffic congestion within Newry city centre would also be improved by introducing an alternative route for traffic. Accessibility to both Newry City and Warrenpoint Port (and the wider South Down area) would be enhanced. The new route would help support and maintain sustainable economic growth and employment within the area.



Transport objectives of the scheme are to:

- Reduce journey times for strategic traffic between the A1 Belfast/Dublin (Eastern Seaboard) Key Transport Corridor and the A2 Warrenpoint Road;
- Improve journey time reliability for strategic traffic;
- Reduce conflict between strategic and local traffic movements;
- Contribute positively to transport economic efficiency;
- Contribute positively to road safety;
- Minimise impact on the environment;
- Achieve value for money; and
- Maintain navigation of the Newry Ship Canal.

To meet these objectives preferred route for the scheme would comprise:

- an at-grade roundabout on the A2 Warrenpoint Road, in the vicinity of the Greenbank Industrial Estate;
- a single carriageway strategic link road through Gerry Brown Park, crossing the Newry River and Canal, to a new at-grade roundabout west of Fathom Line;
- a single carriageway link between the new at-grade Fathom Roundabout and the B79 Fathom Line;
- a wide-single carriageway strategic link road between the new Fathom Roundabout and a new at-grade roundabout on the Dublin Road, immediately west of the Belfast-Dublin Railway, that crosses the northern edge of Benson's Glen;
- a single carriageway link road between the new Dublin Road Roundabout and Brogies Road;
- a single carriageway upgrade of the Dublin Road, providing a strategic link between the new Dublin Road Roundabout and A1 Ellisholding Junction;
- an enhanced A1 Ellisholding Junction providing connections to and from the A1 for both northbound and southbound traffic; and
- a segregated cycleway/footway facility between the A2 Warrenpoint Road and the A1 Ellisholding Junction that links existing provision for non-motorised users.

All project information is available at:

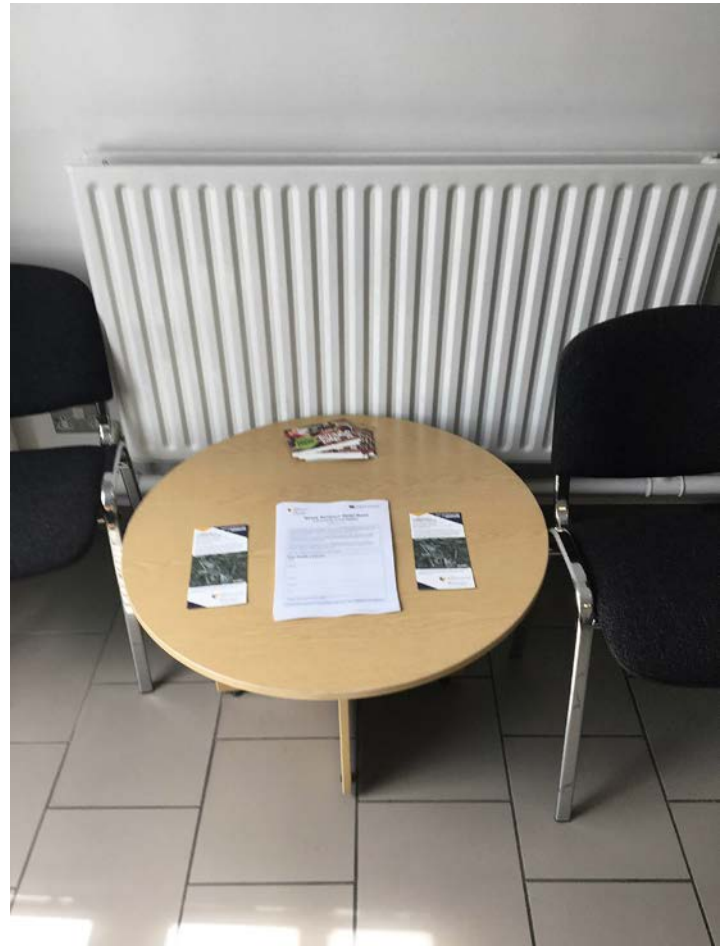
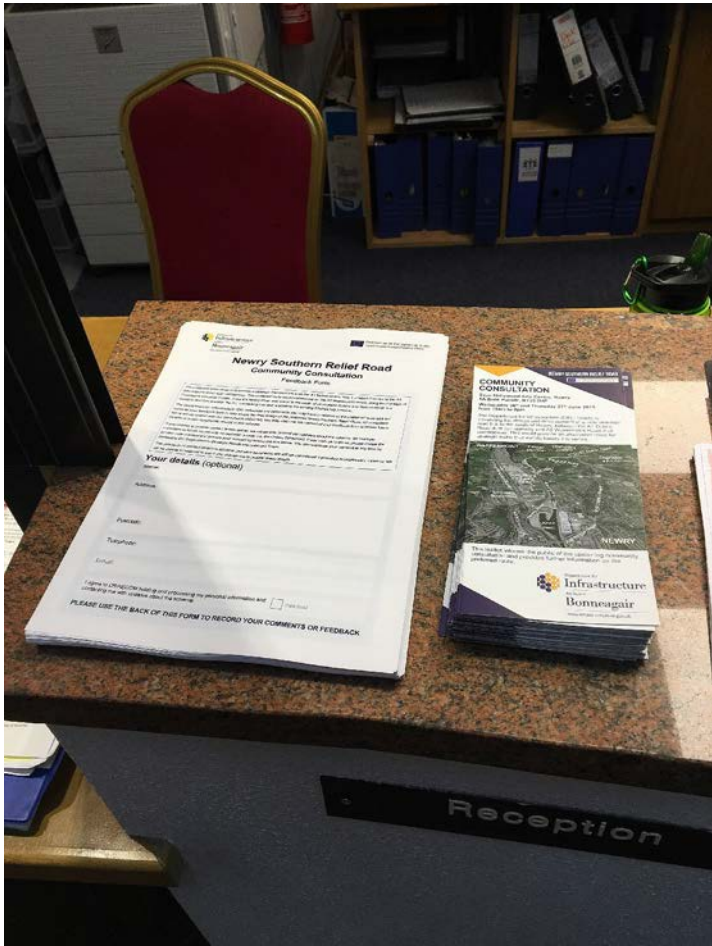
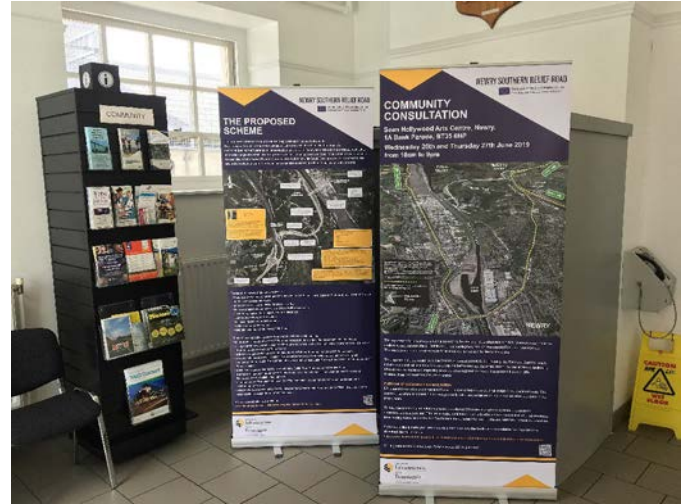
[www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview](http://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview)











## **Appendix H – Pre-Consultation Briefing and Presentation**

H.1 Presentation Slides

H.2 Presentation Attendees



## H.1 Presentation Slides

## Newry Southern Relief Road

 Co-financed by the European Union  
Trans-European Transport Network (TEN-T)

 Department for  
**Infrastructure**  
An Roinn  
**Bonneagair**  
[www.infrastructure-ni.gov.uk](http://www.infrastructure-ni.gov.uk)

# Newry Southern Relief Road Community Consultation June 2019



## Welcome

 Department for  
**Infrastructure**  
An Roinn  
**Bonneagair**  
[www.infrastructure-ni.gov.uk](http://www.infrastructure-ni.gov.uk)

Aloysius Loughran –  
DfI Roads, Departmental Project Manager

Michael MacLean –  
AECOM, Consultant Project Manager



## Background



The Department for Infrastructure (DfI) is currently developing the design for a new strategic road link between the A1 Dublin Road and the A2 Warrenpoint Road.



## Development



Through this community consultation event DfI is seeking feedback that will help shape the final design of the scheme. You will have an opportunity to engage directly with representatives of DfI, as well as other members of the project team.



## Engagement



Representatives from DfI, and its Technical Advisors AECOM, will be available to provide an update on the scheme and answer your questions relating to the developing proposals.



## Feedback



We encourage you to view the display material and speak with representatives of the project team during this consultation event, and to provide feedback using the forms available at the venues, or by email, letter or telephone.







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## Consultation Format

3-day event (1-day by invitation + 2-day public sessions)

<p><b>Tue 25<sup>th</sup> June 2019</b> <i>Affected Landowners</i> <i>Elected Members (Council, MLA, MEP)</i> <i>Stakeholders</i></p>	<p><b>Wed 26<sup>th</sup> to – Thu 27<sup>th</sup> June 2019</b> <i>General Public</i></p>
---	--

7-week unstaffed exhibition displays

**Mon 17<sup>th</sup> June to Fri 23<sup>rd</sup> August 2019**

<i>Sean Hollywood Arts Centre;</i>	<i>Newry, Mourne and Down District Council Offices;</i>
<i>Newry City Library;</i>	<i>Warrenpoint Town Hall.</i>





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## Other Engagement

Drop-in Sessions

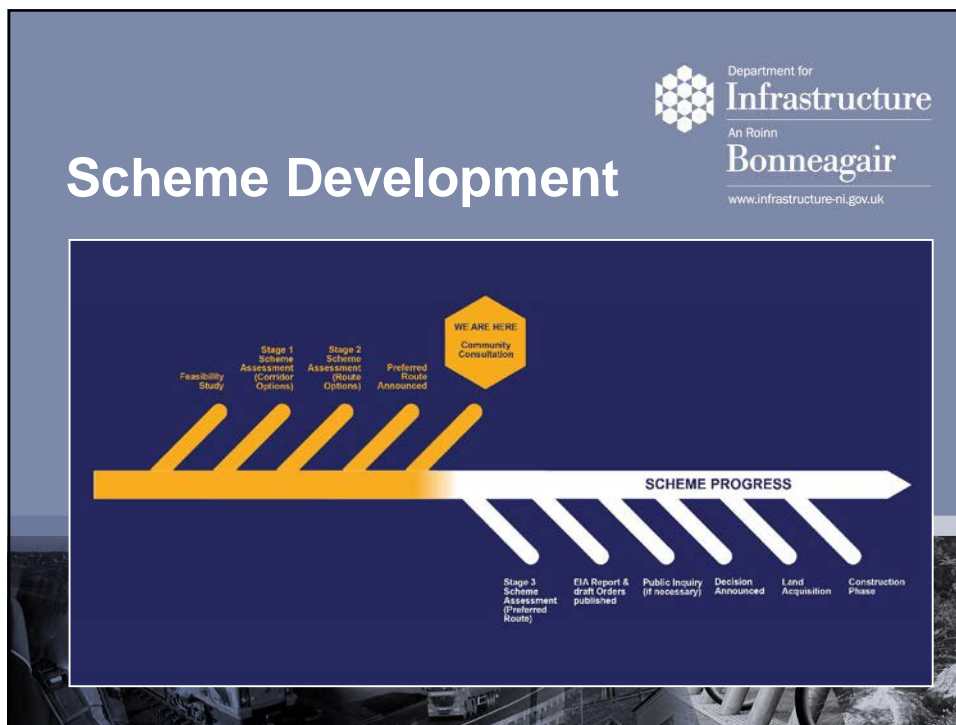
*4 Drop-in Sessions since the Preferred Route Announcement in October 2018  
(November 2018, December 2018, January 2019, and February 2019)*

1-2-1 Landowner Meetings & Correspondence

*To develop mitigation, such as access arrangements and outline accommodation works  
To discuss access and agree remedial works for the Ground Investigation*

Stakeholder Meetings & Workshops

*To inform the geometric design and development of environment mitigation  
To quantify residual impacts*



## Scheme Development

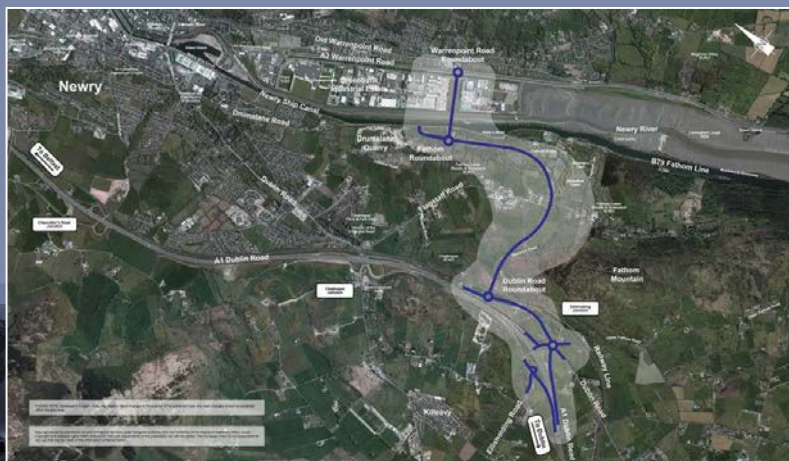
## Preferred Route

The Department announced the Preferred Route in October 2018;





## Preferred Route



## Scheme Development


Subsequent feedback has informed the design development and the scope of recent surveys;






# Statutory Process


There will be further opportunities to comment on the developed scheme following publication of the EIA Report and draft Statutory Orders, and at any subsequent Public Local Inquiry.



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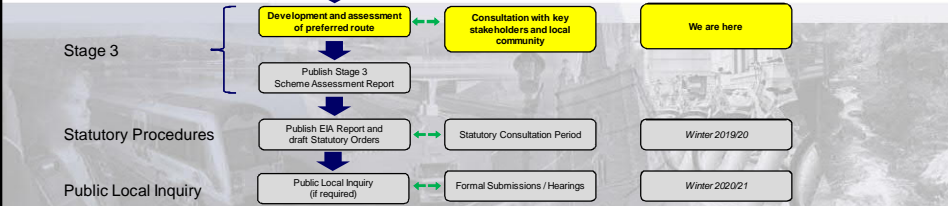


## Development programme



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Stages	Activity	Public Involvement	Progress to date
Feasibility	Feasibility Study		Complete August 2009
Stage 1	Development and assessment of scheme corridor options	↔ Consultation with key stakeholders and local community	
	Publish Stage 1 Preliminary Options Report		Complete June 2017
Stage 2	Development and assessment of scheme route options	↔ Consultation with key stakeholders and local community	
	Publish Stage 2 Preferred Options Report		Complete October 2018
Stage 3	Development and assessment of preferred route	↔ Consultation with key stakeholders and local community	We are here
	Publish Stage 3 Scheme Assessment Report		
Statutory Procedures	Publish EIA Report and draft Statutory Orders	↔ Statutory Consultation Period	Winter 2019/20
Public Local Inquiry	Public Local Inquiry (if required)	↔ Formal Submissions / Hearings	Winter 2020/21



## Newry Southern Relief Road

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Thank You



## Scheme Development

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- The Department announced the Preferred Route in October 2018;
- Subsequent feedback has informed the design development and the scope of recent surveys;
- Feedback from this 7-week community consultation process will help finalise the design used for the technical Scheme Assessment Reports, the Environmental Impact Assessment (EIA) and the draft Statutory Orders;
- There will be further opportunities to comment of the developed scheme following publication of the EIA Report and draft Statutory Orders and at any subsequent Public Local Inquiry, if required



## Scheme Objectives

- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast/Dublin) KTC and the A2 Warrenpoint Road;
- Improve journey time reliability for strategic traffic;
- Reduce conflict between strategic and local traffic movements;
- Contribute positively to transport economic efficiency;
- Contribute positively to road safety;
- Minimise impact on the environment;
- Achieve value for money; and
- Maintain navigation on the Newry Ship Canal.

## Transport Assessment Criteria

Best practice Transport Appraisal Guidance, identifies the four main assessment criteria for transport projects as:

- **Economy** - to support sustainable economic activity and get good value for money;
- **Environment** - to protect the built and natural environment;
- **Social** - to improve safety, accessibility and integration; and
- **Public Accounts** - to consider the cost to the broad transport budget.

## H.2 Presentation Attendees



~ 9:00

1

25

26<sup>th</sup> June 2019

Community Consultation

Sean Hollywood Arts Centre

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≈ 9:00

2

# Newry Southern Relief Road


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# AECOM

Community Consultation

Sean Hollywood Arts Centre

25  
26<sup>th</sup> June 2019

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# Newry Southern Relief Road


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**AECOM**

9:00

2

Community Consultation

Sean Hollywood Arts Centre

25

26<sup>th</sup> June 2019

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9:51

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Community Consultation

Sean Hollywood Arts Centre

25<sup>th</sup> June 2019

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10:57

# Newry Southern Relief Road



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*Councillors*  
**Community Consultation**

**Sean Hollywood Arts Centre**

**25<sup>th</sup> June 2019**

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# Newry Southern Relief Road


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10:57  
**AECOM**

Councillors  
**Community Consultation**

**Sean Hollywood Arts Centre**

**25<sup>th</sup> June 2019**

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13:50

# Newry Southern Relief Road



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Stakeholders including residents group & opposition group  
**Community Consultation**

**Sean Hollywood Arts Centre**

**25<sup>th</sup> June 2019**

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13:58

# Newry Southern Relief Road



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Community Consultation

Sean Hollywood Arts Centre

25<sup>th</sup> June 2019

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# Newry Southern Relief Road


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14:17 - 18:40.

**AECOM**

Community Consultation

Sean Hollywood Arts Centre

25<sup>th</sup> June 2019

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# Newry Southern Relief Road



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**AECOM**

18:45  
 -20:00

Community Consultation

Sean Hollywood Arts Centre

25<sup>th</sup> June 2019

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## Appendix I – Event Material

I.1 Event Sign-in Sheets

I.2 Display Boards

I.3 Photographs



## I.1 Event Sign-in Sheets

09:30 - 11:23

# Newry Southern Relief Road



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# AECOM

Community Consultation

Sean Hollywood Arts Centre

26<sup>th</sup> June 2019

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11:23

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Community Consultation

Sean Hollywood Arts Centre

26<sup>th</sup> June 2019

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# Newry Southern Relief Road



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→ 14:16  
**AECOM**

Community Consultation

Sean Hollywood Arts Centre

26<sup>th</sup> June 2019

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14:18 -> 16:02

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Community Consultation

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26<sup>th</sup> June 2019

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16:02 → 17:13

# Newry Southern Relief Road



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Community Consultation

Sean Hollywood Arts Centre

26<sup>th</sup> June 2019

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17:13 -

# Newry Southern Relief Road



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Community Consultation

Sean Hollywood Arts Centre

26<sup>th</sup> June 2019

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## I.2 Display Boards



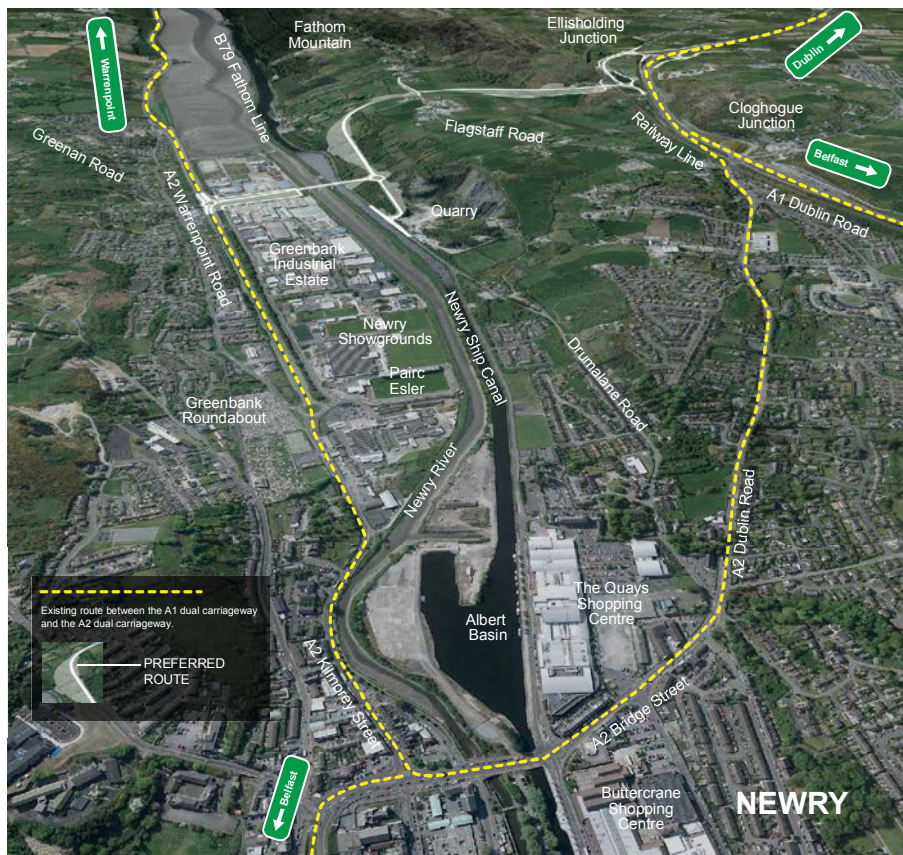
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## WELCOME TO THE COMMUNITY CONSULTATION EVENT

### INTRODUCTION

The Department for Infrastructure (DfI) is advancing the design and development of a new strategic road link to the south of Newry, between the A1 Dublin Road dual carriageway and A2 Warrenpoint Road dual carriageway. This would provide an alternative route for strategic traffic that avoids Newry city centre.

The proposed scheme would link to the Eastern Seaboard (A1/N1 Belfast-Dublin) Key Transport Corridor, which includes road and rail links between Larne (via the Belfast Metropolitan Area) and the border at Newry, facilitating onward travel to Dublin and improving access to other regional gateways. The scheme is part of DfI's Strategic Road Improvement (SRI) Programme and is one of the planned infrastructure projects set out in the Belfast Region City Deal.



### Purpose of Community Consultation

DfI is seeking the public's comments and views on how to help shape the final design of the preferred route. This process also offers an opportunity to engage directly with representatives of DfI, as well as other members of the project team. This consultation is also part of a process that will leave DfI well placed to deliver the ambitions that were set out in the City Deal.

To date, the consultation process has allowed DfI to develop options by taking into account comments and issues raised. This has included continued liaison with affected landowners and other stakeholders, investigating measures needed to offset impacts the scheme may have on the environment and local communities, and facilitating the development of the draft statutory orders.

To assist us, please take time to view the information on display and complete the feedback form provided. Representatives of the project team are available to explain the scheme and to answer your questions.

## 2 NEED FOR THE SCHEME

Newry City has for many years suffered from traffic congestion, some of which has been relieved by upgrading sections of the Eastern Seaboard (A1/N1 Belfast-Dublin) Key Transport Corridor (KTC) to a high standard dual carriageway. The town of Warrenpoint has benefited from increased usage of the recently enhanced port facility, which is a regional gateway.

Strategic traffic travelling between the A1 dual carriageway and A2 dual carriageway, including Heavy Goods Vehicles (HGVs) between Belfast / Dublin and Warrenpoint Port, is currently required to pass through Newry city centre.

The high volume of traffic in the city centre leads to significant congestion during periods of peak demand, resulting in increased journey times and poor journey time reliability. The conflict between strategic and local traffic contributes to the congestion.

The main constraints and issues include:

- Delays for strategic and local traffic;
- Strategic long distance traffic (i.e. traffic which does not have an origin or destination in Newry City) mixes with local traffic, resulting in congestion along William Street / Bridge Street during a large part of a typical working day;
- Currently, a relatively high volume of city centre traffic is HGVs accessing Warrenpoint Port, adding to congestion, as there is no other more reliable route to access the A1/N1 Belfast-Dublin Corridor;
- City centre congestion is having a negative impact on freight traffic movements from Warrenpoint Regional Gateway;
- Poor access to the A1/N1 Belfast-Dublin Corridor for Warrenpoint Port and businesses located within Greenbank Industrial Estate off the A2 Warrenpoint Road, due to a discontinuous strategic highway network;
- Impact on local population and vehicle/pedestrian conflicts as a consequence of the congested road network; and
- Negative impact on economic growth and development due to delays and congestion.





## 3 OBJECTIVES

### High Level Objectives

The appraisal of any form of transport investment requires a clear understanding of the objectives which are to be met, and appropriate criteria to be used to decide whether a proposal meets them. The four Transport Analysis Guidance criteria are set out opposite:

- **Economy** - to support sustainable economic activity and get good value for money;
- **Environment** - to protect the built and natural environment;
- **Social** - to improve safety, accessibility and integration; and
- **Public Accounts** - to consider the cost to the broad transport budget.



### Department for Infrastructure Objectives:

The key objectives of DfI, outlined in the New Approach to Regional Transportation, are to:

- Support the Growth of the Economy;
- Enhance the quality of life for all; and
- Reduce the Environmental Impact of Transport.

### NSRR Specific Objectives

The specific objectives of the NSRR scheme are to:

- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road;
- Improve journey time reliability for strategic traffic;
- Reduce conflict between strategic and local traffic movements;
- Contribute positively to transport economic efficiency;
- Contribute positively to road safety;
- Minimise impact on the environment;
- Achieve value for money; and
- Maintain navigation of the Newry Ship Canal.



## 4 SCHEME ASSESSMENT PROGRESS

The Stage 1 Scheme Assessment Report, published in June 2017, recommended two corridors with three route options developed within. These were then subject to consultation, development and assessment.

Five route options were subsequently developed within Corridors 4 & 5 (as recommended in the Stage 1 Report) and these were considered as part of the Stage 2 Assessment.

All route options had similar structural and highway content comprising: at-grade junctions either side of the A2; a single carriageway bridge crossing of the Newry River/Canal; a climbing lane mainline carriageway; a railway crossing and grade-separated junction on the A1 at Ellisholding.

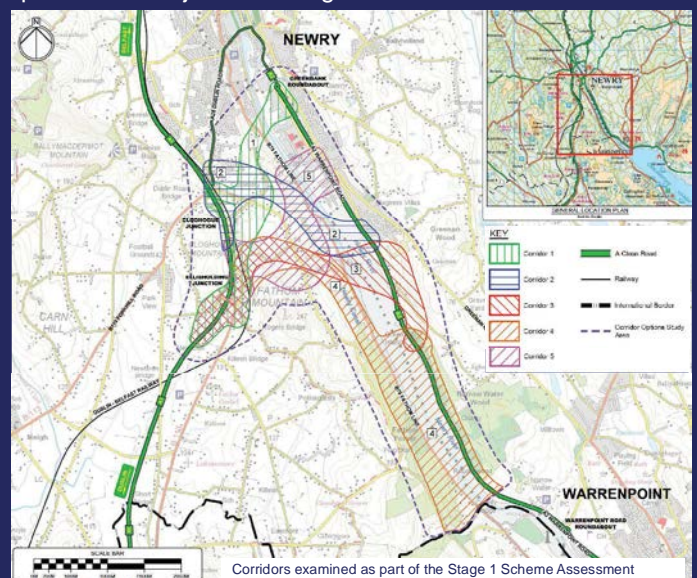
The Yellow and Red routes required an opening structure due to limited clearance achieved at their respective crossing locations. Blue Route (Options 1 to 3) each shared a common crossing of the Newry River and Canal in the vicinity of the Greenbank Industrial Estate and could achieve a minimum clearance of approximately 12m, thus without an opening bridge structure, would restrict passage for high masted vessels.

The study area contains a broad mix of natural and man-made environmental constraints, upon which each route option would have had varying impacts. The Red and Yellow routes, and to a lesser extent Blue Route Option 1, had a greater impact on areas of Long Established and Ancient Woodland.

The Blue Route options achieved a better Benefit Cost Ratio (BCR) than the Red and Yellow routes, with these having a greater scheme cost. Additional carriageway lengths also significantly impacted large sections of Long-Established and Ancient Woodland. Consequently these routes performed worst against the Environmental and Economic objectives.

The Blue Route (Options 1 to 3) were shorter than the Red and Yellow routes and avoided Long-Established and Ancient Woodland, although Blue Route Option 1 did impact Benson's Glen, which is reflected in its poorer Environment objective assessment. Blue Route Option 3 performed better than Option 2 against the Economic objective, due to a reduced scheme cost.

The Stage 2 Scheme Assessment Report, published in October 2018, therefore recommended that Blue Route Option 3 be subject to a Stage 3 assessment.



## 5 THE SCHEME

The proposed scheme aims to provide a strategic transport link between the A1 Belfast-Dublin Key Transport Corridor and the A2 Warrenpoint Road dual carriageway.

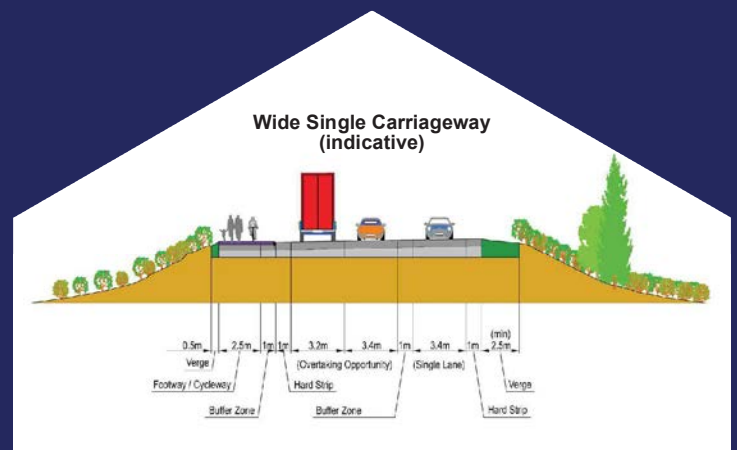
The preferred route would commence on the A2 Warrenpoint Road, along the frontage of Greenbank Industrial Estate, cross the Newry River and Canal to the south of Drumalane Quarry and then continue in a westerly direction towards the A1, connecting into and upgrading the existing Ellisholding Junction.

The key design elements of the scheme comprise:

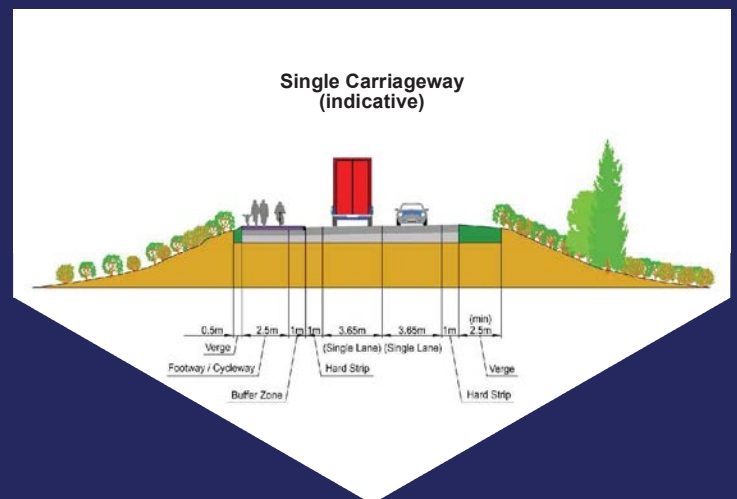
- an at-grade roundabout on the A2 Warrenpoint Road, in the vicinity of the Greenbank Industrial Estate;
- a single carriageway strategic link road through Gerry Brown Park, crossing the Newry River and Canal, to a new at-grade roundabout west of B79 Fathom Line;
- a single carriageway link between the new at-grade Fathom Roundabout and the B79 Fathom Line;
- a wide-single carriageway strategic link road between the new Fathom Roundabout and a new at-grade roundabout on the Dublin Road, immediately west of the Belfast-Dublin Railway, that crosses the northern edge of Benson's Glen;
- a single carriageway link road between the new Dublin Road Roundabout and Brogies Road;
- a single carriageway upgrade of the Dublin Road, providing a strategic link between the new Dublin Road Roundabout and A1 Ellisholding Junction;
- an enhanced A1 Ellisholding Junction providing connections to and from the A1 for both northbound and southbound traffic; and
- a segregated cycleway/footway facility between the A2 Warrenpoint Road and the A1 Ellisholding Junction that links existing provision for non-motorised users.

### Standard Cross-Section for Wide Single carriageway (WS2+1) with shared footway / cycleway

This would be the standard for the climbing lane sections. A wide single carriageway consists of 3.2m - 3.4m lanes with a 1.0m buffer zone, 1.0m hard strips and 2.5m (minimum) verges.



These cross-section details are indicative at this stage and may be subject to modification as design development proceeds.



### Standard Cross-Section for Single Carriageway (S2) with shared footway / cycleway

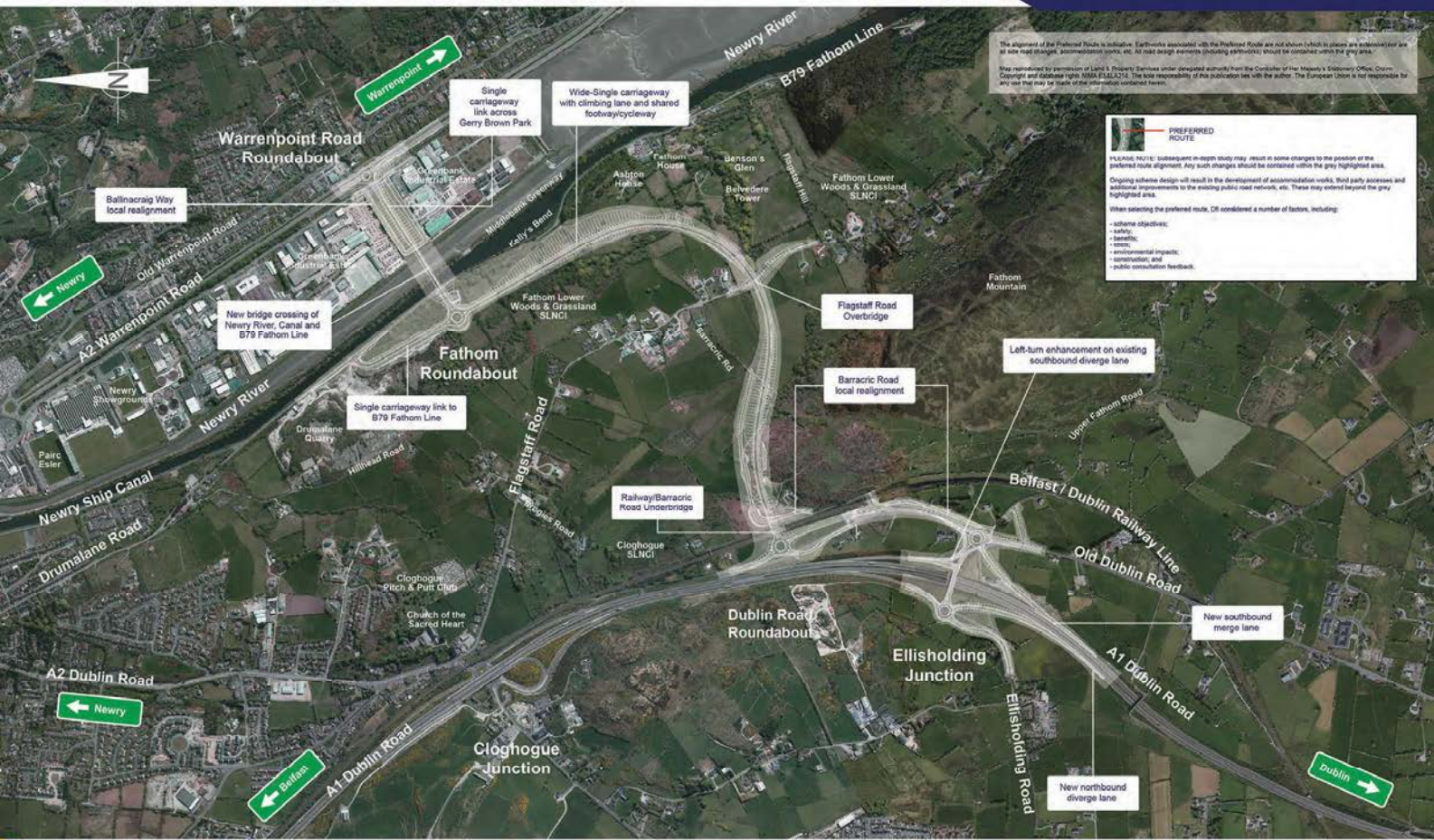
This would be the standard where the scheme is not within a climbing lane section. An S2-type carriageway has 3.65m lanes with 1.0m hardstrips and 2.5m (minimum) verges.



# 6 PREFERRED ROUTE - SCHEME DETAILS

## NEWRY SOUTHERN RELIEF ROAD

Co-financed by the European Union  
 Trans-European Transport Network (TEN-T)



The alignment of the Preferred Route is indicative. Earthworks associated with the Preferred Route are not shown (which in places are extensive) nor are all site road changes, accommodation works, etc. All road design elements (including earthworks) should be contained within the grey area.

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**PREFERRED ROUTE**

It should be noted that subsequent in-depth study may result in some changes to the position of the preferred route alignment. Any such changes should be contained within the grey highlighted area.

Ongoing scheme design will result in the development of accommodation works, third party accesses and additional improvements to the existing public road network, etc. These may extend beyond the grey highlighted area.

When selecting the preferred route, CIL considered a number of factors, including:

- scheme objectives;
- safety;
- traffic;
- economic;
- environmental impacts;
- operational; and
- public consultation feedback.

## 7

## STAGE 3 SCHEME ASSESSMENT

The Stage 3 scheme assessment process for the preferred route is currently underway.

The objective is to ensure that the assessment is sufficient to identify clearly the advantages and disadvantages, in environmental, engineering, economic and traffic terms of the preferred route.

A particular requirement at this stage is an assessment of the significant environmental effects of the project in accordance with The Roads (Environmental Impact Assessment) Regulations (Northern Ireland) 2017 which came into operation on 16th May 2017. This transposes the EIA Directive 2011/92/EU, as amended by 2014/52/EU, into Northern Ireland legislation.



### Stage 3 Assessment Report

The Stage 3 Scheme Assessment Report (SAR) is a key document in the delivery programme as described by the Department's Policy and Procedure Guidelines (RSPPG) E030 Major Road Improvement Schemes – Inception to Construction and the Design Manual for Roads and Bridges (DMRB) TD 37/93 Scheme Assessment Reporting.

The primary focus of this report is to describe the engineering aspects of the Proposed Scheme that inform the Draft Vesting Order, Direction Order and Environmental Impact Assessment Report (EIAR).

This SAR shall present the engineering, environmental, traffic and economic assessment of the Preferred Route. Amongst many things, the process shall:

- include detailed development and assessment of scheme in consultation with key stakeholders;
- identify the main environmental impacts and how these would be reduced as far as is practically feasible; and
- establish land take required to accommodate the scheme.

The proportionate appraisal for the scheme shall also be cognisant of the WebTAG – Transport Analysis Guidance requirements for this stage of the assessment process.





## 8 THE NEWRY RIVER/CANAL BRIDGE

### The Bridge Crossing

To facilitate the proposed scheme, a crossing of the B79 Fathom Line, Newry Ship Canal, the Middlebank, Newry River, the Rampart and Ballinacraig Way is required. This is the most significant engineering structure on the scheme with an approximate overall span of 165m.

### Constraints affecting the Bridge Design

- Road design standards (vertical and horizontal geometry).
- Newry Ship Canal Scheduled Monument extents.
- Access requirements along Middlebank and Rampart.
- Newry River Catchment flood water conveyance (inc. tidal range).
- Navigational requirements of the Newry Ship Canal.
- Environmental designations of the Newry River.
- Land use requirements.
- Steep Topography.
- Ground Conditions - Deep (>60m) Alluvial Deposits.
- Constructability issues.
- Continuation of through movements along the B79 Fathom Line and Ballinacraig Way.

### Indicative Opening Bridge Options



Option 1 - 65m canal span



Option 2 - 35m canal span



Option 3 - 20m canal span

### Indicative Fixed Bridge Options



Option 1 - 65m canal span



Option 2 - 35m canal span



Option 3 - 20m canal span

### Preferred Bridge Option

The Fixed Bridge Option F2 has been selected as the preferred design at this stage, providing an approximate 12m vertical clearance (air-draft) over the canal. There is the potential to incorporate a footway/cycleway bridge between the Middlebank and the Rampart (as shown below).



The image as shown is indicative and will be dependent on the development of the conceptual design and constraints. Bridge aesthetics will also be considered as the scheme progresses.

The Department shall continue to consult with Statutory and Non-Statutory bodies to develop the structure (including with the Department for Communities (DfC) Historic Environment Division and Regional Development Office, Newry, Mourne and Down District Council (NMDDC) and numerous waterway stakeholder bodies). NMDDC (in conjunction with DfC - Regional Development) have agreed to undertake a study into the economic viability of an opening structure for the scheme. It is envisaged this will be completed by late Summer 2019.

### Construction Issues

The construction and buildability of the bridge will be of paramount concern as the location is highly constrained by the scheduled monument extent, environmental, geotechnical and geological factors, the structural arrangement and accessibility.



## 9 ENVIRONMENTAL ISSUES

The Environmental Impact Assessment (EIA) for a road scheme is the process of compiling, evaluating and presenting all likely significant environmental effects. An Environmental Impact Assessment Report (EIAR) combines all the findings of the assessments produced as part of the EIA process.

The scheme area contains a range of natural and man-made environmental constraints, which may be subject to adverse impacts if not avoided or mitigated as part of the design development process.

### Air Quality

There is one existing Air Quality Management Area within the study area. Whilst the preferred route is likely to have a beneficial effect by removing a proportion of traffic (particularly HGV traffic from Warrenpoint Port) from Newry City, a local and regional air quality assessment shall be undertaken of construction, operation & maintenance impacts upon affected sensitive receptors.

### Cultural Heritage

The preferred route would impact upon a number of cultural heritage assets, including the Newry Ship Canal (a Scheduled Monument and Industrial Heritage Site). A study shall be undertaken to determine all known features of cultural heritage interest (Archaeological Remains, Historic Buildings and Historic Landscapes) that may be affected.

### Ecology & Nature Conservation

There are several designated sites of international, national and local ecological importance within or close to the study area. A range of ecological surveys shall be undertaken (some of which are ongoing) along the entire route, including Phase 1 habitat, fisheries, invasive species, bat, badger and bird surveys. These shall inform the assessment of ecological impacts during construction, operation & maintenance.

### Landscape & Visual

The preferred route would fall within the Ring of Gullion Area of Outstanding Natural Beauty (AONB). Viewpoint locations have been identified and assessments shall be undertaken to determine impact upon landscape character and views from sensitive visual receptors.

### Land Use & Community

Loss of property and private land would inevitably be experienced with the preferred route. An assessment shall be undertaken in relation to demolition of private property, loss of land used by the community, effects on development land, effects on agricultural land and effects on waterways and associated restoration projects.

### Noise & Vibration

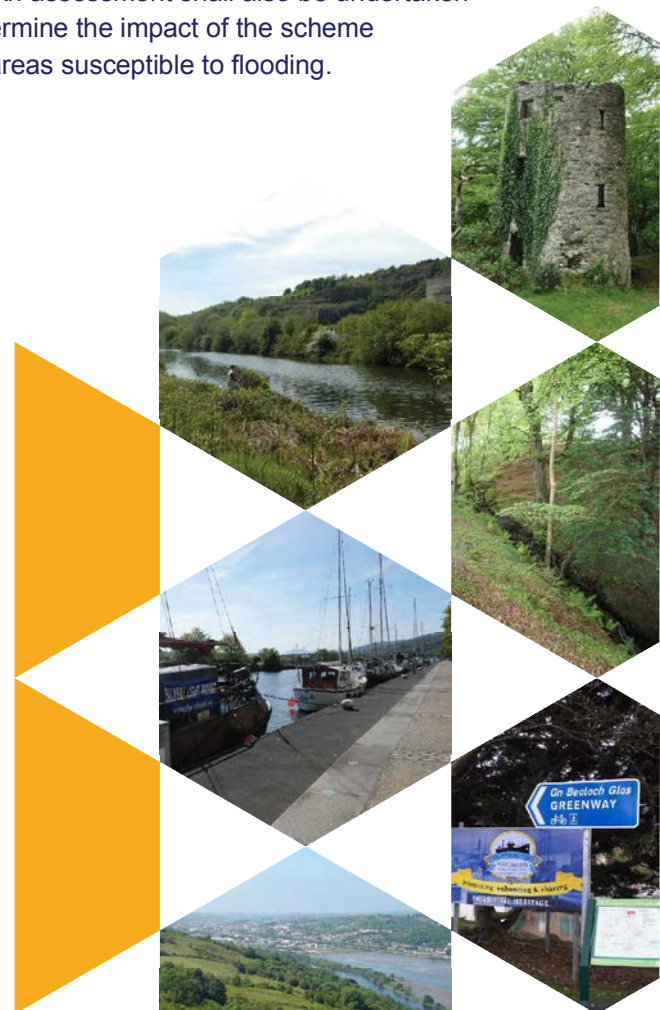
Baseline noise monitoring shall be undertaken to characterise the existing noise climate in the surrounding area. A noise impact assessment of conditions during construction and operation will be undertaken at the nearest noise sensitive receptors. The assessment shall provide a qualitative and quantitative description of the noise climate in the area likely to be affected by the preferred route.

### Soils Geology & Contaminated Land

An assessment shall be completed in relation to geology, soils and potential areas of contaminated land in the study area and how these may be impacted.

### Water Quality

An assessment shall be undertaken to identify the impacts that the preferred route may have on the water environment. This shall include possible impacts on the quality of water bodies and on the existing hydrology of the Newry River Catchment through which the road shall pass. An assessment shall also be undertaken to determine the impact of the scheme upon areas susceptible to flooding.







## 11 WHAT HAPPENS NEXT?

This consultation offers an opportunity for the public and other stakeholders to engage with the Department and members of the project team on the design of the preferred route as well as the development process, including the Environmental Impact Assessment (EIA). It is envisaged that a final design could be complete by the end of this year. This will facilitate the development of draft statutory orders which will be published for further consultation.

### Statutory Procedures

Upon completion of the Stage 3 scheme assessment, the Department shall commence the statutory procedures required under The Roads (Northern Ireland) Order 1993 [as amended] to provide the legal basis to proceed.

Formal planning approval is not required for this scheme. Instead, the statutory procedures require the publication of two pieces of draft legislation:

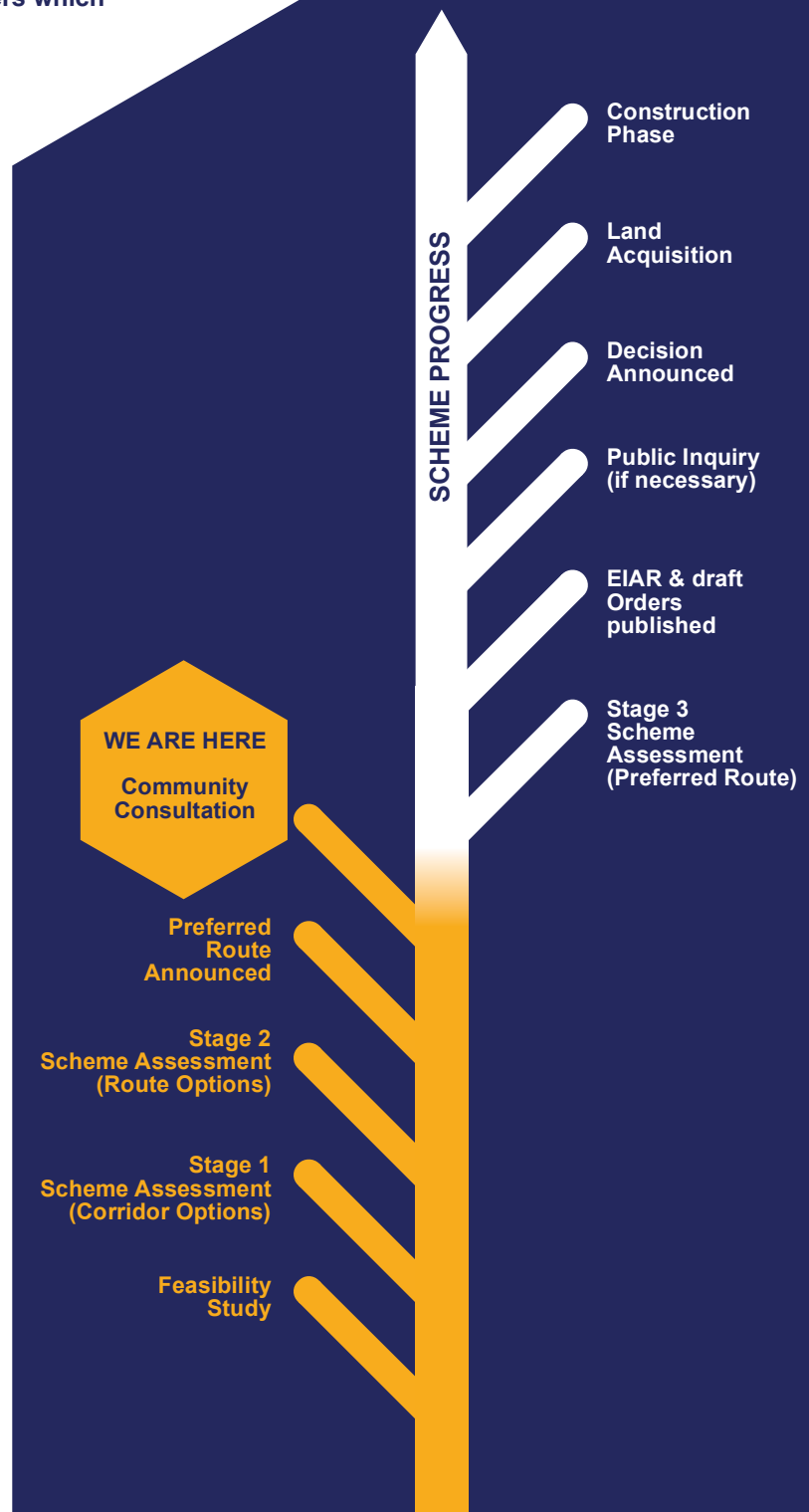
- a Notice of Intention to Make a Vesting Order (NIMVO), including a draft Vesting Order that indicates land to be vested by the Department to facilitate the scheme; and
- a Notice of Intention to Make a Direction Order (NIMDO), including a draft Direction Order that identifies the route and status of new links, including any roads to be stopped-up.

In addition, the statutory procedures require the formal publication of the Environmental Impact Assessment Report (EIAR) that details the findings of the EIA. The publication of these documents starts a period of formal statutory consultation to allow all stakeholders (including the public) to view the proposals and comment on the EIAR and support or object to the draft Vesting Order or draft Direction Order.

Depending on the number and nature of responses to the statutory consultation, the Department may decide to convene a Public Inquiry into the scheme, chaired by an Independent Inspector.

If a Public Inquiry is held, the Department will await the findings of the Inspector's Report before deciding whether to publish a Notice of Intention to Proceed with the scheme and complete the statutory procedures by making the final Direction Order and Vesting Order.

Whilst completion of the statutory procedures would represent an important milestone in delivery of the scheme, progression to construction would also be subject to the outcome of a separate detailed economic appraisal and the availability of funding.



## 12 HAVE YOUR SAY

### Unstaffed Exhibition Displays

**Newry City Library,**  
79 Hill Street,  
BT34 1DG

Unstaffed exhibition displays are located at the following venues from 17<sup>th</sup> June to 23<sup>rd</sup> August 2019

The exhibitions are available for viewing during the normal opening hours of each venue.

**Newry, Mourne and Down District Council Offices,**  
Monaghan Row,  
Newry, BT35 8DJ

**Warrenpoint Town Hall,**  
Church Street,  
BT34 3HN

The Department is undertaking this Community Consultation to seek the views of members of the public, local communities, stakeholders and other interested parties in relation to the scheme.

This community consultation will last for approximately 10 weeks from 17<sup>th</sup> June, through to 23<sup>rd</sup> August 2019. The Department hopes to understand any issues or concerns you may have.

### If I have a query or question how can I have this addressed?

**At the Community Consultation** - Please speak to a member of the Project Team, as they are here to assist you in understanding the scheme.

**Feedback Forms** - The Department welcomes any comments you may have in relation to the preferred route and will consider your feedback form to help shape the final design of the proposed Newry Southern Relief Road. All completed forms will be shared with our consultants (AECOM). We may also use the content of your feedback form to inform future reports or public documents related to this scheme. Feedback forms are also available for completion at the unstaffed exhibition displays as well as on the DfI website:

[www.infrastructure-ni.gov.uk/publications/newry-southern-relief-road-stage-3-community-consultation-feedback-form](http://www.infrastructure-ni.gov.uk/publications/newry-southern-relief-road-stage-3-community-consultation-feedback-form)



Feedback can be forwarded to the Department at any stage during the Community Consultation, via email, website, or contacting the Department directly. Contact details are set out below:



[Southern.SRI@infrastructure-ni.gov.uk](mailto:Southern.SRI@infrastructure-ni.gov.uk)



(028) 3832 0336



The Strategic Roads Improvement Team  
Department for Infrastructure - Southern Division  
Marlborough House, Central Way, Craigavon, BT64 1AD

It is important to note that any comments made during the consultation process do not affect your statutory rights to make further comment upon publication of the draft Direction Order, the draft Vesting Order or the Environmental Statement.

All project information will be available at:



[www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview](http://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview)





## I.3 Photographs











## Appendix J - Questionnaire/Comments Feedback

J.1 Questionnaire

J.2 Representations



## J.1 Questionnaire

# Newry Southern Relief Road Community Consultation Questionnaire & Feedback Form

The proposed scheme aims to provide a strategic transport link from the A1 Belfast-Dublin Key Transport Corridor to the A2 Warrenpoint Road dual carriageway. The preferred route would commence on the A2 Warrenpoint Road, along the frontage of Greenbank Industrial Estate, cross the Newry River and Canal to the south of Drumalane Quarry and then continue in a westerly direction towards the A1, connecting into and upgrading the existing Ellisholding Junction.

The Department for Infrastructure (DfI) welcomes any comments you may have in relation to the preferred route and will consider your feedback form to help shape the final design of the proposed Newry Southern Relief Road. All completed forms will be shared with our consultants (AECOM). We may also use the content of your feedback form to inform future reports or public documents related to this scheme.

If you choose to provide contact details below, we will be able to send you updates about the scheme, for example invitations to future community consultation events (i.e. the Orders Exhibition). If you wish us to do so, please review the privacy notice and provide your consent by ticking the box below. You can withdraw your consent at any time by contacting the Department's Strategic Roads Improvement Team.

The provision of contact details is optional and your comments will still be considered if provided anonymously, however we will be unable to respond to you if you choose not to provide these details.

## Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.

(tick box)

**PLEASE USE THE COMMENTS PAGE AT THE BACK TO RECORD YOUR FEEDBACK,  
AND/OR TO PROVIDE ADDITIONAL RESPONSE TO THE QUESTIONS OVERLEAF.**

## Newry Southern Relief Road Scheme

### Privacy Notice:

Being transparent and providing accessible information to individuals about how we may use personal data is a key element of the Data Protection Act (DPA) and the EU General Data Protection Regulation (GDPR). The Department is committed to building trust and confidence in our ability to process your personal information. For the Department to process personal information, we must have a lawful basis for doing so and the processing is necessary for the Department to perform a task in the public interest. As outlined in this feedback form, we will need to share your personal information with our appointed consultant (AECOM) and in doing so are required to comply with all aspects of the DPA. If you require any further information on DfI Privacy and handling of personal information, please visit [www.infrastructure-ni.gov.uk/dfi-privacy](http://www.infrastructure-ni.gov.uk/dfi-privacy)

### Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify)

**Q1b: How would you be affected?**

I would gain an improvement in my routine travel pattern from Camlough to Warrenpoint. It would cut out the need to travel through Newry Town Centre with its consistently congested streets, particularly William St and Kilmorey Street & the Warrenpoint road.

The congestion leads to the risks of to public health from vehicle fumes & I would like my family to benefit from the resultant improvement in this.

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

As above the benefits to my routine travel relate both to saving time and to reduced risks of exhaust fumes from idling vehicle in congested streets. It will also improve Road Safety within the Town Centre where I regularly shop & participate in Community Activities

## Newry Southern Relief Road Scheme

Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)

Disagree

Neither Agree nor Disagree

Agree

Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

This road is the most strategically necessary improvement to the local network. It takes economic transport out of the town / domestic traffic routes. It will increase efficiency in journey times between A1 Belfast / Dublin route + A2 WPT Road for strategic traffic movements.

It will increase Air safety and traffic safety within Newry Town Centre. I believe it will achieve value for money but do not support additional expenditure on keeping the Canal open for Tall Ships. This road is the key to unlocking the growth in industrial development in WPT / Burren area.

Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)

- 11) Improve journey time reliability
- 12) Achieve value for money
- 1) Reduce traffic congestion
- 10) Minimise impact on the environment
- 13) Ensure Newry Canal remains navigable
- 6) Attract growth in the Warrenpoint area / Burren area.
- 7) Provide additional Job opportunities in these areas
- 8) Increase Tourism in areas served by A2 WPT. Road -
- 5) Improve road safety for all users
- 4) Reduce conflict between local and strategic traffic
- 3) Reduce journey times for strategic traffic
- 9) Effect on people living near the road
- 2) Improve access & transport economic efficiency

Q4. Did you find the Community Consultation Event helpful?

Yes

No

Did not attend

**Are there any other aspects of the scheme you would like to comment on?**

I have had some input to the initial proposal for this road. My initial concern was related to ensuring the proper strategic development for the Newry Area. After consultation with Business leaders and the local Council this road appeared to be in keeping with local future infrastructure needs + I recommended its inclusion in <sup>The Area Plan</sup>. Even at that stage congestion in Newry Town Centre was a major problem, which has only increased with the improvements along the Eastern Seaboard.

The current proposals have improved on the original line by reducing the gradient of the road and by avoiding most of the Environmental impacts on a beautiful area.

Costs will be high but the benefits for all road users in this area will far outweigh that cost and therefore will be value for money for the public purse.

One of the knock-on impacts of this road is likely to be an opening up of the Warrenpoint area to economic development and tourism resulting in more local jobs and improved sustainability.

Please use/append additional pages or information as necessary.

Please email or post completed responses by 23<sup>rd</sup> August 2019 to the Department's Strategic Roads Improvement Team for them to be given consideration in the design development and assessment process.

Email: [Southern.SRI@infrastructure-ni.gov.uk](mailto:Southern.SRI@infrastructure-ni.gov.uk)

Post to: The Strategic Roads Improvement Team, Department for Infrastructure - Southern Division, Marlborough House, Central Way, Craigavon, BT64 1AD

Further information on the scheme: [www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview](http://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview)



# Newry Southern Relief Road Community Drop-in Sessions

## Feedback Form

### Introduction

The Newry Southern Relief Road aims to provide a strategic transport link from the A1 Belfast-Dublin Key Transport Corridor to the A2 Warrenpoint Road dual carriageway. The Preferred Route was announced on 3<sup>rd</sup> October 2018 which commences on the A2 Warrenpoint Road, along the frontage of Greenbank Industrial Estate, crosses the Newry River and Canal to the south of Drumlane Quarry and then continues in a westerly direction towards the A1, connecting into Ellisholding Junction.

The Department for Infrastructure (DfI) welcome any comments you may have in relation to the scheme and will consider your feedback form as part of the further design development and assessment process. All completed forms will be shared with our consultants (AECOM). We may also use the content of your feedback form to inform future reports or public documents related to this scheme.

If you choose to provide contact details below, we will be able to send you updates about the scheme, for example invitations to future community consultation events. If you wish us to do so, please review the privacy note overleaf and provide your consent by ticking the box below. You can withdraw your consent at any time by contacting the Project Team.

The provision of contact details is optional and your comments will still be considered if provided anonymously, however we will be unable to respond to you if you choose not to provide these details.

### Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.



**PLEASE USE THE BACK OF THIS FORM TO RECORD YOUR COMMENTS OR FEEDBACK**

### Comments:

Please email or post completed responses as soon as reasonably possible to the Project Team for them to be given consideration in the design development and assessment process.

Email: [nsrrconsultations@aecom.com](mailto:nsrrconsultations@aecom.com)

Post to: **NSRR Project Team, AECOM, 9th Floor The Clarence West Building, 2 Clarence St West, Belfast BT2 7GP**

Further information on the scheme: [www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview](http://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview)

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# Newry Southern Relief Road

## Community Consultation

### Questionnaire & Feedback Form

The proposed scheme aims to provide a strategic transport link from the A1 Belfast-Dublin Key Transport Corridor to the A2 Warrenpoint Road dual carriageway. The preferred route would commence on the A2 Warrenpoint Road, along the frontage of Greenbank Industrial Estate, cross the Newry River and Canal to the south of Drumalane Quarry and then continue in a westerly direction towards the A1, connecting into and upgrading the existing Ellisholding Junction.

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## Your details (optional)

Name:

██████████

Address:

██████████████████  
██████████████  
██████████  
██████████

Postcode:

██████████

Telephone:

██████████

Email:

██

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.

(tick box)

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## Newry Southern Relief Road Scheme

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## Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify

**Q1b: How would you be affected?**

I am concerned that this route is more so need for the development of Warrenpoint Port, although it may relieve congestion in Newry, I feel the area of natural beauty will be spoiled for a financial gain of a business not in the locality.

In constructing this road will increase levels of environmental pollution near to my property, causing unnecessary stress.

My Land will be vested to build a road which I am not in favor off, land that I will not be able to replace for the value that I will receive for it.

As a keen oarsman I am saddened to see a rudimentary structure placed over the local shipping Canal, I feel this will have a detrimental effect on the life of the Canal.

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

Local inconvenience for resident during the construction, for what seems to be a minimal reduction in travel times through Newry. Upon completion of the project the future of a port that may or may not expand.

## Newry Southern Relief Road Scheme

**Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)**

Disagree

Neither Agree nor Disagree

Agree

**Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?**

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

In response to question No 3 I do not believe the proposed road will be beneficial to any of the above mentioned points. I would be in favor of a re design of the structure or the current traffic management plan for the Town of Newry and for the Port of Warrenpoint.

**Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)**

- |    |                                      |   |   |
|----|--------------------------------------|---|---|
| 10 | Improve journey time reliability     | 6 | Improve road safety for all users                   |
| 3  | Achieve value for money              | 5 | Reduce conflict between local and strategic traffic |
| 7  | Reduce traffic congestion            | 9 | Reduce journey times for strategic traffic          |
| 2  | Minimise impact on the environment   | 1 | Effect on people living near the road               |
| 4  | Ensure Newry Canal remains navigable | 8 | Improve access & transport economic efficiency      |

I do not believe this structure will be not be value for money, minimal time will be saved for journey times, the road will have an impact on the environment where I live.

**Q4. Did you find the Community Consultation Event helpful?**

Yes

No

Did not attend



### Are there any other aspects of the scheme you would like to comment on?

We the residents of [REDACTED] state the following concerns with the proposed Southern Relief Road

We understand that a noise level of 68 dBA at the boundary of the property must be exceeded before noise insulation will be provided, this causes great concern as the climbing lanes for the proposed run in close proximity to the property. We understand noise surveys will be carried out however we seek clarification on the effects of prevailing winds on the noise survey, will the survey be carried out in varying weather conditions and the frequency of the noise testing to be carried out.

Currently the main access to the property is off the Old Dublin Road via a concrete bridge over the railway line, the bridge has a width of 2.50 meters any vehicles which are in excess of this width are required to use the alternative access route to the property via a laneway from the Barracric Road, we seek assurances that this alternative vehicular access will be maintained during and after the construction of the Southern Relief Road.

We have requested a copy of the Specimen Drawing for the proposed Southern Relief Road to show height profiles, we have concerns about the visual impact of the proposed route on the view from the property and on the surrounding landscape, this will reduce the value of the property.

Plans for the proposed route details cuts into the rock close to the property, we have concerns about the affects of noise, dust, vibrations & the liberation of radon gas during the construction activities. We require details of how these will be controlled during the construction phase and the operational phase.

From ongoing consultations with Aecom we understand that a compulsory Purchase order will be placed on the lands, if the Proposed Route receives the funding, we do not want to intentionally sell this land and request the best value possible for same.

Regards

[REDACTED]

*Please use/append additional pages or information as necessary.*

Please email or post completed responses by 23<sup>rd</sup> August 2019 to the Department's Strategic Roads Improvement Team for them to be given consideration in the design development and assessment process.

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# Newry Southern Relief Road

## Community Consultation

### Questionnaire & Feedback Form

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Name:

Address:

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Email:

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.

(tick box)

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# Newry Southern Relief Road Scheme

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## Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

- As a resident of the local area       As a business owner / employee in the local area       As a vehicle driver / passenger       As a user of public transport
- As a pedestrian       As a cyclist       Other (please specify)

**Q1b: How would you be affected?**

I have lived on the Flagstaff Road for many years and to think this scenic area is going to be destroyed by a road. My farm will be divided and affected by the destruction of my fields, hedges, bog and a mountain, destroying the safe places for wildlife to feed and breed. This road will also affect my husband's business with the restricted access from the south and from Newry with the construction of equipment. Part of my farm is on

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily       Weekly       Monthly       Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)       Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)

Disagree       Neither Agree nor Disagree       Agree

Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree       Neither Agree nor Disagree       Agree

Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)

- |  |   |
|--|---|
| 9 Improve journey time reliability     | 5 Improve road safety for all users                   |
| 10 Achieve value for money             | 4 Reduce conflict between local and strategic traffic |
| 6 Reduce traffic congestion            | 8 Reduce journey times for strategic traffic          |
| 3 Minimise impact on the environment   | 1 Effect on people living near the road               |
| 2 Ensure Newry Canal remains navigable | 7 Improve access & transport economic efficiency      |

Q4. Did you find the Community Consultation Event helpful?

Yes       No       Did not attend

Are there any other aspects of the scheme you would like to comment on?

the Flagstaff Road but the majority is on the Upper Fathom Road this Relief Road will add 4 miles to my journey which I make twice if not 3 times a day.

This project is most beneficial for Warrenpoint Dock with large amount of lorries coming if not going to it. This tranquil area will be overwhelmed with the noise & fumes of these lorries and cars driving up this steep incline road.

Newry is trying to promote tourism but ~~it is~~ instead it is encouraging people to agree to this new relief road which will encourage people to do their shopping elsewhere.

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TransportNI - CRAIGAVON		
ITEM REF. No.		
REFERRED TO	REPLY	INFO



# Newry Southern Relief Road Community Consultation

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- As a resident of the local area       As a business owner / employee in the local area       As a vehicle driver / passenger       As a user of public transport
- As a pedestrian       As a cyclist       Other (please specify)

**Q1b: How would you be affected?**

*Greatly I would have a hard time getting in and out of my home everyday as I would have to use the new road.*

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily       Weekly       Monthly       Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)       Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

*Having to join the new rd road everytime I went out our in.*

## Newry Southern Relief Road Scheme

**Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)**

Disagree

Neither Agree nor Disagree

Agree

**Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?**

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
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- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

**Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)**

- |    |                                      |    |   |
|----|--------------------------------------|----|---|
| 10 | Improve journey time reliability     | 9  | Improve road safety for all users                   |
| 10 | Achieve value for money              | 10 | Reduce conflict between local and strategic traffic |
| 10 | Reduce traffic congestion            | 10 | Reduce journey times for strategic traffic          |
| 10 | Minimise impact on the environment   |    | Effect on people living near the road               |
| 10 | Ensure Newry Canal remains navigable | 1  | Improve access & transport economic efficiency      |

**Q4. Did you find the Community Consultation Event helpful?**

Yes

No

Did not attend

**Are there any other aspects of the scheme you would like to comment on?**

After losing all my land for the motor way before and now with this road going in front and beside me, you are leaving me in no man's land as far as I am concerned. The impact on my life and my family's life will be huge.

How any one thought this was a good idea is beyond me. I have so many concerns and even after giving a letter listing all my concerns to Aloysius Longran on the 25<sup>th</sup> June at the meeting he has not applied to date.

I am concerned of the health of myself and my family and our community. This road will ensure and other vehicles travelling past my home front and back 24 hours a day.

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# Newry Southern Relief Road

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## Your details (optional)

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██████████

Address:

██

Postcode:

██████████

Telephone:

Email:

██

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(tick box)

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- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify  As a person who uses the waterway of Newry Canal as well as the Greenway that runs along it

**Q1b: How would you be affected?**

This development will have a huge impact on the entire area between the Warrenpoint Road, the Newry Canal, Fathom Line and Cloghogue, and indeed the wider city.

Visually, it will impact the existing panorama looking from Newry along the estuary and canal towards the Flagstaff and Carlingford Lough, a view that we have been lucky to enjoy unspoilt for centuries.

The proposed road will bring a constant stream of heavy goods vehicles through an area that had previously been sparsely-populated fields, scrub and ancient woodland, causing pollution both in terms of exhaust emissions as well as noise.

Unless the planned bridge spanning the Newry Canal is sufficiently high, which as currently planned is not, it will cause the waterway to become unnavigable for all but the smallest of vessels, thus destroying the development potential of the Albert Basin and making the aim of eventually reopening the entire length of the canal to water traffic unachievable.

The return of tall ships to the centre of Newry in the last few years had for decades been a dream for me and many of my relatives, historically a maritime family. The fact that with the building of a fixed, low road bridge, tall ships in the Albert Basin will again become a thing of the past affects us directly, not just me and my family, but also all of the people of Newry.

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

I understand only too well that Newry city centre suffers from chronic congestion, especially (but not only) on the stretch between the Warrenpoint Road and the Dublin Road. However, while in theory removing the larger, heavy goods 'strategic' traffic from the equation is a good idea, I believe that the overall effect of the proposal in relieving the congestion will be minimal at best, and certainly not enough to justify the disruption it will cause to build.

The two biggest problems contributing to congestion between the A2 and A1 in Newry city centre are, firstly, the fact that there are too many private cars for the current road infrastructure. They take up a massive percentage of the public space, both the cars parked on the sides of the streets, and those constantly stuck in traffic of their own making. Secondly, we have a situation where two large shopping centres have somehow been granted planning permission to be built directly across from each other on either side of this extremely busy main road. The resulting junction has been hopelessly laid out in an ad hoc manner and has become a bottleneck for traffic, as both cars and pedestrians are constantly crossing the busiest route out of the city centre at this one narrow intersection. It would be cheaper and far more effective to first solve these core problems,

## Newry Southern Relief Road Scheme

**Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)**

Disagree

Neither Agree nor Disagree

Agree

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- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

I don't think it will represent value for money because it will not alleviate the congestion to the extent that is necessary. It focuses disproportionately on one aspect - the movement of heavy goods vehicles from the A2 to the A1 - without focusing on, and trying to tackle, the root causes of the congestion problems in the centre of Newry. Yes, ideally we should remove heavy goods vehicles from the city centre, but I'm not convinced that this proposal is the best way to do it, or if it should be the priority. Better to try to control the current traffic system and perhaps realign the circulation between the Warrenpoint Road and the Dublin Road in a more logical manner.

A lot of recent research into mobility and urbanism has proven that building new roads is an ineffective way to reduce congestion, since more roads invariably bring more cars. In fact, I have worked in Belgium, where during the last five years in cities such as Ghent and Brussels, relief roads and viaducts on the outskirts of the city that were built in the 1960s and 1970s as the solution to congestion are now either being demolished or repurposed as urban greenways. Removing the traffic immediately improves the liveability of the area, and does not increase congestion. On the other hand, chronic congestion in the city centres has been much improved by implementing new mobility plans, reducing the amount of private cars using the city and discouraging free parking and short car journeys.

By comparison, the Southern Relief Road scheme is an antiquated idea that might have been proposed 20 or 30 years ago, and I am afraid that it will cause the same kind of lasting damage to Newry as the ill-conceived dual carriageway along

**Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)**

- |   |                                      |    |   |
|---|--------------------------------------|----|---|
| 9 | Improve journey time reliability     | 4  | Improve road safety for all users                   |
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| 2 | Minimise impact on the environment   | 3  | Effect on people living near the road               |
| 1 | Ensure Newry Canal remains navigable | 7  | Improve access & transport economic efficiency      |

I think that the most important consideration, whether one agrees with the building of the road, and whether or not it is eventually built, is that the Newry Canal is not hindered, jeopardised or negatively affected in any way. There must certainly not be a low, fixed bridge that will close the canal off permanently to larger vessels. Ideally the bridge should be high enough so that even the largest of boats can pass underneath, although an opening bridge would be another alternative - the drawback of an opening bridge is of course that it would cause disruption to traffic everytime it opens, and it requires more maintenance. I have worked on two bridge projects in Belgium, both of which had to span a navigable canal. For one, it was possible to build the bridge high enough to allow a 'sailing window' large enough for even the tallest vessels, while for the other, we developed an opening solution. For both projects, we worked closely with engineers and advisors from the Flemish Waterways Agency, to ensure that the bridges would be properly integrated and would not have any negative impact on the use of the canals. I would hope this project would involve a similar amount of collaboration with waterways agencies here.

**Q4. Did you find the Community Consultation Event helpful?**

Yes

No

Did not attend

### Are there any other aspects of the scheme you would like to comment on?

In general, as I have already stated, I am not convinced that this is a project that is needed right now. I think there are other, cheaper, faster, easier, and much more effective ways to reduce congestion in Newry city centre, and these should be given priority.

I also am not of the view that this is a durable project, or one that will have a long lifespan or a lasting positive effect. It is based on a thinking that is already outdated; it destroys previously untouched areas of landscape; it introduces more cars; it focuses on unsustainable modes of transport; it will cause more pollution.

It already looks like a project from a previous era, that as such will become obsolete within 20 to 30 years, so any short-term benefits really do not seem worth the long-term costs and disruption. As I already said, it brings to mind the dual carriageway that destroyed the centre of Newry in the 60s, but also the first iteration of the Newry Bypass that was built in the 1990s. This was designed as a single carriageway between two stretches of dual carriageway and motorway, creating an extremely dangerous bottleneck that caused many accidents and deaths, before the whole bypass had to be redesigned and reconstructed as a dual carriageway, less than 20 years after it was first built. Given the history of infrastructural planning in Newry (or lack thereof), it is easy to see why people would be highly sceptical of this scheme.

Most of all, it would be madness to sacrifice Newry Canal for such a short-term, ultimately low-return-value scheme. The canal is a unique asset for the people of Newry, and offers infinite future development potential, in terms of heritage, environment, economy, leisure and tourism, but also transport. At a time when the climate crisis means we need to phase out fossil fuel-powered, polluting heavy vehicles from our road, it seems somewhat shortsighted to invest time, money and resources on a scheme that is tailored to exactly this type of transport, and even more ill-advised to do so at the expense of an existing, more climate neutral and environmentally friendly alternate, i.e. shipping and transport along the canal.

I would advise a complete rethink of the entire proposal, in a way that is more forward-thinking and ambitious, looking at the longer term. If the road is absolutely necessary, it must not close off the canal to ships of any size. That would be a short-sighted and unforgivable mistake, and an extremely expensive one to correct in the future.

Thank you for giving people the opportunity to provide feedback, and for taking the time to read my comments.

*Please use/append additional pages or information as necessary.*

Please email or post completed responses by 23<sup>rd</sup> August 2019 to the Department's Strategic Roads Improvement Team for them to be given consideration in the design development and assessment process.

Email: [Southern.SRI@infrastructure-ni.gov.uk](mailto:Southern.SRI@infrastructure-ni.gov.uk)

Post to: **The Strategic Roads Improvement Team, Department for Infrastructure - Southern Division, Marlborough House, Central Way, Craigavon, BT64 1AD**

Further information on the scheme: [www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview](http://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview)

# Newry Southern Relief Road Community Drop-in Sessions

## Feedback Form

### Introduction

The Newry Southern Relief Road aims to provide a strategic transport link from the A1 Belfast-Dublin Key Transport Corridor to the A2 Warrenpoint Road dual carriageway. The Preferred Route was announced on 3<sup>rd</sup> October 2018 which commences on the A2 Warrenpoint Road, along the frontage of Greenbank Industrial Estate, crosses the Newry River and Canal to the south of Drumlane Quarry and then continues in a westerly direction towards the A1, connecting into Ellisholding Junction.

The Department for Infrastructure (DfI) welcome any comments you may have in relation to the scheme and will consider your feedback form as part of the further design development and assessment process. All completed forms will be shared with our consultants (AECOM). We may also use the content of your feedback form to inform future reports or public documents related to this scheme.

If you choose to provide contact details below, we will be able to send you updates about the scheme, for example invitations to future community consultation events. If you wish us to do so, please review the privacy note overleaf and provide your consent by ticking the box below. You can withdraw your consent at any time by contacting the Project Team.

The provision of contact details is optional and your comments will still be considered if provided anonymously, however we will be unable to respond to you if you choose not to provide these details.

### Your details (optional)

Name:

██████████

Address:

██

Postcode:

██████████

Telephone:

Email:

██

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.

(tick box)

**PLEASE USE THE BACK OF THIS FORM TO RECORD YOUR COMMENTS OR FEEDBACK**

### Comments:

I have a few comments to make as many of the questions I asked at the public consultation were left unanswered.

1. Is there a traffic congestion report for this section of Newry.  
It must be the basis for this road. Usually there are other measures put in place first like additional lights, lanes and worst case a new motorway.
2. What will the new travel time be for North bound freight from the junction on the existing Dual carriageway to the Sheepbridge junction? Currently it's 12 mins.
3. How much current freight from the docks is north bound and how much is southbound?
4. Are you aware that this motorway, without a bridge, over the oldest canal system in Europe will prevent future boat culture ever being established in Newry?
5. Building this motorway to enable Warrenpoint to grow by its  
Estimated 80% will change the fabric of Warrenpoint from tourism to industry. This motorway is not needed and will only increase freight traffic in South Down.

Please email or post completed responses as soon as reasonably possible to the Project Team for them to be given consideration in the design development and assessment process.

Email: [nsrrconsultations@aecom.com](mailto:nsrrconsultations@aecom.com)

Post to: **NSRR Project Team, AECOM, 9th Floor The Clarence West Building, 2 Clarence St West, Belfast BT2 7GP**

Further information on the scheme: [www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview](http://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview)

#### Privacy Notice:

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# Newry Southern Relief Road Community Consultation Questionnaire & Feedback Form

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Name:

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# Newry Southern Relief Road Scheme

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## Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify) *POLLUTION LEVELS*

**Q1b: How would you be affected?**

*HIGHEST CANCER RATES BT342DJ*

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

# Newry Southern Relief Road Scheme

Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)

Disagree  Neither Agree nor Disagree  Agree

Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree  Neither Agree nor Disagree  Agree

Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)

- |  |   |
|--|---|
| Improve journey time reliability ✓     | Improve road safety for all users ✓                 |
| Achieve value for money                | Reduce conflict between local and strategic traffic |
| Reduce traffic congestion ✓            | Reduce journey times for strategic traffic          |
| Minimise impact on the environment No  | Effect on people living near the road               |
| Ensure Newry Canal remains navigable ✓ | Improve access & transport economic efficiency      |

BREXIT WILL MAKE NULL

Q4. Did you find the Community Consultation Event helpful?

Yes  No  Did not attend

Are there any other aspects of the scheme you would like to comment on?

MONO THINKING NOT COMPREHENSIVE APPROACH

*Please use/append additional pages or information as necessary.*

Please email or post completed responses by 23<sup>rd</sup> August 2019 to the Department's Strategic Roads Improvement Team for them to be given consideration in the design development and assessment process.

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# Newry Southern Relief Road Community Consultation Questionnaire & Feedback Form

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Name:

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Email:

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.  (tick box)

**PLEASE USE THE COMMENTS PAGE AT THE BACK TO RECORD YOUR FEEDBACK,  
AND/OR TO PROVIDE ADDITIONAL RESPONSE TO THE QUESTIONS OVERLEAF.**



## Newry Southern Relief Road Scheme

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### Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

As a resident of the local area

As a business owner / employee in the local area

As a vehicle driver / passenger

As a user of public transport

As a pedestrian

As a cyclist

Other (please specify)

**Q1b: How would you be affected?**

*No real impact.*

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

Daily

Weekly

Monthly

Other

**Q2b. Please indicate the reason for the majority of your journeys.**

Local\* journey (origin and/or destination Newry)

Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

*Faster journey's through Newry.*

## Newry Southern Relief Road Scheme

Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)

Disagree

Neither Agree nor Disagree

Agree

Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)

Improve journey time reliability 4  
Achieve value for money 9  
Reduce traffic congestion 1  
Minimise impact on the environment 6  
Ensure Newry Canal remains navigable 10

Improve road safety for all users 8  
Reduce conflict between local and strategic traffic 3  
Reduce journey times for strategic traffic 2  
Effect on people living near the road 5  
Improve access & transport economic efficiency 7

Q4. Did you find the Community Consultation Event helpful?

Yes

No

Did not attend

**Are there any other aspects of the scheme you would like to comment on?**

*Please use/append additional pages or information as necessary.*

Please email or post completed responses by 23<sup>rd</sup> August 2019 to the Department's Strategic Roads Improvement Team for them to be given consideration in the design development and assessment process.

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# Newry Southern Relief Road Community Consultation Questionnaire & Feedback Form

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## Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.

(tick box)

**PLEASE USE THE COMMENTS PAGE AT THE BACK TO RECORD YOUR FEEDBACK,  
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# Newry Southern Relief Road Scheme

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## Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify) *Electrical Rep*

**Q1b: How would you be affected?**

*would improve life in Newry*

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

*Reduced time Newry to Dublin & Belfast*



# Newry Southern Relief Road Scheme

Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)

Disagree

Neither Agree nor Disagree

Agree

Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)

- Improve journey time reliability 10
- Achieve value for money 9
- Reduce traffic congestion 1
- Minimise impact on the environment 2
- Ensure Newry Canal remains navigable 3

- Improve road safety for all users 4
- Reduce conflict between local and strategic traffic 8
- Reduce journey times for strategic traffic 7
- Effect on people living near the road 6
- Improve access & transport economic efficiency 5

Q4. Did you find the Community Consultation Event helpful?

Yes

No

Did not attend

**Are there any other aspects of the scheme you would like to comment on?**

*Please use/append additional pages or information as necessary.*

Please email or post completed responses by 23<sup>rd</sup> August 2019 to the Department's Strategic Roads Improvement Team for them to be given consideration in the design development and assessment process.

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## Your details (optional)

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Address:

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Telephone:

Email:

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.

 (tick box)

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## Newry Southern Relief Road Scheme

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### Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

- As a resident of the local area     As a business owner / employee in the local area     As a vehicle driver / passenger     As a user of public transport
- As a pedestrian     As a cyclist     Other (please specify)

**Q1b: How would you be affected?**

*Positively - getting to and from work.*

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily     Weekly     Monthly     Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)     Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

*Reduction of traffic volumes*

## Newry Southern Relief Road Scheme

Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)

Disagree

Neither Agree nor Disagree

Agree

Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)

- |  |   |
|--|---|
| 6 Improve journey time reliability     | 2 Improve road safety for all users                   |
| 10 Achieve value for money             | 7 Reduce conflict between local and strategic traffic |
| 1 Reduce traffic congestion            | 3 Reduce journey times for strategic traffic          |
| 9 Minimise impact on the environment   | 8 Effect on people living near the road               |
| 5 Ensure Newry Canal remains navigable | 4 Improve access & transport economic efficiency      |

Q4. Did you find the Community Consultation Event helpful?

Yes

No

Did not attend



**Are there any other aspects of the scheme you would like to comment on?**

I am concerned the height of the bridge at 12 metres is too low and would like it to be higher to accommodate Tall Ships or a Swing Bridge. The current plan I believe would be detrimental to the Albert Basin

*Please use/append additional pages or information as necessary.*

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Telephone:

Email:

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.

 (tick box)

**PLEASE USE THE COMMENTS PAGE AT THE BACK TO RECORD YOUR FEEDBACK,  
AND/OR TO PROVIDE ADDITIONAL RESPONSE TO THE QUESTIONS OVERLEAF.**

## Newry Southern Relief Road Scheme

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## Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

As a resident of the local area

As a business owner / employee in the local area

As a vehicle driver / passenger

As a user of public transport

As a pedestrian

As a cyclist

Other (please specify)

**Q1b: How would you be affected?**

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

Daily

Weekly

Monthly

Other

**Q2b. Please indicate the reason for the majority of your journeys.**

Local\* journey (origin and/or destination Newry)

Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

## Newry Southern Relief Road Scheme

**Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)**

Disagree

Neither Agree nor Disagree

Agree

**Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?**

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

**Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)**

Improve journey time reliability

Achieve value for money

Reduce traffic congestion

Minimise impact on the environment

Ensure Newry Canal remains navigable

Improve road safety for all users

Reduce conflict between local and strategic traffic

Reduce journey times for strategic traffic

Effect on people living near the road

Improve access & transport economic efficiency

**Q4. Did you find the Community Consultation Event helpful?**

Yes

No

Did not attend

**Are there any other aspects of the scheme you would like to comment on?**

*Please use/append additional pages or information as necessary.*

Please email or post completed responses by 23<sup>rd</sup> August 2019 to the Department's Strategic Roads Improvement Team for them to be given consideration in the design development and assessment process.

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# Newry Southern Relief Road

## Community Consultation

### Questionnaire & Feedback Form

The proposed scheme aims to provide a strategic transport link from the A1 Belfast-Dublin Key Transport Corridor to the A2 Warrenpoint Road dual carriageway. The preferred route would commence on the A2 Warrenpoint Road, along the frontage of Greenbank Industrial Estate, cross the Newry River and Canal to the south of Drumalane Quarry and then continue in a westerly direction towards the A1, connecting into and upgrading the existing Ellisholding Junction.

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## Your details (optional)

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Address:

Postcode:

Telephone:

Email:

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.



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# Newry Southern Relief Road Scheme

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## Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify *as a farmer*)

**Q1b: How would you be affected?**

*I have lived on the Flagstaff road all my life and enjoyed the area of outstanding beauty. a new road through the middle of this upsets the wildlife and we would be affected by the noise. When building this structure it will affect my business with our restricted access from the south and Newry. My farm is on the Flagstaff road and upper Fathom Road the new road will cut me off from the bigger part of my farm which puts me to the bother of travelling an extra 4 mile two or three times a day*

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

## Newry Southern Relief Road Scheme

Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)

Disagree

Neither Agree nor Disagree

Agree

Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)

- |    |                                      |   |   |
|----|--------------------------------------|---|---|
| 9  | Improve journey time reliability     | 5 | Improve road safety for all users                   |
| 10 | Achieve value for money              | 4 | Reduce conflict between local and strategic traffic |
| 6  | Reduce traffic congestion            | 8 | Reduce journey times for strategic traffic          |
| 3  | Minimise impact on the environment   | 1 | Effect on people living near the road               |
| 2  | Ensure Newry Canal remains navigable | 7 | Improve access & transport economic efficiency      |

Q4. Did you find the Community Consultation Event helpful?

Yes

No

Did not attend

**Are there any other aspects of the scheme you would like to comment on?**

*Please use/append additional pages or information as necessary.*

Please email or post completed responses by 23<sup>rd</sup> August 2019 to the Department's Strategic Roads Improvement Team for them to be given consideration in the design development and assessment process.

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The Department for Infrastructure (DfI) welcomes any comments you may have in relation to the preferred route and will consider your feedback form to help shape the final design of the proposed Newry Southern Relief Road. All completed forms will be shared with our consultants (AECOM). We may also use the content of your feedback form to inform future reports or public documents related to this scheme.

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The provision of contact details is optional and your comments will still be considered if provided anonymously, however we will be unable to respond to you if you choose not to provide these details.

## Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.

 (tick box)

**PLEASE USE THE BACK OF THIS FORM TO RECORD YOUR COMMENTS OR FEEDBACK**



**Comments:** An extremely complicated Engineering project.

Please consider the following in your consultations

- Making access road through Garry Brown PK, to the end of Greenbank Industrial area i.e. where the land meets the water. This 'natural' feature could be utilised.
- Partial or full tunnelling through the mountain.
- A suspension bridge between the W'point Road and Fathom line — not only would this provide an aesthetic feature but it would solve the problem of large ships being able to navigate the canal up into Albert Basin, (there doesn't seem to be any provision for this)
- Serious speed restrictions on the 'downward' journey from the Dublin Rd direction.
- You would also need to consider a further new road from the Warrenpoint Rd, across country towards Derryleckagh + Maybridge taking traffic, freight, tourists etc. across to East Down, Newcastle D'patrick etc.

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# Newry Southern Relief Road

## Community Consultation

### Questionnaire & Feedback Form

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# Newry Southern Relief Road Scheme

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## Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify)

**Q1b: How would you be affected?**

The proposed road has the potential to have significant effects on the Flagstaff Road as well as the surrounding area. The outline of our concerns can be noted as follows;

- 1. Temporary Closure of the Flagstaff Road:** Based on the current preferred route it appears that it would be necessary for the Flagstaff Road to be closed during engineering works. It is assumed that during this time other routes would have to be used and it would be necessary for the project to outline which routes would be used in the absence of the Flagstaff Road. It should be noted that the Department of Infrastructure undertake very little maintenance or management of the roads in the area, particularly during winter and the quality/capacity of these roads would have to be considered to ensure access can be maintained without the potential for trans-boundary effects to occur.
- 2. Emergency Access:** During the construction phase of the project it will be important that emergency access routes are maintained for residents on the Flagstaff Road due to potential need of the residents, the potential for a forest/Mountain fire which has occurred in the last few years as well as the potential for anti-social behavior, particularly at the Flagstaff Viewpoint.
- 3. Groundworks:** There is a potential for the groundworks to cause problems in the area as there is a history of subsidence along the mountain. It will be important that all of the groundworks are designed so as to ensure that there is no potential for

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

The regular local journeys could be negatively impacted upon during construction through the disruption to the Flagstaff Road.

During the operational phase of the project there may be a slight improvement in traffic by the provision of the proposed road, however, the traffic levels on the Dublin Road accessing Newry are typically generated by those visiting shopping facilities. As such there is unlikely to be much of an improvement to our journeys through the provision of this road.

## Newry Southern Relief Road Scheme

**Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)**

Disagree

Neither Agree nor Disagree

Agree

**Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?**

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

Whilst the project meets some of these objectives, the current documentation does not outline how the project will minimise the impacts on the environment, it does not demonstrate value for money, it has the potential to deteriorate road safety on local roads during the construction and operational phase, as well as the fact that journey times for strategic traffic could be significantly impacted by external factors thus reducing the need for the subject road project.

Furthermore, the proposed bridge over the Newry canal will reduce the potential for larger boats to use the canal as well as reduce the potential for masted ships to use the canal. The previous proposal for a bridge at Narrow Water provided a bridge with an opening as well as providing a proposal that would have less impact on local residents and the environment. The current proposal appears to be a cut price, budget version of the previous Narrow Water project that has less consideration for impacts on local residents, as well as the environment.

Finally, has it been considered how the road will operate during winter months where there is a significant potential for the road to be frozen or snowed in. In this regard, the micro-climatic conditions of the area need to be considered.

**Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)**

- |   |                                      |    |   |
|---|--------------------------------------|----|---|
| 3 | Improve journey time reliability     | 1  | Improve road safety for all users                   |
| 6 | Achieve value for money              | 10 | Reduce conflict between local and strategic traffic |
| 8 | Reduce traffic congestion            | 7  | Reduce journey times for strategic traffic          |
| 2 | Minimise impact on the environment   | 4  | Effect on people living near the road               |
| 9 | Ensure Newry Canal remains navigable | 5  | Improve access & transport economic efficiency      |

As noted above the project has not demonstrated that it will improve road safety, that it will minimise impacts on the environment, that it will improve journey times (particularly as external factors are likely to increase journey times) or that it will improve access and efficiency. The project is also likely to have a negative effect on local people, is unlikely to reduce traffic congestion on the Dublin Road caused by shopping facilities in Newry, may not provide value for money once all of the groundworks and ancillary undertakings are considered and could have a negative impact on the future of Newry Canal.

Finally, it should be noted that the south Down/south Armagh area is largely an agricultural area and the proposed project will not remove conflicts between smaller local traffic and larger vehicles such as trucks and farm equipment. This will continue to occur as such road safety may not be significantly improved. In this regard, it should be stated as part of the application the number of accidents in the last 5 years that have occurred in Newry City Centre between local traffic and vehicles using Warrenpoint road.

**Q4. Did you find the Community Consultation Event helpful?**

Yes

No

Did not attend

### Are there any other aspects of the scheme you would like to comment on?

The primary comments at this stage are provided above. We would note that the advertisements in the local paper were not seen and that the consultation for the road was only highlighted by a family member who read about the road from a media source in the Republic of Ireland.

*Please use/append additional pages or information as necessary.*

Please email or post completed responses by 23<sup>rd</sup> August 2019 to the Department's Strategic Roads Improvement Team for them to be given consideration in the design development and assessment process.

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# Newry Southern Relief Road Community Consultation Questionnaire & Feedback Form

The proposed scheme aims to provide a strategic transport link from the A1 Belfast-Dublin Key Transport Corridor to the A2 Warrenpoint Road dual carriageway. The preferred route would commence on the A2 Warrenpoint Road, along the frontage of Greenbank Industrial Estate, cross the Newry River and Canal to the south of Drumalane Quarry and then continue in a westerly direction towards the A1, connecting into and upgrading the existing Ellisholding Junction.

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## Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.

 (tick box)

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# Newry Southern Relief Road Scheme

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## Questionnaire:

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- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify)

**Q1b: How would you be affected?**

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

*Commuter*  
*SPEED* Up Journeys & reduce Newry congestion **(BUT)**  
increase SHOME/COASTAL ROAD BOTTLENECKS & TRAFFIC  
SHOULD INCLUDE REVIEW & UPGRADE OF B7C (BUREN RD  
NEXT TO GOLF COURSE) UP TO NEWRY - CASTLEWELLAN  
RD. & RELIEVE/BACKUP FOR COASTAL ROAD.

## Newry Southern Relief Road Scheme

Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)

Disagree

Neither Agree nor Disagree

Agree

Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)

Improve journey time reliability

Achieve value for money

Reduce traffic congestion

Minimise impact on the environment

Ensure Newry Canal remains navigable

Improve road safety for all users

Reduce conflict between local and strategic traffic

Reduce journey times for strategic traffic

Effect on people living near the road

Improve access & transport economic efficiency

Q4. Did you find the Community Consultation Event helpful?

Yes

No

Did not attend

Are there any other aspects of the scheme you would like to comment on?

YES

COMMENTS

②

NEEDS GOOD PEDESTRIAN ACCESS & ALSO  
Bike way path from people being dropped off  
EN ROUTE TO BELFAST

③

CAN A Bike / WALKING <sup>GAZONWAY</sup> PATH (with consideration  
of the environment with ERG CONSULTANTS HELP)  
ALONG THE RIVER FROM BRIDGE (PROPOSED) UP  
TO RESERVOIR, USING MATERIAL DREDGED  
FROM WARREN POINT - PORT

Please use/append additional pages or information as necessary.

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Email:

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 (tick box)

**PLEASE USE THE COMMENTS PAGE AT THE BACK TO RECORD YOUR FEEDBACK,  
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# Newry Southern Relief Road Scheme

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## Questionnaire:

Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.

- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify)

Q1b: How would you be affected?

We are based at the bottom of the Greenbank Ind. Est. at the other side of the football field where the bridge is going through. If we want to go to Newry the distance is increased with having to go around the bridge up and down the football field. Also to go to Dublin we have to go all the way to the top of the Greenbank up the carriage way and then over. If we had access to the new roundabout it would save the travel time to make use of the new road.

Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?

- Daily  Weekly  Monthly  Other

Q2b. Please indicate the reason for the majority of your journeys.

- Local\* journey (origin and/or destination Newry)  Passing through

Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?

I think coming from Dublin would be OK as it's left and left. Going to Dublin there is a bit of messing around to get to the new road. Also the extra distance people would have to drive in the estate would isolate us a bit. With the corners in the football to go under the bridge the lorries delivering cement and stone and sand is in large lorries it could cause them some hassle also

# Newry Southern Relief Road Scheme

Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)

Disagree

Neither Agree nor Disagree

Agree

Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

I do believe that this road would be better than no road but with a little extra thought if we could get on the the new roundabout from the estate it would allow our traffic to get away. There could still be congestion at the roundabout at the top of the Greenbank which could slow us down to getting to the Southern Relief Road

Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)

- |  |   |
|--|---|
| ② Improve journey time reliability     | ⑤ Improve road safety for all users                   |
| ⑦ Achieve value for money              | ⑥ Reduce conflict between local and strategic traffic |
| ① Reduce traffic congestion            | ③ Reduce journey times for strategic traffic          |
| ⑧ Minimise impact on the environment   | ④ Effect on people living near the road               |
| ⑩ Ensure Newry Canal remains navigable | ④ Improve access & transport economic efficiency      |

Q4. Did you find the Community Consultation Event helpful?

Yes

No

Did not attend







# Newry Southern Relief Road Community Consultation Questionnaire & Feedback Form

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# Newry Southern Relief Road Scheme

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- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify)

**Q1b: How would you be affected?**

THE NOISE LEVEL FROM THE A2 IS AT BEST JUST BEARABLE FROM OUR KITCHEN DINING ROOM HOW BAD IS IT GOING TO BE WITH THE RELIEF ROAD BEING LESS THAN 300 M FROM US. OUR 2 YEAR OLD CHILD'S BED ROOM IS EVEN CLOSER TO IT THAN THE KITCHEN

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**



**Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)**

Disagree

Neither Agree nor Disagree

Agree

**Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?**

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

**Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)**

Improve journey time reliability

Achieve value for money

Reduce traffic congestion

Minimise impact on the environment

Ensure Newry Canal remains navigable

Improve road safety for all users

Reduce conflict between local and strategic traffic

Reduce journey times for strategic traffic

Effect on people living near the road

Improve access & transport economic efficiency

**Q4. Did you find the Community Consultation Event helpful?**

Yes

No

Did not attend

Are there any other aspects of the scheme you would like to comment on?

WE WANT A SIGNIFICANT AMOUNT OF  
MONEY TO LIVE IN THE MOUNTAINS AND  
LEAVING GREEN FIELDS, TREES AND THE BARN  
WHAT WAY IS THIS GOING TO AFFECT  
HILLSIDES AND AS PERSONAL SPACES  
AND WELL BEING?

TransportNI - CRAIGAVON		
ITEM REF. No.		
REFERRED TO	REPLY	INFO
19 AUG 2019		
FILE REF:		

Please use/append additional pages or information as necessary.

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 (tick box)

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# Newry Southern Relief Road Scheme

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## Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify)

**Q1b: How would you be affected?**

The road goes through my family's fields. It ruins the countryside at my back door. Our farm will be reduced after spending years of breeding to get it up to standard. Fields owned in our family's name will have a road through the middle of it for the port without any regard for history or residents.

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

It will probably increase my local journeys.

## Newry Southern Relief Road Scheme

Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)

Disagree

Neither Agree nor Disagree

Agree

Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

Not sure how this will reduce conflict between local + strategic traffic movements.

Value for money, I don't think so, improve the roads we have. The roads and flow of traffic can easily be improved in Newry. But I'm sure the port would prefer a new road...

Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)

- |  |   |
|--|---|
| ⑩ Improve journey time reliability     | ① Improve road safety for all users                   |
| ⑥ Achieve value for money              | ⑧ Reduce conflict between local and strategic traffic |
| ⑤ Reduce traffic congestion            | ④ Reduce journey times for strategic traffic          |
| ④ Minimise impact on the environment   | ③ Effect on people living near the road               |
| ② Ensure Newry Canal remains navigable | ⑦ Improve access & transport economic efficiency      |

Q4. Did you find the Community Consultation Event helpful?

Yes

No

Did not attend



Are there any other aspects of the scheme you would like to comment on?

- Noise for local residents. I keep getting fobbed off with generic answers, I want to ~~know~~ know where and how many trees will be planted to reduce noise.
- Environmental Impact; You say this will help pollution in Newry. How will the environmental impact of the road itself be addressed?
- Light pollution. Again how will this be addressed?
- During construction ~~to~~ what roads will be used how will the roads be maintained?
- If dust and dirt on the road damage local cars, who will be responsible for this?
- Blasting rock from the mountain will no doubt affect surrounding houses and substructures what will be done to prevent this.  
You say the blasting from the ~~Quarry~~ Quarry has affected the substructure around it, how will this be any different?

Please use/append additional pages or information as necessary.

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# Newry Southern Relief Road

## Community Consultation

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# Newry Southern Relief Road Scheme

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- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify

**Q1b: How would you be affected?**

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

## Newry Southern Relief Road Scheme

**Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)**

Disagree

Neither Agree nor Disagree

Agree

**Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?**

- Contribute positively to transport economic efficiency.
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- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

I believe that there are viable alternatives to the proposed Newry Southern Relief road to relieve traffic congestion in the Newry centre without resorting to the proposed scheme. Improved traffic management aimed at reducing the volume of traffic into the town centre, encouraging people to use public transport and park and ride facilities. Make the town centre more people and pedestrian friendly and less motorist friendly - reduce car parking both on street and off street and introduce pedestrian only streets to encourage greater use of public transport and encourage those living within walking distance of the town centre to walk into town.

I consider the visual impact of the road to be negative - looking south from the town towards Carlingford Lough is now most pleasing to the eye, this view will be obscured by the necessary embankments and bridge of the scheme.

I believe that a single lane road with a climbing lane will prove to be unsafe as were the original Newry and Banbridge bypasses which were eventually dualled but not before many lives were lost in traffic collisions.

If the scheme goes ahead it is imperative to maintain navigation of the Newry Ship Canal and to minimise the impact on the environment.

**Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)**

Improve journey time reliability

Achieve value for money

Reduce traffic congestion

Minimise impact on the environment

Ensure Newry Canal remains navigable

Improve road safety for all users

Reduce conflict between local and strategic traffic

Reduce journey times for strategic traffic

Effect on people living near the road

Improve access & transport economic efficiency

**Q4. Did you find the Community Consultation Event helpful?**

Yes

No

Did not attend

**Are there any other aspects of the scheme you would like to comment on?**

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(tick box)

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- Daily  Weekly  Monthly  Other

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**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

less congested less time in traffic.

## Newry Southern Relief Road Scheme

Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)

Disagree

Neither Agree nor Disagree

Agree

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- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)

- |   |                                      |   |   |
|---|--------------------------------------|---|---|
| ① | Improve journey time reliability     | ② | Improve road safety for all users                   |
| ⑩ | Achieve value for money              | ④ | Reduce conflict between local and strategic traffic |
| ⑦ | Reduce traffic congestion            | ③ | Reduce journey times for strategic traffic          |
| ⑧ | Minimise impact on the environment   | ⑤ | Effect on people living near the road               |
| ⑨ | Ensure Newry Canal remains navigable | ⑥ | Improve access & transport economic efficiency      |

Q4. Did you find the Community Consultation Event helpful?

Yes

No

Did not attend

# Newry Southern Relief Road

## Community Consultation

### Questionnaire & Feedback Form

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(tick box)

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# Newry Southern Relief Road Scheme

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## Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

- As a resident of the local area     As a business owner / employee in the local area     As a vehicle driver / passenger     As a user of public transport
- As a pedestrian     As a cyclist     Other (please specify)

**Q1b: How would you be affected?**

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily     Weekly     Monthly     Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)     Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**



## Newry Southern Relief Road Scheme

**Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)**

Disagree

Neither Agree nor Disagree

Agree

**Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?**

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

**Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)**

- |   |                                      |    |   |
|---|--------------------------------------|----|---|
| 4 | Improve journey time reliability     | 5  | Improve road safety for all users                   |
| 9 | Achieve value for money              | 10 | Reduce conflict between local and strategic traffic |
| 3 | Reduce traffic congestion            | 6  | Reduce journey times for strategic traffic          |
| 2 | Minimise impact on the environment   | 7  | Effect on people living near the road               |
| 1 | Ensure Newry Canal remains navigable | 8  | Improve access & transport economic efficiency      |

**Q4. Did you find the Community Consultation Event helpful?**

Yes

No

Did not attend

Are there any other aspects of the scheme you would like to comment on?

*Please use/append additional pages or information as necessary.*

Please email or post completed responses by 23<sup>rd</sup> August 2019 to the Department's Strategic Roads Improvement Team for them to be given consideration in the design development and assessment process.

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# Newry Southern Relief Road

## Community Consultation

### Questionnaire & Feedback Form

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The Department for Infrastructure (DfI) welcomes any comments you may have in relation to the preferred route and will consider your feedback form to help shape the final design of the proposed Newry Southern Relief Road. All completed forms will be shared with our consultants (AECOM). We may also use the content of your feedback form to inform future reports or public documents related to this scheme.

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## Your details (optional)

Name:

██████████

Address:

██████████  
██████

Postcode:

██████

Telephone:

Email:

████████████████████

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.

(tick box)

**PLEASE USE THE COMMENTS PAGE AT THE BACK TO RECORD YOUR FEEDBACK, AND/OR TO PROVIDE ADDITIONAL RESPONSE TO THE QUESTIONS OVERLEAF.**

# Newry Southern Relief Road Scheme

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- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify

**Q1b: How would you be affected?**

Traffic delays

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

## Newry Southern Relief Road Scheme

**Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)**

Disagree

Neither Agree nor Disagree

Agree

**Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?**

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

**Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)**

- |   |                                      |    |   |
|---|--------------------------------------|----|---|
| 3 | Improve journey time reliability     | 7  | Improve road safety for all users                   |
| 8 | Achieve value for money              | 10 | Reduce conflict between local and strategic traffic |
| 2 | Reduce traffic congestion            | 6  | Reduce journey times for strategic traffic          |
| 4 | Minimise impact on the environment   | 9  | Effect on people living near the road               |
| 1 | Ensure Newry Canal remains navigable | 5  | Improve access & transport economic efficiency      |

**Q4. Did you find the Community Consultation Event helpful?**

Yes

No

Did not attend



### Are there any other aspects of the scheme you would like to comment on?

- (1) Consideration should be given to a grade separated junction on the A2 Dual carriageway instead of a roundabout. This would facilitate construction of bridge over Newry canal at a higher elevation and thus prevent obstruction to ship navigation in the canal.
- (2) The proposed route should be future proofed by acquiring sufficient lands to facilitate, at some future date, conversion of proposed new link road to a dual carriageway with associated grade separated junctions.

*Please use/append additional pages or information as necessary.*

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# Newry Southern Relief Road

## Community Consultation

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## Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

TransportNI - CRAIGAVON		
ITEM REF. No.		
REFERRED TO	REFR'G	INFO
15 AUG 2019		
FILE REF:		

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.

(tick box)

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## Newry Southern Relief Road Scheme

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### Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport

As a pedestrian  As a cyclist  Other (please specify) *daughter of woman greatly affected by Scheme.*

**Q1b: How would you be affected?**

- Mum would be severely affected and would have a motorway on one side and the relief road in front of her, not to mention 2 roundabouts.*
- As the future owner of the property, this road would greatly impact all aspects of life eg noise + Air pollution, accessibility to property etc.*

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

- My mum will have to completely change how she drives in and out of her house.*
- She would not be able to walk anywhere.*
- It has been seen in the past that this would not relieve the traffic in Newry. The by-pass was supposed to do that but traffic congestion on the A1 and Road has increased.*

## Newry Southern Relief Road Scheme

**Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)**

Disagree

Neither Agree nor Disagree

Agree

**Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?**

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

**Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)**

- |    |                                      |   |   |
|----|--------------------------------------|---|---|
| 10 | Improve journey time reliability     | 1 | Improve road safety for all users                   |
| 9  | Achieve value for money              | 2 | Reduce conflict between local and strategic traffic |
|    | Reduce traffic congestion            |   | Reduce journey times for strategic traffic          |
| 8  | Minimise impact on the environment   | 3 | Effect on people living near the road               |
| 7  | Ensure Newry Canal remains navigable | 4 | Improve access & transport economic efficiency      |

**Q4. Did you find the Community Consultation Event helpful?**

Yes

No

Did not attend

*The information given was inconsistent.*

Are there any other aspects of the scheme you would like to comment on?

- We lost all our land behind our house for the motorway. Now we are losing all of our remaining land. The land has been in our family for generations.
- The way the road is going to affect the community. My mum will be cut off from her community.
- noise pollution
- Air pollution.
- Impact on environment.
- Problems for services such as fire and ambulance to find her house.
- Children not able to access bus to school
- No privacy being outside at house.
- Problems with anti social behaviour - dumping rubbish, travellers parking on their access road. Local resident has been burgled so often he no longer locks his doors.
- This new road will not reduce traffic in Newry.
- Afraid that the Dublin Road may in the future be used as a Customs area depending on what happens with Brexit.

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## Community Consultation

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## Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.



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# Newry Southern Relief Road Scheme

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**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

- As a resident of the local area     As a business owner / employee in the local area     As a vehicle driver / passenger     As a user of public transport
- As a pedestrian     As a cyclist     Other (please specify

**Q1b: How would you be affected?**

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily     Weekly     Monthly     Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)     Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

It wouldn't.

## Newry Southern Relief Road Scheme

**Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)**

Disagree

Neither Agree nor Disagree

Agree

**Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?**

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

I think it is essential that navigation be maintained for tall masted vessels on the Newry Ship Canal.

**Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)**

- |   |                                      |    |   |
|---|--------------------------------------|----|---|
| 2 | Improve journey time reliability     | 6  | Improve road safety for all users                   |
| 9 | Achieve value for money              | 6  | Reduce conflict between local and strategic traffic |
| 3 | Reduce traffic congestion            | 5  | Reduce journey times for strategic traffic          |
| 4 | Minimise impact on the environment   | 10 | Effect on people living near the road               |
| 1 | Ensure Newry Canal remains navigable | 7  | Improve access & transport economic efficiency      |

**Q4. Did you find the Community Consultation Event helpful?**

Yes

No

Did not attend

### Are there any other aspects of the scheme you would like to comment on?

£1000,000 was spent by NIES in the 1990s, at the behest of Newry and Mourne DC, placing power lines below the canal bed to allow for the air draught of tall masted vessels.

Over £250,000 spent by Newry and Mourne DC modernising the Victoria Sea Lock, placing new navigation markers on the Newry River and upgrading the Albert Basin for visiting vessels.

I find it incredible that the proposed fixed bridge will make it impossible for even small sailing vessels to navigate this historic waterway.

Part of the reasoning for this scheme appears to be that it will facilitate easier passage of vehicles to and from Warrenpoint Port. It is my opinion therefore, that Warrenpoint Port should contribute towards the cost of an opening or swing bridge across this historic waterway,

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## Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.

 (tick box)

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- As a pedestrian  As a cyclist  Other (please specify)

**Q1b: How would you be affected?**

- Beneficial
- Travel would be much easier.
- Improved scenic route for travel

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

- Travel times more dependable
- less inclined to avoid Newry for shopping

## Newry Southern Relief Road Scheme

**Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)**

Disagree

Neither Agree nor Disagree

Agree

**Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?**

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

**Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)**

- |   |                                      |    |   |
|---|--------------------------------------|----|---|
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| 3 | Reduce traffic congestion            | 2  | Reduce journey times for strategic traffic          |
| 6 | Minimise impact on the environment   | 5  | Effect on people living near the road               |
| 4 | Ensure Newry Canal remains navigable | 7  | Improve access & transport economic efficiency      |

**Q4. Did you find the Community Consultation Event helpful?**

Yes

No

Did not attend

Are there any other aspects of the scheme you would like to comment on?

You may get feedback on single lane  
for Trucks coming down hill -  
to address the chance a lorry  
brakes give out and take out  
traffic in front of them -

See what Slane Co. Meath had  
to do to address this for lorries  
leaving town toward bridge

*Please use/append additional pages or information as necessary.*

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# Newry Southern Relief Road Community Consultation Questionnaire & Feedback Form

The proposed scheme aims to provide a strategic transport link from the A1 Belfast-Dublin Key Transport Corridor to the A2 Warrenpoint Road dual carriageway. The preferred route would commence on the A2 Warrenpoint Road, along the frontage of Greenbank Industrial Estate, cross the Newry River and Canal to the south of Drumalane Quarry and then continue in a westerly direction towards the A1, connecting into and upgrading the existing Ellisholding Junction.

The Department for Infrastructure (DfI) welcomes any comments you may have in relation to the preferred route and will consider your feedback form to help shape the final design of the proposed Newry Southern Relief Road. All completed forms will be shared with our consultants (AECOM). We may also use the content of your feedback form to inform future reports or public documents related to this scheme.

If you choose to provide contact details below, we will be able to send you updates about the scheme, for example invitations to future community consultation events (i.e. the Orders Exhibition). If you wish us to do so, please review the privacy notice and provide your consent by ticking the box below. You can withdraw your consent at any time by contacting the Department's Strategic Roads Improvement Team.

The provision of contact details is optional and your comments will still be considered if provided anonymously, however we will be unable to respond to you if you choose not to provide these details.

## Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.

 (tick box)

**PLEASE USE THE COMMENTS PAGE AT THE BACK TO RECORD YOUR FEEDBACK,  
AND/OR TO PROVIDE ADDITIONAL RESPONSE TO THE QUESTIONS OVERLEAF.**



## Newry Southern Relief Road Scheme

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### Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify)

**Q1b: How would you be affected?**

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

The congestion of traffic in Newry will be avoided, this will make journeys to and from Belfast/Dublin easier

## Newry Southern Relief Road Scheme

Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)

Disagree

Neither Agree nor Disagree

Agree

Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)

Improve journey time reliability 1  
Achieve value for money 8  
Reduce traffic congestion 2  
Minimise impact on the environment 9  
Ensure Newry Canal remains navigable 10

Improve road safety for all users 3  
Reduce conflict between local and strategic traffic 4  
Reduce journey times for strategic traffic 5  
Effect on people living near the road 6  
Improve access & transport economic efficiency 7

Q4. Did you find the Community Consultation Event helpful?

Yes

No

Did not attend

**Are there any other aspects of the scheme you would like to comment on?**

*Please use/append additional pages or information as necessary.*

Please email or post completed responses by 23<sup>rd</sup> August 2019 to the Department's Strategic Roads Improvement Team for them to be given consideration in the design development and assessment process.

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# Newry Southern Relief Road Community Consultation Questionnaire & Feedback Form

The proposed scheme aims to provide a strategic transport link from the A1 Belfast-Dublin Key Transport Corridor to the A2 Warrenpoint Road dual carriageway. The preferred route would commence on the A2 Warrenpoint Road, along the frontage of Greenbank Industrial Estate, cross the Newry River and Canal to the south of Drumalane Quarry and then continue in a westerly direction towards the A1, connecting into and upgrading the existing Ellisholding Junction.

The Department for Infrastructure (DfI) welcomes any comments you may have in relation to the preferred route and will consider your feedback form to help shape the final design of the proposed Newry Southern Relief Road. All completed forms will be shared with our consultants (AECOM). We may also use the content of your feedback form to inform future reports or public documents related to this scheme.

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## Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.

(tick box)

**PLEASE USE THE COMMENTS PAGE AT THE BACK TO RECORD YOUR FEEDBACK,  
AND/OR TO PROVIDE ADDITIONAL RESPONSE TO THE QUESTIONS OVERLEAF.**

## Newry Southern Relief Road Scheme

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## Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify)

**Q1b: How would you be affected?**

*The relief road would reduce journey time.*

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**



## Newry Southern Relief Road Scheme

Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)

Disagree

Neither Agree nor Disagree

Agree

Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)

- |  |   |
|--|---|
| 6 Improve journey time reliability     | 4 Improve road safety for all users                   |
| 5 Achieve value for money              | 9 Reduce conflict between local and strategic traffic |
| 1 Reduce traffic congestion            | 10 Reduce journey times for strategic traffic         |
| 2 Minimise impact on the environment   | 3 Effect on people living near the road               |
| 8 Ensure Newry Canal remains navigable | 7 Improve access & transport economic efficiency      |

Q4. Did you find the Community Consultation Event helpful?

Yes

No

Did not attend

**Are there any other aspects of the scheme you would like to comment on?**

*Please use/append additional pages or information as necessary.*

Please email or post completed responses by 23<sup>rd</sup> August 2019 to the Department's Strategic Roads Improvement Team for them to be given consideration in the design development and assessment process.

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

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## J.2 Representations

# Newry Southern Relief Road Community Consultation Questionnaire & Feedback Form

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I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.



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## Newry Southern Relief Road Scheme

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### Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify

**Q1b: How would you be affected?**

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**



## Newry Southern Relief Road Scheme

**Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)**

Disagree

Neither Agree nor Disagree

Agree

**Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?**

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

**Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)**

- |    |                                      |   |   |
|----|--------------------------------------|---|---|
| 1  | Improve journey time reliability     | 5 | Improve road safety for all users                   |
| 7  | Achieve value for money              | 2 | Reduce conflict between local and strategic traffic |
| 3  | Reduce traffic congestion            | 6 | Reduce journey times for strategic traffic          |
| 4  | Minimise impact on the environment   | 9 | Effect on people living near the road               |
| 10 | Ensure Newry Canal remains navigable | 8 | Improve access & transport economic efficiency      |

**Q4. Did you find the Community Consultation Event helpful?**

Yes

No

Did not attend

**Are there any other aspects of the scheme you would like to comment on?**

*Please use/append additional pages or information as necessary.*

Please email or post completed responses by 23<sup>rd</sup> August 2019 to the Department's Strategic Roads Improvement Team for them to be given consideration in the design development and assessment process.

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# Newry Southern Relief Road Community Consultation Questionnaire & Feedback Form

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## Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.



(tick box)

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# Newry Southern Relief Road Scheme

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## Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify)

**Q1b: How would you be affected?**

WITH OUR BUSINESS SITUATED IN THE GREENBANK ESTATE IT CAN ONLY HAVE A POSITIVE AFFECT BUT IT IS IMPERATIVE THAT THERE IS ACCESS TO THE NEW RELIEF ROAD FROM THE GREENBANK ESTATE.

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

AT THE MOMENT IT CAN BE A NIGHTMARE TRYING TO GET OUT OF THE ESTATE AT PEAK TIME, IF THERE IS NO ACCESS TO THE NEW RELIEF ROAD FROM GREENBANK THEN WE WILL HAVE THE SAME PROBLEMS.

Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)

Disagree

Neither Agree nor Disagree

Agree

Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)

- |                                      |    |   |   |
|--------------------------------------|----|---|---|
| Improve journey time reliability     | 1  | 6 | Improve road safety for all users                   |
| Achieve value for money              | 10 | 5 | Reduce conflict between local and strategic traffic |
| Reduce traffic congestion            | 3  | 2 | Reduce journey times for strategic traffic          |
| Minimise impact on the environment   | 9  | 7 | Effect on people living near the road               |
| Ensure Newry Canal remains navigable | 8  | 4 | Improve access & transport economic efficiency      |

Q4. Did you find the Community Consultation Event helpful?

Yes

No

Did not attend



Are there any other aspects of the scheme you would like to comment on?

I am speaking on behalf of one business in the estate. We have 50 employees, after speaking with them over 50% would use the new relief road to go to Warrenpoint, Hillbow etc as long as there was access to the new road from The Greenbank Estate.

If not every one of these will still have to use the current access at top of the estate. That is a lot of traffic from one business only. As mentioned earlier it is imperative there is access to the new road from the Greenbank Estate, if not we are going to have the same current traffic problems.

Please use/append additional pages or information as necessary.

Please email or post completed responses by 23<sup>rd</sup> August 2019 to the Department's Strategic Roads Improvement Team for them to be given consideration in the design development and assessment process.

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# Newry Southern Relief Road

## Community Consultation

### Questionnaire & Feedback Form

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The provision of contact details is optional and your comments will still be considered if provided anonymously, however we will be unable to respond to you if you choose not to provide these details.

## Your details (optional)

Name:

[Redacted Name]

Address:

[Redacted Address]

Postcode:

[Redacted Postcode]

Telephone:

[Redacted Telephone]

Email:

accounts@clutky-arc.co.uk

TransportNI - CRAIGAVON		
ITEM REF. No.		
REFERRED TO	REPLY	INFO
15 AUG 2019		
FILE REF:		

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.

(tick box)

**PLEASE USE THE COMMENTS PAGE AT THE BACK TO RECORD YOUR FEEDBACK, AND/OR TO PROVIDE ADDITIONAL RESPONSE TO THE QUESTIONS OVERLEAF.**

## Newry Southern Relief Road Scheme

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## Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify)

**Q1b: How would you be affected?**

THE PROPOSED NEW ROAD THAT WILL LINK THE FATHOM LINE TO A2 CARRIAGEWAY WILL

- 1) HAVE AN ADVERSE EFFECT ON BY BUSINESS AS IT WILL ISOLATE LOUGHWAY BUSINESS PARK
- 2) HAVE NO DIRECT LINK TO THE SOUTHERN RELIEF ROAD
- 3) NOT AVAIL OF THE OPPORTUNITY TO PROVIDE AN ADDITIONAL ENTRANCE/EXIT TO GREENBANK.

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

AS A CARBODY REPAIR CENTRE WE RELY ON DAILY ACCESS FOR CUSTOMERS / SUPPLIERS. THIS INCLUDES CARS / VANS / LORRIES. WITH NO PROPOSED DIRECT LINK THIS WILL CREATE INCREASED DISTANCE, INCREASED COSTS AND MORE POLLUTION. IT COULD ALSO LEAD TO A LOSS OF BUSINESS AS CUSTOMERS GO ELSEWHERE

# Newry Southern Relief Road Scheme

Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)

Disagree

Neither Agree nor Disagree

Agree

Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

THE PROPOSED SCHEME WILL HAVE AN ADVERSE AFFECT ON BUSINESS IN THE LOUGHWAY BUSINESS PARK. IT WILL LEAD TO INCREASED JOURNEY TIME ON OUR CUSTOMERS - WHO MAY CHOOSE TO TAKE THEIR BUSINESS ELSEWHERE - OUR SUPPLIERS WILL HAVE INCREASED JOURNEY TIME AND HENCE INCREASED COSTS. THE PROPOSED SCHEME IS MISSING AN OPPORTUNITY TO ADDRESS EXISTING ISSUES IN THE GREENBANK INDUSTRIAL ESTATE.

Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)

- Improve journey time reliability 5
- Achieve value for money 8
- Reduce traffic congestion 1
- Minimise impact on the environment 7
- Ensure Newry Canal remains navigable 9

- Improve road safety for all users 5
- Reduce conflict between local and strategic traffic 3
- Reduce journey times for strategic traffic 2
- Effect on people living near the road 7
- Improve access & transport economic efficiency 4

Q4. Did you find the Community Consultation Event helpful?

Yes

No

Did not attend

Are there any other aspects of the scheme you would like to comment on?

IT IS ESSENTIAL FOR THE BUSINESS OF THE ESTATE TO HAVE THE PROVISION OF A "LEFT/LEFT OUT" FROM AND TO THE EXISTING A2 AND FOR THE WARREN POINT END OF GREENBANK THIS IS CRUCIAL FOR THE FOLLOWING REASONS.

- 1) PROVISION OF A DIRECT ROUTE OUT OF THE BUSINESS PARK TO THE SOUTHERN RELIEF ROAD AND THEREFORE THE A1/M1 WHERE THE VAST MAJORITY OF TRAFFIC IS DESTINED.
- 2) TO AVOID THE LOUGHWAY BUSINESS PARK BECOMING ISOLATED
- 3) TO HELP REDUCE JOURNEY TIMES + COSTS FOR CUSTOMERS + SUPPLIERS
- 4) THE PROVISION OF AN ADDITIONAL EXIT/ENTRANCE TO THE GREENBANK INDUSTRIAL ESTATE WHICH HAS IN THE PAST BEEN EFFECTED BY FLOODING.
- 5) IT WILL EASE TRAFFIC ENTERING THE GREENBANK INDUSTRIAL ESTATE AT THE ROUNDABOUT AT PARK ESSLER.

Please use/append additional pages or information as necessary.

Please email or post completed responses by 23<sup>rd</sup> August 2019 to the Department's Strategic Roads Improvement Team for them to be given consideration in the design development and assessment process.

Email: [Southern.SRI@infrastructure-ni.gov.uk](mailto:Southern.SRI@infrastructure-ni.gov.uk)

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Further information on the scheme: [www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview](http://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview)





# Newry Southern Relief Road Community Consultation

## Questionnaire & Feedback Form

The proposed scheme aims to provide a strategic transport link from the A1 Belfast-Dublin Key Transport Corridor to the A2 Warrenpoint Road dual carriageway. The preferred route would commence on the A2 Warrenpoint Road, along the frontage of Greenbank Industrial Estate, cross the Newry River and Canal to the south of Drumalane Quarry and then continue in a westerly direction towards the A1, connecting into and upgrading the existing Ellisholding Junction.

The Department for Infrastructure (DfI) welcomes any comments you may have in relation to the preferred route and will consider your feedback form to help shape the final design of the proposed Newry Southern Relief Road. All completed forms will be shared with our consultants (AECOM). We may also use the content of your feedback form to inform future reports or public documents related to this scheme.

If you choose to provide contact details below, we will be able to send you updates about the scheme, for example invitations to future community consultation events (i.e. the Orders Exhibition). If you wish us to do so, please review the privacy notice and provide your consent by ticking the box below. You can withdraw your consent at any time by contacting the Department's Strategic Roads Improvement Team.

The provision of contact details is optional and your comments will still be considered if provided anonymously, however we will be unable to respond to you if you choose not to provide these details.

### Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.

 (tick box)

**PLEASE USE THE COMMENTS PAGE AT THE BACK TO RECORD YOUR FEEDBACK,  
AND/OR TO PROVIDE ADDITIONAL RESPONSE TO THE QUESTIONS OVERLEAF.**



# Newry Southern Relief Road Scheme

## Privacy Notice:

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## Questionnaire:

Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.

- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify)

Q1b: How would you be affected?

PROPOSED NEW ROAD LINKING A2 CARRIAGEWAY TO RATHOM LINE:

- A) ISOLATES LOUGHWAY BUSINESS PARK AND IS TO THE DETRIMENT TO BUSINESSES HERE
- B) DOES NOT TAKE ADVANTAGE OF THE OPPORTUNITY TO PROVIDE AN ADDITIONAL ENTRANCE/EXIT TO GREEN
- C) CREATES NO LINK DIRECTLY TO SOUTHERN RELIEF RD

Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?

- Daily  Weekly  Monthly  Other

Q2b. Please indicate the reason for the majority of your journeys.

- Local\* journey (origin and/or destination Newry)  Passing through

Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?

AS A CHILLED FOOD DISTRIBUTION BUSINESS OUR OWN VEHICLES (6 CORRIET + VANT) + UP TO 10 HGV'S FROM SUPPLIES WILL BE AFFECTED ON A DAILY BASIS AS THERE IS NO PROPOSED DIRECT LINK TO SOUTHERN RELIEF ROAD. THIS WILL CREATE ADDITIONAL DISTANCE, COSTS + POLLUTION.



# Newry Southern Relief Road Scheme

**Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)**

Disagree

Neither Agree nor Disagree

Agree

**Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?**

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

PROPOSED SCHEME DOES NOT CONTRIBUTE POSITIVELY TO TRANSPORT ECONOMIC EFFICIENCY FOR BUSINESS IN LOUGHWAY BUSINESS PARK

DOES NOT IMPROVE JOURNEY TIME FOR OUR DRIVERS OR THOSE OF OUR SUPPLIERS

DOES NOT ACHIEVE VALUE FOR MONEY AS NO OPPORTUNITY IS BEING TAKEN TO CORRECT EXISTING ISSUES IN GREENBANK

**Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)**

Improve journey time reliability 6

Achieve value for money 9

Reduce traffic congestion 1

Minimise impact on the environment 8

Ensure Newry Canal remains navigable 10

Improve road safety for all users 5

Reduce conflict between local and strategic traffic 3

Reduce journey times for strategic traffic 2

Effect on people living near the road 7

Improve access & transport economic efficiency 4

**Q4. Did you find the Community Consultation Event helpful?**

Yes

No

Did not attend



Are there any other aspects of the scheme you would like to comment on?

THE PROVISION OF A 'LEFT / LEFT OUT' FROM  
AND TO THE EXISTING A2 AND THE  
WARRENPOINT END OF GREENBANK IS ESSENTIAL  
FOR BUSINESSES IN THE ESTATE.

THIS IS BECAUSE :

- A) IT WOULD PROVIDE A DIRECT ROUTE OUT  
OF THE BUSINESS PARK TO THE SRR AND  
THEREFORE THE A1/M1 WHERE MOST TRAFFIC  
IS DESTINED.
- B) IT WILL MEAN THAT BUSINESSES IN LOUGHEATY  
BUSINESS PARK DO NOT BECOME ISOLATED.
- C) IT WILL REDUCE JOURNEY TIMES & COSTS FOR  
MANY DRIVERS & VEHICLES.
- D) IT WILL PROVIDE AN ADDITIONAL EXIT / ENTRANCE  
TO GREENBANK INDUSTRIAL ESTATE WHICH IN THE  
PAST HAS BEEN VICTIM OF FLOODING.
- E) IT WILL REDUCE GREENBANK TRAFFIC ENTERING THE  
ROUNDAABOUT AT PARC ESLEIR.

Please use/append additional pages or information as necessary.

Please email or post completed responses by 23<sup>rd</sup> August 2019 to the Department's Strategic Roads Improvement Team for them to be given consideration in the design development and assessment process.

Email: [Southern.SRI@infrastructure-ni.gov.uk](mailto:Southern.SRI@infrastructure-ni.gov.uk)

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Dublin and Warrenpoint Port, is currently required to pass through Newry city centre. The high volume of traffic leads to significant congestion during periods of peak demand, resulting in increased journey times and poor journey time reliability. The conflict between strategic and local traffic contributes to the congestion.

The proposed scheme aims to provide a strategic transport link road between the Key Transport Corridor of the A1/N1 Belfast to Dublin route with the A2 and Northern Ireland's second largest port at Warrenpoint, improving journey times and journey time reliability.

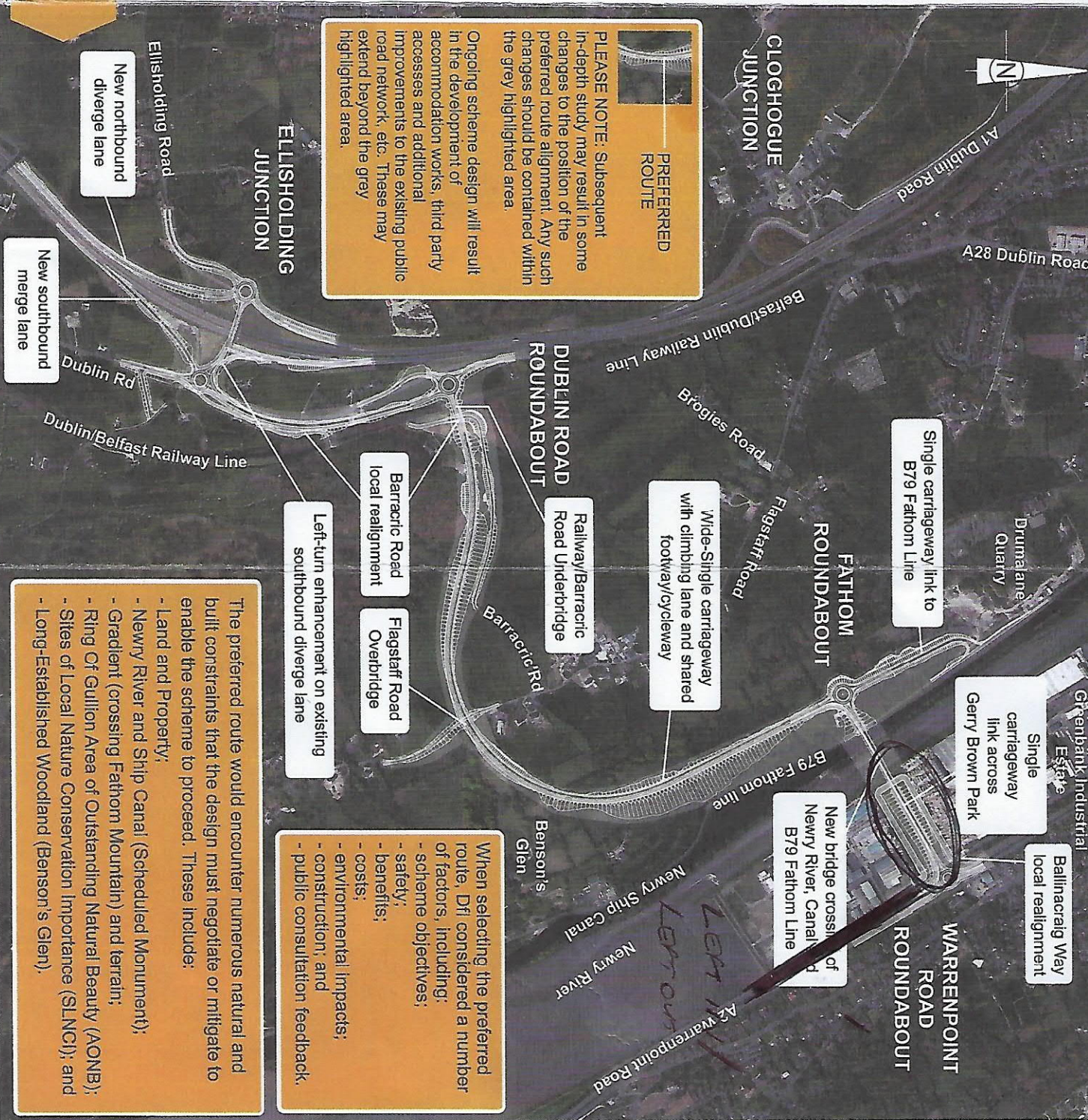
Road safety and traffic congestion within Newry city centre would also be improved by introducing an alternative route for traffic. Accessibility to both Newry City and Warrenpoint Port (and the wider South Down area) would be enhanced. The new route would support and maintain sustainable economic growth and employment within the area.

**OBJECTIVES**

Transport objectives of the proposed scheme are to:

- Reduce journey times for strategic traffic between the A1/N1 Belfast / Dublin Key Transport Corridor and the A2 Warrenpoint Road;
- Improve journey time reliability for strategic traffic;
- Reduce conflict between strategic and local traffic movements;
- Contribute positively to transport economic efficiency;
- Contribute positively to road safety;
- Minimise impact on the environment;
- Achieve value for money; and
- Maintain navigation on the Newry Ship Canal.

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**PREFERRED ROUTE**

PLEASE NOTE: Subsequent in-depth study may result in some changes to the position of the preferred route alignment. Any such changes should be contained within the grey highlighted area.

Ongoing scheme design will result in the development of accommodation works, third party accesses and additional improvements to the existing public road network, etc. These may extend beyond the grey highlighted area.

Wide-Single carriageway with climbing lane and shared footway/cycleway

Single carriageway link to B79 Fathom Line

Single carriageway link across Gerry Brown Park

New bridge crossing of Newry River, Canal and B79 Fathom Line

Barracric Road local realignment

Flagstaff Road Overbridge

Left-turn enhancement on existing southbound diverge lane

When selecting the preferred route, DfI considered a number of factors, including:

- scheme objectives;
- safety;
- benefits;
- costs;
- environmental impacts;
- construction; and
- public consultation feedback.

The preferred route would encounter numerous natural and built constraints that the design must negotiate or mitigate to enable the scheme to proceed. These include:

- Land and Property;
- Newry River and Ship Canal (Scheduled Monument);
- Gradient (crossing Fathom Mountain) and terrain;
- Ring Of Gullion Area of Outstanding Natural Beauty (AONB);
- Sites of Local Nature Conservation Importance (SLNCI); and
- Long-Established Woodland (Benson's Glen).

**ELLISHOLDING JUNCTION**

Ellisholding Road

New northbound diverge lane

New southbound merge lane

**CLOGHOUE JUNCTION**

**DUBLIN ROAD ROUNDABOUT**

**FATHOM ROUNDABOUT**

**WARRENPOINT ROAD ROUNDABOUT**

Ballinacraig Way local realignment



# Newry Southern Relief Road Community Consultation Questionnaire & Feedback Form

The proposed scheme aims to provide a strategic transport link from the A1 Belfast-Dublin Key Transport Corridor to the A2 Warrenpoint Road dual carriageway. The preferred route would commence on the A2 Warrenpoint Road, along the frontage of Greenbank Industrial Estate, cross the Newry River and Canal to the south of Drumlane Quarry and then continue in a westerly direction towards the A1, connecting into and upgrading the existing Ellisholding Junction.

The Department for Infrastructure (DfI) welcomes any comments you may have in relation to the preferred route and will consider your feedback form to help shape the final design of the proposed Newry Southern Relief Road. All completed forms will be shared with our consultants (AECOM). We may also use the content of your feedback form to inform future reports or public documents related to this scheme.

If you choose to provide contact details below, we will be able to send you updates about the scheme, for example invitations to future community consultation events (i.e. the Orders Exhibition). If you wish us to do so, please review the privacy notice and provide your consent by ticking the box below. You can withdraw your consent at any time by contacting the Department's Strategic Roads Improvement Team.

The provision of contact details is optional and your comments will still be considered if provided anonymously, however we will be unable to respond to you if you choose not to provide these details.

## Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

NJMCKEVITT @ HOTMAIL . COM

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.

 (tick box)

**PLEASE USE THE COMMENTS PAGE AT THE BACK TO RECORD YOUR FEEDBACK,  
AND/OR TO PROVIDE ADDITIONAL RESPONSE TO THE QUESTIONS OVERLEAF.**

# Newry Southern Relief Road Scheme

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## Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

- As a resident of the local area  As a business owner / employee in the local area  As a vehicle driver / passenger  As a user of public transport
- As a pedestrian  As a cyclist  Other (please specify) **LAND OWNER**

**Q1b: How would you be affected?**

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily  Weekly  Monthly  Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)  Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

~~W/A~~ Improper design will lead to extended travel times for users of the Old Dublin Road.



## Newry Southern Relief Road Scheme

**Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)**

Disagree

Neither Agree nor Disagree

Agree

**Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?**

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

**Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)**

- |   |   |
|---|---|
| 9 Improve journey time reliability      | 5 Improve road safety for all users                   |
| 4 Achieve value for money               | 1 Reduce conflict between local and strategic traffic |
| 6 Reduce traffic congestion             | 8 Reduce journey times for strategic traffic          |
| 7 Minimise impact on the environment    | 2 Effect on people living near the road               |
| 10 Ensure Newry Canal remains navigable | 3 Improve access & transport economic efficiency      |

**Q4. Did you find the Community Consultation Event helpful?**

Yes

No

Did not attend

Are there any other aspects of the scheme you would like to comment on?

Please see attachment.

*Please use/append additional pages or information as necessary.*

Please email or post completed responses by 23<sup>rd</sup> August 2019 to the Department's Strategic Roads Improvement Team for them to be given consideration in the design development and assessment process.

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## **Newry Southern Relief Road – Community Consultation**

Despite representing significant commercial interests and employment in the local rural community directly effected by this scheme, we note that to date no effort has been made to consult directly with any of the business stakeholders that operate along the Old Dublin Road, nor any effort to suitably integrate the established Dublin Road Service Area into the design of the Southern Relief Road.

We have substantial concerns with several aspects of the Proposed Scheme at the Ellisholding Junction and wish to have these addressed in the design, development and assessment process.

### **1. Old Dublin Road referred to as the B113**

In a significant number of consultation and design documents produced for this scheme the Old Dublin Road (BT35 8RL) is being referred to solely as the B113. No one in the locale refers to this stretch road as the B113 - **It is known simply as the Old Dublin Road**. The Forkhill Road is somewhat known as the B113, but does not directly connect to this stretch of road.

Referring to the Old Dublin Road as the B113 is confusing to people in the locality who may not subsequently fully appreciate the layout of the scheme. **To ensure that those most likely to be impacted adversely by this scheme are not misled (businesses, local traffic, local rural community, etc) it is important that all future documents refer to this stretch of road explicitly as the 'Old Dublin Road'.**

### **2. Proposed Road Alignment**

In addition to allowing local traffic movements, the existing road alignment at the Ellisholding Junction was designed to provide access for traffic on the A1 Motorway to a parallel Service Area with minor diversion (the Dublin Road Service Area).

The proposed Ellisholding Junction design advocates a '*Left-turn enhancement on existing southbound diverge lane*' for traffic towards Newry. However, southbound traffic turning left to join the new proposed roundabout appears to be a secondary thought in the design, with a hazardous STOP T-junction for all other traffic coming off at the diverge lane.

There are upwards of 9,000 Heavy Goods Vehicle movements daily crossing the border via the A1/N1 Motorway point. An important number of these vehicles utilise the Old Dublin Road and Dublin Road Service Area on a daily basis. Currently these vehicles exit the A1 Motorway onto the existing roundabout, before exiting the roundabout in a safe manner onto the Old Dublin Road.

Under the proposed Ellisholding Junction design these long and heavy vehicles will be required to:

- come to a complete halt at a new T-junction,
- wait to give way to oncoming traffic,
- before making a left-turn onto what can be expected to be a busy thoroughfare,
- then yielding at the new roundabout,
- traversing that new roundabout,
- before finally turning off for the Old Dublin Road.



This is a complete alternation of the existing traffic layout, with the proposed design inferior in regards to road safety, efficiency of traffic movements, and supporting of existing sustainable economic activity in the area.

BREXIT will pose an additional requirement for this left-turn traffic movement, as a significant proportion of goods carrying vehicles, such as HGVs, will be checked by Irish Customs and Exercise along the Old Dublin Road. The volume of HGV movements from the A1 to Old Dublin Road is expected to be significantly higher than the projected A1 to Warrenpoint movements, yet the layout at this junction does not appear to take this into account.

These long vehicles will be required to come to a complete halt at the proposed T-junction, resulting in lengthier wait times as a direct result of becoming secondary to traffic on this thoroughfare, ultimately leading to unnecessary congestion and safety concerns along the both the southbound diverge lane and A1 Motorway.

This new road junction is less efficient than the current junction, and with expected traffic movements increasing it is only rational that a more effective road alignment would be designed. This level of prudent design would represent improved value for money across the transport budget.

**To ensure that a) all southbound diverging lane traffic movements are safe, b) congestion at the junction is limited, and c) traffic efficiency for non-Newry directed traffic is optimised, all southbound traffic should have direct access to the proposed new roundabout.**

### **3. Impact Upon Existing Businesses**

To date there has been no evidence to indicate any consideration has been taken in regards to integrating the needs of existing businesses along the Old Dublin Road into the scheme. The proposed design at the Ellisholding Junction makes no mention of supporting sustainable economic activity in the area.

In particular, as per comparable road schemes, businesses that require the free movement of traffic to remain sustainable (i.e. the Dublin Road Services Area) should be fully engaged as key stakeholders, with their needs integrated where feasible. These business are most susceptible to the negative impacts of substandard design as a result of poor consultation.

**The Dublin Road Service Operators Group is currently of the opinion that the Newry Southern Relief Road can have significant advantages for the local businesses and community, however only if the aspects of the scheme are designed to better integrate with the existing built infrastructure and economic activity.**

### **4. Road Markings & Signage**

In order to protect existing rural businesses and employment along the Old Dublin Road, it is important that a priority level of signage and road markings are considered at the consultation stage, particularly in regards to the Dublin Road Services Area. With a new scheme, the level of signage and road markings should be installed and/or improved to better reflect the services on offer along the Old Dublin Road.

This priority and integration of signage and road markings should be fully discussed during the design stage, so that appropriate resources are efficiently deployed before, during and after construction.

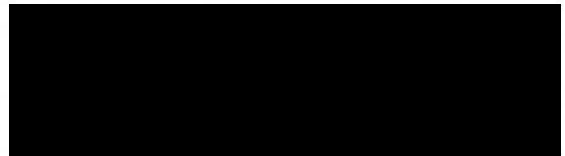
**A better inclusive process of engagement with stakeholders at the consultation stage in regards to priority signage and markings would go some ways into supporting sustainable economic activity in the area and creating local business buy-in for the scheme.**

## **5. Traffic Management During Construction**

Furthermore, in order to protect existing rural businesses and employment along the Old Dublin Road, it is important that Traffic Management be given priority at the consultation and design stages, particularly in regards to the Dublin Road Services Area.

A proactive approach to Traffic should be fully discussed during the design stage, so that resources are efficiently deployed before and during construction. Leaving the discussion of Traffic Management until the construction phase will result in unnecessary negative impacts upon the local rural businesses and community.

**A better inclusive process of engagement with stakeholders at the consultation stage in regards to Traffic Management during construction would go some ways into supporting sustainable economic activity in the area and creating local business buy-in for the scheme.**



# Newry Southern Relief Road

## Community Consultation

### Questionnaire & Feedback Form

The proposed scheme aims to provide a strategic transport link from the A1 Belfast-Dublin Key Transport Corridor to the A2 Warrenpoint Road dual carriageway. The preferred route would commence on the A2 Warrenpoint Road, along the frontage of Greenbank Industrial Estate, cross the Newry River and Canal to the south of Drumalane Quarry and then continue in a westerly direction towards the A1, connecting into and upgrading the existing Ellisholding Junction.

The Department for Infrastructure (DfI) welcomes any comments you may have in relation to the preferred route and will consider your feedback form to help shape the final design of the proposed Newry Southern Relief Road. All completed forms will be shared with our consultants (AECOM). We may also use the content of your feedback form to inform future reports or public documents related to this scheme.

If you choose to provide contact details below, we will be able to send you updates about the scheme, for example invitations to future community consultation events (i.e. the Orders Exhibition). If you wish us to do so, please review the privacy notice and provide your consent by ticking the box below. You can withdraw your consent at any time by contacting the Department's Strategic Roads Improvement Team.

The provision of contact details is optional and your comments will still be considered if provided anonymously, however we will be unable to respond to you if you choose not to provide these details.

## Your details (optional)

Name:

[REDACTED]

Address:

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Postcode:

[REDACTED]

Telephone:

[REDACTED]

Email:

[REDACTED]

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.



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# Newry Southern Relief Road Scheme

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## Questionnaire:

**Q1a: Please tell us how you might be affected by the scheme? Tick more than one box if appropriate.**

- As a resident of the local area     As a business owner / employee in the local area     As a vehicle driver / passenger     As a user of public transport
- Community Development organisation
- As a pedestrian     As a cyclist     Other (please specify)

**Q1b: How would you be affected?**

Significant reduction in HGV and other vehicles will result in a reduction of traffic on a major arterial route through Newry City centre. This will have a positive health effect due to a reduction in pollution (particularly particulates) from exhaust fumes for all residents, road users, pedestrians and cyclists in the local vicinity.

There will also be a reduction in traffic congestion reducing further the pollution levels (reduction in engine "idle" time) while also aiding traffic flow resulting in improved travel times for road users particularly employees / local residents.

**Q2a: How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road? (Please tick the appropriate box)?**

- Daily     Weekly     Monthly     Other

**Q2b. Please indicate the reason for the majority of your journeys.**

- Local\* journey (origin and/or destination Newry)     Passing through

**Q2c. The scheme aims to relieve congestion on the existing road network between the A2 Warrenpoint Road and the A1 Dublin Road. How and to what extent do you believe your regular journeys will be affected?**

As I use this stretch of the road every day I feel that any reduction in the current congestion (significantly impacted upon by the large volumes of HGV's from Warrenpoint port) will improve traffic flow. This will help reduce journey times to and from work and also for recreation. It should also improve road safety.

## Newry Southern Relief Road Scheme

**Q3a. Are you in favour of the principle of providing the scheme? (Tick the appropriate box)**

Disagree

Neither Agree nor Disagree

Agree

**Q3b. The objectives of this scheme are detailed below. Do you believe the preferred route meets the majority of these objectives?**

- Contribute positively to transport economic efficiency.
- Reduce conflict between strategic and local traffic movements.
- Reduce journey times for strategic traffic between the Eastern Seaboard (A1 Belfast / Dublin) KTC and the A2 Warrenpoint Road.
- Improve journey time reliability for strategic traffic.
- Contribute positively to road safety.
- Achieve value for money.
- Maintain navigation of the Newry Ship Canal.
- Minimise impact on the environment.

Disagree

Neither Agree nor Disagree

Agree

In relation to the bullet points above - the main area where the scheme may not meet its objective would be that stating "Maintain navigation of the Newry Ship Canal".

The proposed route has a number of options in relation to the bridge structure and whether this would be as a "fixed" or "opening" structure. Currently there is no bridge and so no height restriction which facilitates Tall ships to access Newry City centre's Albert Basin (NB there are a number of ships presently moored at the Albert Basin which would not be able to pass under the 12 meter structure as they have fixed masts - as most tall ships have).

If a fixed structure with a 12 meter height restriction is imposed then this may detrimentally impact the development of the Albert Basin area resulting in loss of tourism revenue and reduction in longer term economic development to Newry City. The proposal to locate Tall Ships at a berth on the Fathom line a long distance from the centre of Newry is simply not practical and not "user friendly" (particularly to those with limited mobility).

We therefore feel that a bridge with an "opening structure" would future proof economic/tourism development for a site which is currently under utilised and would bring additional value for money to the scheme.

**Q4. In consideration of a relief road, which of the following factors do you believe to be the most important? (Please rank the factors in order of importance, where 1 is the most important and 10 is the least important.)**

- |    |                                      |   |   |
|----|--------------------------------------|---|---|
| 10 | Improve journey time reliability     | 6 | Improve road safety for all users                   |
| 9  | Achieve value for money              | 7 | Reduce conflict between local and strategic traffic |
| 2  | Reduce traffic congestion            | 8 | Reduce journey times for strategic traffic          |
| 3  | Minimise impact on the environment   | 1 | Effect on people living near the road               |
| 4  | Ensure Newry Canal remains navigable | 5 | Improve access & transport economic efficiency      |

**Q4. Did you find the Community Consultation Event helpful?**

Yes

No

Did not attend



Are there any other aspects of the scheme you would like to comment on?

*Please use/append additional pages or information as necessary.*

Please email or post completed responses by 23<sup>rd</sup> August 2019 to the Department's Strategic Roads Improvement Team for them to be given consideration in the design development and assessment process.

Email: [Southern.SRI@infrastructure-ni.gov.uk](mailto:Southern.SRI@infrastructure-ni.gov.uk)

Post to: **The Strategic Roads Improvement Team, Department for Infrastructure - Southern Division, Marlborough House, Central Way, Craigavon, BT64 1AD**

Further information on the scheme: [www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview](http://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview)



Inland Waterways Association of Ireland  
Newry & Portadown branch



2 August 2019

Dear Sirs,

At your recent presentation on the NSRR you have stated that your preference for the bridge over the Newry Ship canal should be fixed. You said that this decision is based on the fact an opening span cannot be justified on a cost basis. i.e. that there is not enough financial benefit in continuing to allow yachts to access the centre of Newry.

We wish to point out that cost cannot be the main criteria here. The Ship canal is a scheduled ancient monument and an important piece of our industrial heritage. Heritage has been recognised during the past decade as being of increasing importance. It's so important that future generations have such valuable assets preserved for them to enjoy and learn how the importance of Newry grew because of this canal. Therefore it is of the utmost importance to keep it in working order allowing full access to the Albert Basin in the centre of Newry. Imagine how bare the Albert Basin would look without any large yachts or tall ships in it! Once the bridge is built it's too late to reverse its damage to the navigation.

At the moment we have one tall ship operating out of Newry and the hope would be to encourage more. If you go ahead with a fixed bridge all this expansion would have to cease. Most of the yachts using the Ship Canal are private pleasure craft and therefore cash benefits cannot be attributed except by improvement of ambience and health.

We would have no problem with the building of an opening bridge with a span of 20 metres across the Ship Canal. If there was an opening span surely the whole bridge from the Warrenpoint Road to the fathom line could be built lower which would reduce the cost of the entire project.

We would point out that the cost for the opening span does not seem to have been reduced even though the original was 65m wide. Surely a 20m opening span has to cost considerably less than a 65m opening span. Once more we will point out that the original submission to the "City Deal" included an opening bridge.

The above submission is to be viewed "over and above" all the previous submissions that the Inland Waterways Association of Ireland have made to this project.

Yours sincerely,

[Redacted signature]

[Redacted contact information]

Our reference: [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

13th August 2019

Dear Sir/ Madam

## Newry Southern Relief Road

We write on behalf of our client [REDACTED] with respect to the above scheme. We have previously met with representatives of DfI and their appointed consultants Aecom to discuss the impact of the proposed scheme on our client's property and the Greenbank Industrial estate. This included attendance at the recent landowner event at Sean Hollywood Arts Centre.

Whilst our client is broadly supportive of this scheme, they remain concerned that the proposals as they currently stand do not reach their full potential. A lack of direct access for businesses situated within the Greenbank Industrial Estate undermines the potential benefits that could accrue if this key industrial area is better integrated within the design. Providing an enhanced access to the A1 from the industrial estate to the Newry Southern Bypass would provide both traffic and environmental improvements for the city of Newry and would be welcomed.

As the proposals currently stand, businesses in Greenbank will be required to utilise the existing roundabout onto Warrenpoint Road and at this point make a decision as to whether they proceed via Newry or turnback to utilise the proposed new roundabout further towards Warrenpoint. If heavy goods vehicles decide upon the former, then this is clearly a missed opportunity.

We have previously written to the Department to share some alternative proposals for consideration (a copy of which are attached). We understand that the scheme designers are required to consider more detailed topographical data and the guidance set out in DMRB, but the proposals should stimulate some consideration as to how the industrial estate might be better served.

We also previously raised the issue of our client's partial ownership of Ballinacraig Way and would reiterate that the adoption of this road should be considered as part of the scheme design process.

We trust the enclosed information is helpful and can confirm that our client is open to further engagement to assist with the progression of this scheme.

Yours sincerely

[REDACTED]

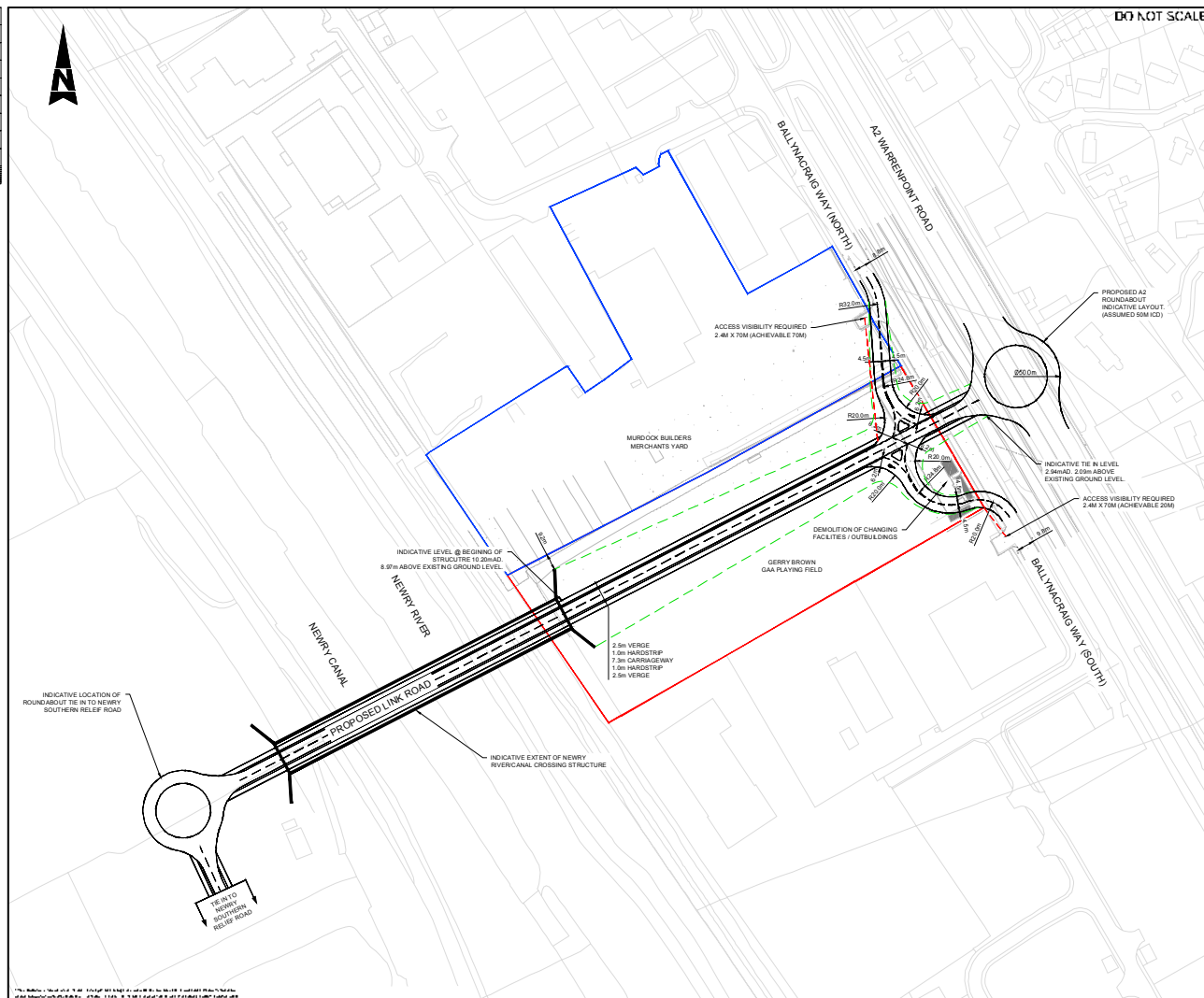
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DO NOT SCALE

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

In addition to the hazards risks normally associated with the types of work detailed on this drawing, note the following:

- CONSTRUCTION
- MAINTENANCE/CLEANING
- DECOMMISSIONING/DEMOLITION

It is assumed that all works will be carried out by a competent contractor working where appropriate, to an approved method statement

1. TO BE DONE BY THE CONTRACTOR
2. ALL WORK TO BE DONE IN ACCORDANCE WITH THE RELEVANT STANDARDS
3. ALL WORK TO BE DONE IN ACCORDANCE WITH THE RELEVANT STANDARDS
4. ALL WORK TO BE DONE IN ACCORDANCE WITH THE RELEVANT STANDARDS
5. ALL WORK TO BE DONE IN ACCORDANCE WITH THE RELEVANT STANDARDS
6. ALL WORK TO BE DONE IN ACCORDANCE WITH THE RELEVANT STANDARDS
7. ALL WORK TO BE DONE IN ACCORDANCE WITH THE RELEVANT STANDARDS

- OS MAPPING
- PROPOSED WORKS/ROAD MARKINGS
- INDICATIVE EARTHWORKS
- GAA PITCH BOUNDARY
- INDICATIVE TIE IN LEVEL
- INDICATIVE LEVEL @ BEGINNING OF STRUCTURE

REV	DATE	DESCRIPTION	BY	CHK	APP
P02	08/01/2018	FOR INFORMATION	SM	JK	MSW
P01	08/01/2018	FOR INFORMATION - FOR INFORMATION	SM	JK	MSW

**FOR INFORMATION**



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Fax: +353 (0)1 454 4101  
www.atkins.com

**PROPOSED ACCESS TO NEWRY SOUTHERN RELIEF ROAD**

**PROPOSED LAYOUT OPTION 2 BALLINACRAIG WAY LEFT IN LEFT OUT JUNCTION**

DATE	DESIGNED BY	CHECKED BY	DATE	DATE	DATE
08/01/2018	SM	JK	08/01/2018	08/01/2018	08/01/2018

5163693-ATK-ZZ-DR-D-1004 P02





[REDACTED]

---

From: [REDACTED]  
Sent: 23 August 2019 17:32  
To: DfI Southern Strategic Road Improvements Team; nsrr-consultations; [REDACTED]  
Subject: Response to consultation on Newry SRR

Dear Sir/Madam,

I am writing this on behalf of Newry 2020, a community group whose flagship project is a fifteen acre "destination" park in Newry on the land that lies between the Albert Basin and the Clanrye river, close to the city centre. Central to the concept was the development and regeneration of Newry Ship Canal.

On foot of our petition for the park, which gathered more than 11,500 signatures, Newry, Mourne and Down Councillors, in December 2017, voted unanimously for the development of the park, The 11,500 signatures should be seen in the context of a city with a population of just under 30,000 and demonstrates just how important the matter is to the people of Newry and how strongly they feel.

The canal is now threatened by the proposed Southern Relief Road. If the road is to proceed without a lifting bridge the canal will not be accessible by tall ships and will be restricted to small boats and canoes. I would ask you to note that The Loughs Agency Marine Status Report and Action Plan 2014-2016 states that "Londonderry and Newry hold superb potential as a "City Break by Sail" destination."

A great deal of public money has been spent on the repair and renovation of Victoria Lock where the Ship Canal meets the sea. The lock provides access for leisure craft of up to 61 metres by 10 metres with a draft of up to 3.4 metres visiting Newry. At the public consultation held in Newry the Departments representatives seemed to place great weight on the present and recent usage figures. I would respectfully suggest that these figures are of no relevance, as the creation of the park and the renovation of the Albert basin will be transformative and will make Newry a destination of choice.

Too often Newry has been and is seen only as a "strategically placed traffic interchange" and not a place that 30,000 people call home and where quality of life is a very live issue. If the heritage of Newry is to be preserved and its tourism potential realised it is essential that a lifting bridge is provided.

Regards,  
[REDACTED]  
[REDACTED]

---

From: [REDACTED]  
Sent: 22 August 2019 10:43  
To: nsrr-consultations  
Cc: [REDACTED]  
Subject: Newry Bypass

Hi,

See attached

[REDACTED]

[REDACTED]

[REDACTED]

# Newry Southern Relief Road Community Drop-in Sessions

## Feedback Form

### Introduction

The Newry Southern Relief Road aims to provide a strategic transport link from the A1 Belfast-Dublin Key Transport Corridor to the A2 Warrenpoint Road dual carriageway. The Preferred Route was announced on 3<sup>rd</sup> October 2018 which commences on the A2 Warrenpoint Road, along the frontage of Greenbank Industrial Estate, crosses the Newry River and Canal to the south of Drumalane Quarry and then continues in a westerly direction towards the A1, connecting into Ellisholding Junction.

The Department for Infrastructure (DfI) welcome any comments you may have in relation to the scheme and will consider your feedback form as part of the further design development and assessment process. All completed forms will be shared with our consultants (AECOM). We may also use the content of your feedback form to inform future reports or public documents related to this scheme.

If you choose to provide contact details below, we will be able to send you updates about the scheme, for example invitations to future community consultation events. If you wish us to do so, please review the privacy note overleaf and provide your consent by ticking the box below. You can withdraw your consent at any time by contacting the Project Team.

The provision of contact details is optional and your comments will still be considered if provided anonymously, however we will be unable to respond to you if you choose not to provide these details.

### Your details (optional)

Name:

████████████████████

Address:

██████████  
██████████  
██████████

Postcode:

██████████

Telephone:

██████████

Email:

██

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.



(tick box)

**PLEASE USE THE BACK OF THIS FORM TO RECORD YOUR COMMENTS OR FEEDBACK**

### Comments:

Hello,

A bypass in Newry is long over due, is causing all industries money.  
Never mind the H&S issue it would be causing for HGV's travelling through a town area.

& Congestion for everyone.

thank you

Please email or post completed responses as soon as reasonably possible to the Project Team for them to be given consideration in the design development and assessment process.

Email: [nsrrconsultations@aecom.com](mailto:nsrrconsultations@aecom.com)

Post to: **NSRR Project Team, AECOM, 9th Floor The Clarence West Building, 2 Clarence St West, Belfast BT2 7GP**

Further information on the scheme: [www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview](http://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview)

#### Privacy Notice:

Being transparent and providing accessible information to individuals about how we may use personal data is a key element of the Data Protection Act (DPA) and the EU General Data Protection Regulation (GDPR). The Department is committed to building trust and confidence in our ability to process your personal information. For the Department to process personal information, we must have a lawful basis for doing so and the processing is necessary for the Department to perform a task in the public interest. As outlined in this feedback form, we will need to share your personal information with our appointed consultant (AECOM) and in doing so are required to comply with all aspects of the DPA. If you require any further information on DfI Privacy and handling of personal information, please visit [www.infrastructure-ni.gov.uk/dfi-privacy](http://www.infrastructure-ni.gov.uk/dfi-privacy)



**From:** [REDACTED]

**Sent:** Tuesday, July 23, 2019 11:55 PM

**To:** DfI Southern Strategic Road Improvements Team

**Subject:** Newry Southern relief road phase 3 public consultation response

No fixed bridge over Newry canal.No No No.

**From:**



**Sent:**

Tuesday, July 23, 2019 11:38 PM

**To:**

DfI Southern Strategic Road Improvements Team

**Subject:**

Newry southern relief road phase 3 public consultation response.

NO fixed bridge over Newry canal .No No No

My FIG-LX1. On O2.

**From:** [REDACTED]

**Sent:** Tuesday, July 23, 2019 11:32 PM

**To:** DfI Southern Strategic Road Improvements Team

**Subject:** Newry southern relief road phase 3 public consultation response.

No fixed bridge over Newry canal No No No.

My FIG-LX1. On O2.

**From:** [REDACTED]

**Sent:** 23 July 2019 23:45

**To:** DfI Southern Strategic Road Improvements Team

**Subject:** Newry southern relief road phase 3 public consultation response.

No fixed bridge over Newry canal No No.

**From:** [REDACTED]  
**Sent:** Tuesday, July 23, 2019 7:10 PM  
**To:** DfI Southern Strategic Road Improvements Team  
**Subject:** Newry Southern Relief Road Phase 3 Public Consultation response

Sir/Madam,

With reference to the above consultation, I strongly object to the provision of a **fixed** bridge over the Newry Shipping Canal. This canal, 250 years old, is a vital tourism asset for the Newry and Mourne region. The construction of a fixed structure will inhibit the passage of this waterway to all but the smallest craft. With tourism being a major priority going forward, it should be imperative that this navigation is maintained

Regards

[REDACTED]

Newry and Mourne Resident: [REDACTED]



To whom it may concern

I am writing in relation to the proposed new road and wish to put forward my fears and concerns. This is a family home which has been in the Jackson name for generations and a lot of hard work, money and love has gone into the upkeep of the home and lands. The previous "new" road meant that a substantial amount of land at the back of my home was taken by compulsory purchase and presented many problems regarding major disruption in my daily life (and to the others on the road) and resulted in unsocial and unsavoury behaviour, such as travellers horses being tied to the side of the road, sometimes walking out in front of vehicles and horses being tied behind cars. It also resulted in dumping of litter, oil drums etc/dangerous driving /donut driving. A major feeling of isolation and vulnerability was very evident.

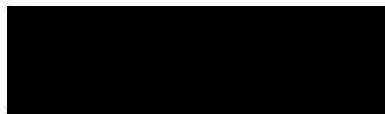
Services such as fire/ambulance/bin collection/funeral arrangements were affected due to the road not being of sufficient width for these essential services to get to the properties. Also due to this section of the road being referred to as Brogies Road on digital maps, people have difficulty locating the property, complicating journeys for friends and relatives. The new road enhances my concerns for all these services.

Safety of my grandchildren and other children on the road has been compromised by the above already and they will be put in further danger with the coming of this road. How can they access school buses and remain safe from predators using the road?

This new road will increase the air and noise pollution and will affect health of all who live and visit as the house will have roads to front and back. Burglaries are currently on the rise in the area:- what measures will be taken to keep me and my family protected from such behaviour? I would advise that whilst the previous road was being constructed behind me this house was burgled.

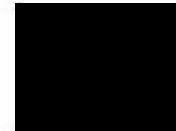
The house and lands remaining after compulsory purchase will depreciate in value and therefore injurious affectation comes in to effect under the Compulsory Purchase Act 1965. Also due to this depreciation rates should be considerably lowered as the road gives no benefit to me or my family. I will incur loss of earnings as part of the land is used by a local farmer for his livestock on a regular basis. It is also a popular place for taking walks/walking the dog for many people living on the road and further afield.

The previous road split the community in two and as this is an area of outstanding beauty this proposed development will ensure that the community spirit is lost forever. The views that I have appreciated in my lifetime are being destroyed. It was envisaged that this home would be there for future generations to enjoy but the future is looking very bleak.



Dec 2018  
June 25<sup>th</sup> 2019

TransportNI - CRAIGAVON		
ITEM REF. No		
REFERRED TO	REPLY	INFO
J 8 AUG 2019		
FILE REF:		



24 July 2019

Dear Mr Loughran

Further to my conversation with you on 25<sup>th</sup> June 2019 at Newry Arts centre, I am very disappointed that you have failed to acknowledge or respond to my hand delivered letter (copy of which is enclosed). I had submitted same in December also without acknowledgement.

Furthermore, my concerns regarding the proposed new Relief Road have greatly increased since the initial meetings. Also a report on BBC Newsline on 19<sup>th</sup> July stated that monies have been allocated and the road is to proceed was very distressing as this is contrary to the information provided to us previously, I was lead to believe that the matter was still under consideration and that a public consultation would take place. I was also advised that as there is no government in session in Northern Ireland and therefore no Minister in office to sign off such a directive, how can this matter be announced as fait accompli!

I have been advised that substantial monies have been paid for lands (John Mitchel field). As stated above this goes against procedures namely that the Minister had to be in office to enable such a purchase to be made. How has this purchase been sanctioned?

The virtual presentation map is very deceiving as it doesn't give a true reflection as to how close the road is to my property and my son's property. As lands were taken at the back of the house for the top road this would leave the properties subject to major traffic both day and night very close to the front of the property and due to the gradient of the road at a height also.

Therefore the issues stated in my previous letter such as air and noise pollution will be increased significantly. What figures are available for such road usage and for the volume of traffic at unsocial hours? I am concerned about my own health and the health of my children and grandchildren. This area has an extremely high incidence of leukaemia/ Parkinson disease etc and the position of the road and traffic congestion will only increase such life threatening health issues.

I enclose a disturbing photograph from the local papers stating that the Travellers were to use the road for serious violent action. The property was burgled when the top road was under construction and this vulnerability is still an issue due to unsocial behaviour on the road from various parties. How can the safety of my grandchildren be ensured and their access to school buses?

As stated in my previous letter I live in an Area of Outstanding beauty which is being violated. Not just an issue of exceptional scenery but environment destruction and animal welfare and livelihoods which do not appear to have been taken into consideration. There does not appear to be any information as to how access will be obtained for essential amenities, ambulance/fire service/bin men etc. Previously this was issue and I cannot glean from the presentation map how quickly and effectively these service providers can get to the property.

As this is affecting me and my legacy I propose to take legal advice and advice from other parties whom I feel are relevant. I am very upset that at my time of life I am about to lose more land which has been in my family for generation and also my quality of life.



Footage emerges of masked men with knives and machetes

# VIDEO WASTY

By Sarah McKinley  
sarah@newryreporter.com

**There have been calls for calm in a residential area of Bessbrook after sinister videos of large groups of masked men armed with knives and machetes circulated online.**

The footage appears to show two rival groups of armed Travellers issuing threats of violence after a pre-arranged fight outside Newry failed to materialise.

Shortly after the videos were posted online, further footage emerged of vehicles apparently being attacked by armed men in the Bessbrook area.

Village councillor Rosin Mulgrew appealed for calm and said the incidents

had caused great distress within the community.

The PSNI said investigations into the incidents are active.

The first of the videos circulated on online sharing platforms on Wednesday.

Two rival groups of Travellers were filmed masked and brandishing knives, axes and scythes among other weapons as they talked about an alleged pre-arranged fight.

It is understood it was arranged to take place on the Old Dublin Road outside Newry that morning, but didn't take place.

In each of the menacing videos, men with their faces covered direct insults and threats at the other group.

"You're as good as dead you dirty hobo," a man is heard to say in one of the videos.



CONTINUED ON PAGE 2

Southern Area  
Hospice Services

#alittlemeansalot

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DIAD I

**Hyland**

brian@newryreporter.com



Journalist

**Aine Quinn**

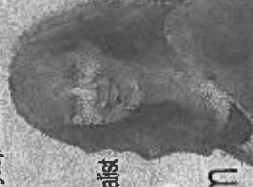
aine@newryreporter.com



Journalist

**Sarah McKinley**

sarah@newryreporter.com



Sports Journalist

**Elaine Ingram**

elaine@newryreporter.com

**TELEPHONE:**

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Costa Coffee held a very successful Coffee Day in aid of Cancer Research Newry, raising £1,900 and organised by Gerlie Gailloghly. Huge thank you to everyone who supported the event or made a donation. Members of Newry Cancer Research Committee accept the cheque, left to right, Paddy O'Hanlon, Sínead Heaney, organiser Gerlie Gailloghly, Grace Cromie, Cathy Taylor and Rosalind McCullough. R1927362

# VIDEO NASTY OF MASKED MEN

**CONTINUED FROM FRONT PAGE**

Another man said: "We'll meet you in a quiet place and leave you with no limbs."

One group can be seen in one of the videos armed with what appears to be axes, scythes, machetes and knives.

The other group (pictured below) is filmed empty handed, but they are heard to say: "We've got twice as many weapons waiting for you here."

It is understood one of the videos was filmed at Dobson's Way in Bessbrook.

A third clip later uploaded on social media shows a group of Travellers accosting a car as it drives through a residential area of Bessbrook.

Similarly, separate CCTV footage from Spar in Bessbrook shows three men jumping out of a car and attempting to attack another vehicle with weapons similar to those in YouTube video.

It is unclear if the same people are involved.

The vehicle appeared to drive off unscathed.

Rosin Mulgrew, a Sinn Féin councillor in the area, described the situation as "volatile". "Anyone inciting violence is to be condemned," said Cllr Mulgrew.

"Recent events are causing great distress to the settled community. It is a volatile situation, and we all need calm heads.

"We are aware of it, and we are working collectively on it, but we need to be cautious."

A PSNI spokesperson told the Reporter: "Police are aware of a video on a social media platform. Enquiries are ongoing."



Brave Bessbrook toddler Ellen Treanor began her vaccine trial in New York yesterday (Tuesday) after her bone marrow biopsy came back clear. Ellen flew to America last week with mum Claire, dad Paddy, big sister Lucy and other family members. They will spend 24 days there while Ellen attends the Memorial Sloan-Kettering Cancer Centre for the Bivalent Vaccine clinical trial. The trial has already shown promise in dramatically reducing the chance of relapse of childhood cancer neuroblastoma. Ellen is pictured enjoying the water fountains in Central Park - her absolute favourite thing about New York City, according to mum Claire! R1927175

# County Down man's body washed ashore in Cornwall

**A 43-year-old man who died in Cornwall on Friday (June 28) after getting into difficulty in the sea, is from County Down, the Devon and Cornwall Police have confirmed.**

A spokesman said: "He was recovered from the water by a lifeguard and treated by ambulance. He was taken to Praa Sands and was sadly confirmed deceased a short time later.

"His next of kin have been informed about his death which is not being treated as suspicious."



To whom it may concern

I am writing in relation to the proposed new road and wish to put forward my fears and concerns. This is a family home which has been in the Jackson name for generations and a lot of hard work, money and love has gone into the upkeep of the home and lands. The previous "new" road meant that a substantial amount of land at the back of my home was taken by compulsory purchase and presented many problems regarding major disruption in my daily life (and to the others on the road) and resulted in unsocial and unsavoury behaviour, such as travellers horses being tied to the side of the road, sometimes walking out in front of vehicles and horses being tied behind cars. It also resulted in dumping of litter, oil drums etc/dangerous driving /donut driving. A major feeling of isolation and vulnerability was very evident.

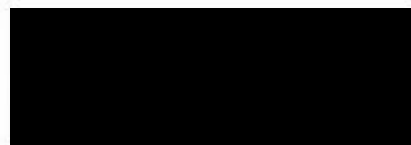
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The house and lands remaining after compulsory purchase will depreciate in value and therefore injurious affectation comes in to effect under the Compulsory Purchase Act 1965. Also due to this depreciation rates should be considerably lowered as the road gives no benefit to me or my family. I will incur loss of earnings as part of the land is used by a local farmer for his livestock on a regular basis. It is also a popular place for taking walks/walking the dog for many people living on the road and further afield.

The previous road split the community in two and as this is an area of outstanding beauty this proposed development will ensure that the community spirit is lost forever. The views that I have appreciated in my lifetime are being destroyed. It was envisaged that this home would be there for future generations to enjoy but the future is looking very bleak.



**From:** [REDACTED]  
**Sent:** Tuesday, June 25, 2019 11:55 AM  
**To:** DfI Southern Strategic Road Improvements Team  
**Subject:** Supporting Letter

Dear Sirs

I have looked at the exhibition for the proposed Southern Relief Road, Newry.

I would like to support the development. However, I would like you to consider a grade separated cycle path. The existing cycle path on the A2 is totally unacceptable and this new road has a chance at construction stage to not make the same mistake. I also feel that these works should consider a connection to Greenbank (Ballinacraig Way) to ease traffic. From a road user perspective with the new roundabout it would make more sense to cut off onto the Old Warrenpoint Road and use it as a rat run to get to the top of the A2 Carriageway in the morning traffic. This will push further pressure onto the residential area. It is important to look at habits when designing roads as opposed to strict design.

Best regards

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Saturday, July 20, 2019 9:21 PM  
**To:** DfI Southern Strategic Road Improvements Team  
**Subject:** Newry southern relief road - comments

Hi I think this is a brilliant idea, however I do feel strongly that the bridge over Newry canal must be one that will allow tall ships to use the Albert Basin.

Regards

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** 23 August 2019 11:13  
**To:** DfI Southern Strategic Road Improvements Team  
**Subject:** Southern Relief Road

Dear Sirs,

As a resident of Newry I wish to make the following comments on the proposed Southern Relief Road.

1) The development of this road cannot be considered in isolation. The future development of Newry as a place where people want to work, live and visit must be part of the discussion. Abbey Way, which Newry people believe destroyed the historic centre of our city is the obvious example of why this road development must be considered as part of the future development of Newry itself.

2) The councillors have already unanimously decided that the Albert Basin and our historic Ship Canal should be developed as a 15 acre park with appropriate outdoor recreation facilities, both on the land and in the water. They did this because the people of Newry made it clear what sort of environment they want their community to enjoy. Yet this road is taking heavy lorries back into this area, before taking them South, while at the same time the traffic from the North and West will continue to come through Newry. As the traffic to and from the port increases it may well be that there is no long term benefit to Newry.

3) Newry is the engine of growth in this district. We pay approximately 40 per cent of the business rates and a substantial portion of the residential rates. It is essential that this remains the case and therefore it is equally essential that the people of Newry are consulted to ensure that Newry remains an area where people want to live work and bring up their families. Because of the huge impact of this road on Newry the future of the city must be part of the discussion. To build this road without taking into consideration its impact on the future development of Newry is to repeat the mistakes of the past. In view of Brexit it is also an appropriate time to look at all aspects of this project.

As a resident of Newry I understood that the purpose of this project was to relieve the congestion and pollution in Newry and to make our city an attractive and healthy place to live.

We need to ask our politicians why this is not happening.

Yours faithfully,

[REDACTED]





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From: [REDACTED]  
Sent: 23 August 2019 12:46  
To: nsrr-consultations  
Subject: nsrr-community-drop-in-session-feedback-form-final (1)(1)

 Adobe Document Cloud



[REDACTED] has shared [nssr-community-drop-in-session-feedback-form-final \(1\)\(1\).pdf](#)

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SENT BY

[REDACTED]

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MESSAGE FROM SENDER

Please confirm that you have received my  
feedback form. [REDACTED]

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# Newry Southern Relief Road Community Drop-in Sessions

## Feedback Form

### Introduction

The Newry Southern Relief Road aims to provide a strategic transport link from the A1 Belfast-Dublin Key Transport Corridor to the A2 Warrenpoint Road dual carriageway. The Preferred Route was announced on 3<sup>rd</sup> October 2018 which commences on the A2 Warrenpoint Road, along the frontage of Greenbank Industrial Estate, crosses the Newry River and Canal to the south of Drumalane Quarry and then continues in a westerly direction towards the A1, connecting into Ellisholding Junction.

The Department for Infrastructure (DfI) welcome any comments you may have in relation to the scheme and will consider your feedback form as part of the further design development and assessment process. All completed forms will be shared with our consultants (AECOM). We may also use the content of your feedback form to inform future reports or public documents related to this scheme.

If you choose to provide contact details below, we will be able to send you updates about the scheme, for example invitations to future community consultation events. If you wish us to do so, please review the privacy note overleaf and provide your consent by ticking the box below. You can withdraw your consent at any time by contacting the Project Team.

The provision of contact details is optional and your comments will still be considered if provided anonymously, however we will be unable to respond to you if you choose not to provide these details.

### Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

I agree to DfI/AECOM holding and processing my personal information and contacting me with updates about the scheme.



(tick box)

**PLEASE USE THE BACK OF THIS FORM TO RECORD YOUR COMMENTS OR FEEDBACK**

### Comments:

I have a few comments to make as many of the questions I asked at the public consultation were left unanswered.

1. Is there a traffic congestion report for this section of Newry?  
It must be the basis for this road. Usually there are other measures put in place first like additional lights, lanes and worst case a new motorway.
2. What will the new travel time be for North bound freight from the junction on the existing Dual carriageway to the Sheepbridge junction? Currently it's 12 mins.
3. How much current freight from the docks is north bound and how much is southbound?
4. Are you aware that this motorway, without a bridge, over the oldest canal system in Europe will prevent future boat culture ever being established in Newry?
5. Building this motorway to enable Warrenpoint to grow by its  
Estimated 80% will change the fabric of Warrenpoint from tourism to industry. This motorway is not needed and will only increase freight traffic in South Down.

Please email or post completed responses as soon as reasonably possible to the Project Team for them to be given consideration in the design development and assessment process.

Email: [nsrrconsultations@aecom.com](mailto:nsrrconsultations@aecom.com)

Post to: **NSRR Project Team, AECOM, 9th Floor The Clarence West Building, 2 Clarence St West, Belfast BT2 7GP**

Further information on the scheme: [www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview](http://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview)

#### Privacy Notice:

Being transparent and providing accessible information to individuals about how we may use personal data is a key element of the Data Protection Act (DPA) and the EU General Data Protection Regulation (GDPR). The Department is committed to building trust and confidence in our ability to process your personal information. For the Department to process personal information, we must have a lawful basis for doing so and the processing is necessary for the Department to perform a task in the public interest. As outlined in this feedback form, we will need to share your personal information with our appointed consultant (AECOM) and in doing so are required to comply with all aspects of the DPA. If you require any further information on DfI Privacy and handling of personal information, please visit [www.infrastructure-ni.gov.uk/dfi-privacy](http://www.infrastructure-ni.gov.uk/dfi-privacy)

**From:** [Redacted]  
**Sent:** Monday, July 22, 2019 11:15 PM  
**To:** DfI Southern Strategic Road Improvements Team  
**Subject:** Newry Southern Relief Road Phase 3 Public Consultation response

Dear Sir/Madam,

I would like to voice my concern regarding the proposed Newry Southern Relief Road. This proposal does not provide for the retention of shipping on the oldest canal in Europe. This canal is part of Newry's heritage and must be preserved. I urge a rethink on this proposal.

[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]



**From:** [REDACTED]  
**Sent:** Wednesday, July 24, 2019 8:46 PM  
**To:** DfI Southern Strategic Road Improvements Team  
**Subject:** Newry Southern Relief Road Phase 3 Public Consultation response

To whom it may concern,

The access to the canal must remain as is, if necessary via a swing bridge. Some people have said that the visitation of the Tall Ships etc is sporadic and no revenue capturing, This is beyond the tall ships coming up the canal, this is about heritage and history. It isn't about the economics of the past, or even the economics of the present. It is about the potential denial of promoting Newry Canal and Basin as anything other than a big puddle outside the Quays Shopping Centre. The name of the Quays will become a misnomer, as the viability for that area to ever be used as a Quay again will be gone, NEVER to be brought back. If this was only about economics, even then it would be fool hardy to base future potential against past receipts, given that the Canal and Basin were not seen as a real resource by central government and to some extent local government until quite recently. In an era when waterways across this island are being revived and opened up for leisure, Newry has to buck the trend and close, probably, the most famous waterway to all but the smallest of crafts. It is unnecessary, it is fool hardy, it is antisocial and it is almost criminal. There is a solution, and that is a swing bridge. I am NOT against the SRR, whether it actually achieves its objectives is another story, but we do know the impact of a fixed bridge, and its not good. For the sake of the rich maritime heritage of Newry, do not make Newry canal inaccessible to crafts with masts over 12 mtrs, ie most of them.

[REDACTED]

**From:** [REDACTED]

**Sent:** Friday, June 21, 2019 12:24 PM

**To:** DfI Southern Strategic Road Improvements Team

**Subject:** Newry southern relief road

Dear All,

I believe the project to create a relief road through Newry is an absolute necessity on so many different levels.

I pledge my upmost support of this project and look forward to all the benefits it will bring.

Regards,

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, July 23, 2019 11:32 PM  
**To:** DfI Southern Strategic Road Improvements Team  
**Subject:** Newry Southern Relief Road Phase 3 Public Consultation Response

No Fixed Bridge Over Newry Canal.  
Sent from my iPhone

**From:**



**Sent:** Wednesday, July 24, 2019 12:05 AM

**To:** DfI Southern Strategic Road Improvements Team

**Subject:** matter 'Newry Southern Relief Road Phase 3 Public Consultation response'

I am opposed to this bridge being built as a low closed bridge as this will stop access the historic Newry Ship canal..the first man made canal in the UK..this waterway must remain open to further develop its potential..therefore I am voicing my opposition to this low closed bridge

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**From:** [REDACTED]  
**Sent:** Wednesday, July 24, 2019 10:34 AM  
**To:** DfI Southern Strategic Road Improvements Team  
**Subject:** Southern relief road public consultation.

Dear Sir /Madam,

May I express my dismay and horror that people of your integrity would even contemplate cutting Newrys Albert Basin off from access to the sea for pleasure shipping of yachts that have a mast over 12m height, by the introduction of a fixed bridge. Surely this goes against the modern view of planning that goes with forward thinking architects of today.

There is no doubt that Newry needs this bypass and that a lifting bridge is quite expensive to build. Can I possibly make a suggestion that I have seen on travelling numerous countries. That is the introduction of a lifting hydraulic flap in the centre of the bridge similar to what you see on ships ferries to allow the passage of masts. This flap is of course a concrete structure and is operated from the side of the road via a small kiosk. As we are talking about the usage only a small number of times a year similar to the lock gates there is no need for full time management.

On the 50th anniversary of sending man to the moon surely technically and economically there must be a solution to this small problem. Think again are you professional fixers or history vandals.

Thank you for having my say and I hope someone will read this and say. Hold on a minute.

Regards



**From:** [REDACTED]  
**Sent:** Thursday, July 25, 2019 7:39 AM  
**To:** DfI Southern Strategic Road Improvements Team  
**Subject:** 'Newry Southern Relief Road Phase 3 Public Consultation response

I strongly condemn the proposal to build a 12 metre fixed bridge as part of the Newry Southern Relief road.

This will permanently close any current and future use of the Newry 'ship' canal.

All plans should be future proof and to do this we need a 30 metre, or better still, a lifting bridge section.

Kindest regards.

[REDACTED]

Sent from my iPad

**From:** [REDACTED]  
**Sent:** Friday, July 19, 2019 6:14 PM  
**To:** DfI Southern Strategic Road Improvements Team  
**Subject:** Newry Southern Relief Road Phase 3 Public Consultation response

I would like to register my strongest opposition to this phase 3 fixed road bridge proposal - as Newry resident, I have watched with interest the phase 1 & 2 DfI proposals, & now in the final Phase 3 proposal for central Government to decide to remove the £22m phase 2 costed opening bridge on the basis of "Value for Money" is just madness to the point of wanton destruction of the Albert Basin future developments!!

On the 26th June 2019,  
I called in on the 3rd phase community consultation (exhibition) of the Newry Southern Relief Road. Had an opportunity to have a frank discussion with 3 of your DfI project engineers, & whilst the central government officials were informative, it was quite clear that this 3rd (& final) phase of a 3½ development process (co-financed by EU transport network) would be progressing to the next stage (legal Draft Orders by 2020), on the basis of a fixed road bridge over the canal with a limited clearance height of 12m (36ft).

I asked about the concerns that had been raised for the access of tail ships - ranging up to 35m (100ft), into the Albert basin, having heard that a number of interest groups had highlighted this, along with the practical design solution of a opening bridge. Opinion's suggested that the DfI preferred 12m clearance fixed bridge infrastructure would not add value to the Albert Basin asset, more likely the opposite - this type of fixed infrastructure would de-value the Albert Basin's potential!

The DfI official's response suggested that while welcoming interested group inputs, they had not received any viable economic analysis to support the future development potential value of the Basin – analysis that they imply is needed to cost evaluate the impact of the fixed bridge (to justify DfI proposing an alternative opening bridge funded from the public finance's). I tried to argue the obvious benefits of an opening bridge (i.e. anything that adds value to the Basin & does not restrict or limit use of the asset, must be preferred), but it was quite clear that the key DfI objective here was achieving Value for Money, & on this basis an opening bridge was not seen as viable option! I also struggled with the concept of DfI's appraisal of the viable bridge options, which was not determined on what option added more value to the Albert Basin – quite the opposite, DfI expect the interested parties to prove that the fixed bridge option, would de-value the Albert Basin's development potential...!!

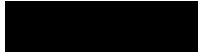
The officials also confirmed that they were aware of an ongoing DfC & Newry district council Albert Basin future development potential assessment, but it was not clear if this development plan would provide viable economic analysis;

-a) to value the Basin's potential & in so doing, justify to DfI the need to re-evaluate for an opening bridge alternative, or

-b) if that analysis would be available for the DfI consultation timeframe.

There is a growing  
swell of public opinion, which will possible require political intervention to  
rail in this Central Government Phase 3 complete change of direction on the  
provision of an opening bridge.

I would also ask under  
a Freedom of Information request for the Name & full contact details of the  
EU Trans-European Transport Network (TEN-T) Project Sponsor / Senior  
Responsible Officer - to require major risk analysis/assessment with levels of  
risk mitigation measures developed & presented at this strategic level.



**From:** [REDACTED]  
**Sent:** Thursday, June 27, 2019 11:18 AM  
**To:** DfI Southern Strategic Road Improvements Team  
**Subject:** Newry Southern Relief Road 2

Hi.

I have been trying to get on to the Dept of Infrastructure consultation web page today, as I unable to attend the consultation personally in Newry. Unfortunately, the page is down for maintenance, which I find strange on the very day that the consultation is occurring?

My understanding from my research is that the flyover as part of the relief road is to span the Albert Basin, or its approaches, and as it stands this is to be a fixed span bridge? Is this correct?

I find this to be a very short-sighted approach, as this will hamper the size of any potential vessel using this much under-utilised area of Newry.

Would it not be prudent to plan a bridge which will fulfil any future needs of the canal / Albert Basin, and be future-proofed with a facility to open?

Regards [REDACTED]



**From:** [REDACTED]  
**Sent:** Thursday, July 25, 2019 8:27 AM  
**To:** DfI Southern Strategic Road Improvements Team  
**Subject:** Bridge

Hello,

I would just like to make the observation that we are talking about sailing ships, sometimes yachts but occasionally larger. One might ask if the benefit of having these boats in Newry is of the slightest consequence in relation to the enormous benefit to thousands of people and businesses on both sides of the border.

That said, if a lifting section can go in without any difficulty, that's fine but don't throw the baby out with the bathwater. We need this bypass, please get it built.

Regards

[REDACTED]

Sent from my iPhone