

Department for Infrastructure

The Roads (Northern Ireland) Order 1993
The Local Government Act (Northern Ireland) 1972

**A1 JUNCTIONS PHASE 2 ROAD IMPROVEMENT SCHEME
PUBLIC INQUIRY
March 2020**

**Proof of Evidence
(Background to the scheme, Policy and Procedures)**

By

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1 INTRODUCTION

1.1 Personal Details

1.1.1 My name is Liam McEvoy. I am the Strategic Road Improvement Manager for Southern Division of the Department for Infrastructure. I have an M.Eng. Degree in Civil Engineering. I am a Chartered Transport Planning Professional and a Chartered member of the Chartered Institution of Highways and Transportation. I have over 25 years experience in various aspects of highway infrastructure appraisal, development and design.

1.2 Project Role

1.2.1 I was appointed to the post of Strategic Roads Improvement Manager in Southern Division in October 2016 and I am the Project Sponsor for the A1 Junctions Phase 2 Road Improvement Scheme.

1.2.2 I manage the consultancy team from RPS SWECO Consortium, who provide the technical expertise in the design of the project.

1.2.3 My role at this Public Inquiry is principally to provide evidence on the background of the proposed scheme, the policy context in which it is being progressed and the statutory procedures that the project went through that resulted in the decision to hold a Public Inquiry.

1.2.4 With me today are Conor Doonan (RPS-Sweco Project Manager), Raymond Holbeach (RPS-Sweco, Environment Director) and Ross Coulthart (RPS-Sweco - Lead Transport Planner). They will present their evidence based on their particular area of specialism and, where appropriate, introduce other key staff and specialists who may provide additional clarification during the Public Inquiry.

2 THE EXISTING SITUATION

- 2.1 The A1 is an all-purpose dual carriageway which caters for both strategic and local traffic movements.
- 2.2 The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network forming the Eastern Seaboard Corridor. See Annex A for relevant Network and Scheme Maps.
- 2.3 The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally.
- 2.4 Over the past 15 years, the A1 south of Loughbrickland has undergone a series of improvements. Between Loughbrickland and Beech Hill, the A1 dual carriageway includes a central safety barrier with right turn crossing of the central reserve restricted to at grade junctions with the local minor road network. The most southern stretch of the A1, between Beech Hill and the border, has been upgraded to a high standard dual carriageway, with access provided via grade separated junctions and no direct access to adjacent land or property.
- 2.5 By contrast, the northern section of the A1 between Hillsborough Roundabout and Loughbrickland, has been designed to much older highway standards. The proposed scheme covers this 25.2km section of the A1 between Hillsborough Roundabout and Loughbrickland.
- 2.6 Based on recent traffic surveys, the A1 carries approximately 26,000 vehicles per day around Loughbrickland increasing to approximately 37,000 vehicles per day¹ along the northern stretch close to Hillsborough.
- 2.7 The existing road which serves as a bypass for the local towns and villages of Hillsborough, Dromore, Banbridge and Loughbrickland, is a 2 lane dual carriageway with a central reserve of varying width which includes many gaps that permit crossing

¹ [A1 Junctions Phase 2 – Stage 3 Scheme Assessment Report – Appendix H - A1 Traffic Data Collection Report](#)

manoeuvres. The presence of these gaps directly contributes to the high number and severity of accidents² on this section of dual carriageway.

2.8 Between 2007 and 2010, the A1 Junctions Phase 1 project closed the most high priority gaps in the central reserve to address high accident rates at locations where there were high numbers of right turn manoeuvres being undertaken. The Phase 1 project included the construction of four compact grade separated junctions to provide safe crossing opportunities at:

- Dromore Road, Hillsborough;
- Banbridge Road, Dromore;
- Dromore Road, Banbridge; and
- Dublin Road, Loughbrickland.

2.9 With the construction of the Phase 1 junctions, there are now eight compact grade separated junctions between Hillsborough Roundabout and Loughbrickland with other junctions located at:

- the compact connector road linking the northbound carriageway of the A1 at Dromore to Lurgan Road;
- Rathfriland Road grade separated junction, Banbridge;
- Hillsborough Road underpass, Dromore; and
- Newry Road (Cascum Road), Banbridge.

2.10 However, across the 25.2km extents of the project, the majority of the 36 minor road junctions operate as simple priority junctions which allow traffic to make right turn movements across the dual carriageway through gaps in the central reserve.

2.11 This project addresses a total of 111 gaps in the central reserve. These gaps currently allow cross-carriageway access to the 36 minor road junctions, 5 commercial premises, 22 residential properties, 31 agricultural accesses and 17 maintenance crossovers/other use. The gaps are also used by vehicles performing u-turn manoeuvres in addition to right turn manoeuvres across the carriageway.

2.12 Based on guidance within Table 4 of DMRB TD9/93 "Highway Link Design", the A1 dual carriageway between Hillsborough Roundabout and Loughbrickland would be currently considered a Category 5 dual carriageway.

² [A1 Junctions Phase 2 – Stage 3 Scheme Assessment Report - 2.10.2 2010-2017 Accident Statistics](#) - see page 64

- 2.13 The national speed limit for dual carriageways applies along the A1 except within the environs of Banbridge and Dromore where speed is restricted to a maximum of 60mph.
- 2.14 There are hard shoulders to both carriageways along the majority of the route with the exception of the Banbridge Bypass section of the A1, which features a 1m hard strip only.
- 2.15 There is little provision of pedestrian and cyclist facilities on the A1 dual carriageway. There are no dedicated equestrian facilities within the scheme extents. Given the heavily trafficked, high-speed nature of the existing carriageway, pedestrian and cycling activity is minimal.
- 2.16 There are currently 37 bus stops along the mainline within the scheme extents. Existing bus stop facilities along the A1 are used by two bus services operated by Translink; these are the No. 38 and No. 538 services. In addition these bus stops are also used by a number of local school bus routes.
- 2.17 The existing bus stop facilities range from a simple arrangement of paved area and flag post to covered bus shelters. There are no dedicated diverge, merge or layby facilities associated with these bus stops. Current bus stop usage figures show that there are very low passenger numbers using the existing bus stops on the A1 with an average of 1-2 patrons per day at the more frequented bus stops. There are some bus stops on the route that do not see any regular use³.
- 2.18 The minor road network surrounding the A1 within the study area ranges from rural lanes and thoroughfares up to A class roads. The A and B class roads which link into the A1 within the study area are:
- A26 Newry Road/Dromore Road, Banbridge;
 - A50 Castlewellan Road;
 - B177 Dromore Road;
 - B2 Hillsborough Road/Banbridge Road/Lurgan Road, Dromore;
 - B25 Gowdystown Road;
 - B10 Rathfriland Road; and
 - B3 Grovehill Road/Main Street Loughbrickland.

³ [A1 Junctions Phase 2 – Stage 3 Scheme Assessment Report – p30. Table 2.4 Bus Stop Usage Data \(provided by Translink\)](#)

- 2.19 These A and B roads within the minor road network provide transport links to the A1 for a number of towns and villages, local businesses as well as the wider local community.
- 2.20 There are also numerous C class roads and unclassified roads serving various hamlets, farms and individual dwellings in the area. The standard of the minor road network in the vicinity of the A1 varies significantly with some sections of reduced visibility, inconsistent horizontal and vertical alignment and carriageway cross sections. Traffic volumes on the minor road network also vary significantly, however current traffic survey data indicates that generally the minor road network is lightly trafficked.
- 2.21 Currently, this 25.2km stretch of the A1, which was designed and constructed to older highway standards, has many characteristics that would no longer be considered desirable. The significant number of access points coupled with sections of poor horizontal alignment, poor vertical alignment, poor visibility and a narrow central reserve results in the following issues:
- Lack of route consistency;
 - Gaps in the central reserve permitting crossing manoeuvres;
 - Issues associated with right turning and u-turning vehicles:
 - Sub-standard right turn facilities resulting in vehicles overhanging or encroaching into the offside lane;
 - Weaving vehicles;
 - Vehicles pulling into the offside lane at low speed from side roads;
 - Multiple vehicles waiting within the central reserve;
 - Steeply inclined accommodation crossings;
 - Lack of central reserve barrier along most of the route which can result in errant vehicles crossing the central reserve;
 - Inconsistent geometric layout of certain junctions;
 - Limited weaving lengths between grade-separated junctions and minor road junctions and accesses; and
 - Inconsistent and unreliable journey times.

3 TRUNK ROADS AND GOVERNMENT POLICIES

3.1 The Department for Infrastructure is responsible for ensuring that the public road network is managed, maintained and developed. The Roads (Northern Ireland) Order 1993 defines the procedures to be followed when the Department proposes to build a new trunk road or carry out improvements to a road within the trunk road network.

3.2 The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:

- Shaping Our Future: the Regional Development Strategy for NI 2025 (RDS 2025) - September 2001
- Regional Transportation Strategy for NI 2002 – 2012 (RTS) - July 2002
- Regional Strategic Transport Network – Transport Plan 2015 (RSTN-TP) - March 2005
- Investment strategy for NI (ISNI) 2005-2015 - December 2005
- Expanding the Strategic Road Improvement Programme 2015 Consultation Document - Mid-2006
- Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland - 22 March 2007
- North/South Ministerial Council, Plenary Meeting, Armagh, 17 July 2007, Joint Communiqué - 17 July 2007
- Investment Strategy for NI 2008 -2018 - 2008
- Investment Delivery Plan for Roads (IDP) 2008 - 2008
- Northern Ireland Executive Budget 2008 - 2011 - 2008
- Programme for Government 2008 -2011 - 2008
- Northern Ireland Executive Budget 2011 - 2015 - 2011
- Programme for Government 2011-2015 - 2011
- Announcement by Finance Minister - Financial Allocations - 14 February 2012
- The Regional Development Strategy 2035 (RDS 2035) - 15 March 2012
- Ensuring A Sustainable Transport Future: A New Approach to Regional Transportation (A New Approach) - 28 March 2012
- Investment Strategy for NI 2011 - 2021 - 2012

- A Fresh Start: The Stormont Agreement and Implementation Plan - November 2015
 - Northern Ireland Executive Budget 2016-2017 - January 2016
 - Draft Programme for Government Framework 2016 - 2021 - May 2016
 - NI Executive's Outcomes Delivery Plan 2018 - 19 June 2018
- 3.3 The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.
- 3.4 The Regional Transportation Strategy for NI 2002-2012 (RTS) supports the RDS 2025 and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS 2025. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002.
- 3.5 The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.
- 3.6 The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.
- 3.7 In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.
- 3.8 A revised strategy document - Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation was published on 28 March 2012. The New Approach to Regional Transportation compliments the 2035 Regional Development Strategy and aims to achieve its vision for transportation. One of the main Strategic Objectives of the Strategy is to 'improve connectivity within the region' by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.
- 3.9 The consistent vision of these strategies is, "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and

which actively contributes to social inclusion and everyone's quality of life"⁴. The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

3.10 Specific references to junction improvements / upgrades on the A1 (which includes this scheme) are included within the following documents:

- Regional Strategic Transport Network - Transport Plan 2015;
- Expanding the Strategic Road Improvement Programme 2015 – Consultation Document; and
- Investment Delivery Plan for Roads.

⁴[Regional Transportation Strategy for NI 2002-2012](#)

4 SCHEME DEVELOPMENT, STATUTORY PROCEDURES AND PUBLIC CONSULTATION

- 4.1 In March 2009, AECOM was commissioned by the Department for Regional Development Roads Service (now DfI) to provide consultancy services in connection with the A1 Junctions Phase 2 Road Improvement Scheme, for Stages 1 and 2. Following the procurement of the 'Major Works Planning, Assessment and Delivery Framework - Consultancy Services 2013' (MWF 2013), RPS-SWECO was commissioned, in September 2015, to carry out the Stage 3 scheme assessment. The development of this scheme has been carried out in accordance with the Department's procedures set out in RSPPG E030 and the requirements of the Design Manual for Roads and Bridges (DMRB).
- 4.2 A Preliminary Options Report which summarises the outcome of a DMRB Stage 1 Scheme Assessment was published in October 2011. The Stage 1 Assessment took account of earlier studies⁵ that identified the preferred strategy for this scheme which involved the closure of all central reserve gaps within the scheme extents and the provision of compact grade separated junctions to accommodate any displaced movements. The location of the compact grade separated junctions was determined based on the '5km' guide⁶, whereby any resultant round trips would be limited to approximately 5km (RSPPG E038). This resulted in proposed compact grade separated junctions being sited at the following locations:
- Listullycurran Road
 - Gowdystown Road
 - Skeltons Road/Drumneath Road
- 4.3 A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a compact grade separated junction at Waringsford Road and a proposed northbound onslip at Castlewellan Road.
- 4.4 The Stage 1 Preliminary Options Report was formally approved by the Investment Decision Maker (IDM) in the form of the then Roads Service Board and was published in October 2011. This is RSPPG E030 Gateway 0 Approval.
- 4.5 Following Gateway 0 Approval, a DMRB Stage 2 Scheme Assessment was carried out to identify a preferred scheme option. This Stage 2 assessment considered the likely

⁵ Roads Service papers; Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median (July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006): These papers are available to view by arrangement.

⁶ RSPPG E038 Paragraph 2.2.2.2

environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the compact grade separated junction locations.

- 4.6 The assessment also identified the minor road junctions within the scheme extents to be retained as Left In – Left Out or closed. The assessment recommended the closure of the Milebush Road southern access to the A1 northbound carriageway based on its proximity to the existing Hillsborough Road CGSJ, Dromore. It also recommended that a new link road be provided to connect the northern connector road of the Hillsborough Road CGSJ to the Milebush Road.
- 4.7 The options being considered during Stage 2 were exhibited at a non-statutory public consultation event in three locations during November 2013, as noted below:
- 7 November 2013 at Old Hillsborough Courthouse
 - 13 November 2013 at Old Town Hall, Dromore
 - 19 November 2013 at Old Town Hall, Banbridge
- 4.8 The purpose of the event was to invite comments from the public on the options being considered. The findings from this consultation event were one of many factors taken into consideration during the assessment and identification of the preferred option. The Stage 2 Preferred Option Report was approved by the Investment Decision Maker on 10 March 2014 and subsequently published in December 2015. This is RSPPG E030 Gateway 1 Approval.
- 4.9 The Stage 2 Preferred Option was then further developed as part of the Stage 3 Scheme Assessment process into the Proposed Option. This development work included completing a full Environmental Impact Assessment (EIA) examining the impacts of the scheme under a range of headings, detailing the factors that would be put in place to mitigate the impact of the proposed changes.
- 4.10 During the Stage 3 Scheme Assessment process two further non-statutory community consultation events were convened during June 2017 and February 2018 at the same locations as identified in 4.7 above. As with the earlier 2013 consultation event, the purpose of these events was to offer further opportunities for the public to engage in the design process so that their issues/concerns could be considered by the Project Team and to keep stakeholders informed of any developing design rationale.
- 4.11 The statutory changes to the trunk road network, in terms of designation of the roads, were also determined in the draft Direction Order, with the draft Vesting Order prepared to reflect and enable the necessary acquisition of lands.

- 4.12 The documents published for statutory public consultation weeks commencing 25th March 2019 and 1st April 2019 included the:
- Environmental Impact Assessment Report;
 - Notice of Intention to Make a Direction Order;
 - Notice of Intention to Make a Vesting Order; and
 - Notice of Intention to Make a Stopping Up (of private accesses) Order.
- 4.13 The documents were made available for inspection at six locations during the Statutory Consultation period which ran from 25th March 2019 until 28th June 2019. The published documents were also available to view online.
- 4.14 122 responses⁷ to the consultation were received by the Department. Whilst a number of these responses were minor queries either seeking clarification on the scheme proposals or advising of corrections to contact details, there were 92 substantive submissions received. These submissions consisted of:
- 14 individual objections (2 of these objections were subsequently withdrawn);
 - 15 comments; and
 - 63 written communications expressing support for the scheme.
- 4.15 The nature of the objections received generally concern issues specific to individuals' (landowners or other stakeholders) preferences on certain aspects of the scheme.
- 4.16 The main issues raised by the objectors are summarised as follows:
- Proposed location/ownership of local access roads/accommodation lanes;
 - Extent of detour due to closing up central median;
 - Environmental related impacts to properties (traffic, noise, visual etc);
 - Impact on property values;
 - Alternative Left In Left Out junction location;
 - Length of existing slip lanes and the suggestion to upgrade as part of the Project;
 - Extent of landtake relating to the proposed location of a bus stop at a particular junction;
 - Request for the provision of an overbridge; and

⁷ OB14 accepted by the Public Inquiry Inspector on 24 February 2020.

- Mainline speed enforcement / restriction.

4.17 There were 63 written communications in support of the scheme and one of the emails of support received included a petition with over 12,000 signatures expressing their support for the scheme proposals.

4.18 There were 15 comments that did not express a view either in favour or against the proposals. The issues raised within these comments included:

- Accommodation works related issues;
- Proposals for slight specific changes to the proposed scheme; and
- Concern regarding pedestrians and cyclists crossing the A1.

4.19 In addition to the consultation highlighted above, there have been many meetings with interested parties and key stakeholders to allow the Department to consider and where appropriate incorporate stakeholder requirements and possible mitigation measures during the development of the Proposed Scheme. A number of these meetings took place after the formal objections were lodged. As a result of this follow-up consultation, two Objections have since been withdrawn. Therefore there are now a total of 12 individual Objectors⁸ to the scheme.

4.20 On consideration of the responses submitted to the statutory consultation, the Department has determined it appropriate to convene a Public Inquiry to examine the case for and against the Proposed Scheme.

⁸ OB14 accepted by the Public Inquiry Inspector on 24 February 2020.

5 PUBLIC INQUIRY

- 5.1 The Department has appointed Mr Kevin Chambers as the Inspector to the Inquiry. Formal notice of the intention to hold a Public Inquiry has been published in the Belfast Gazette, the News Letter, the Irish News, the Belfast Telegraph, the Dromore and Banbridge Leader, the Banbridge Chronicle and the Ulster Star in January 2020.
- 5.2 The Department has prepared responses to the submissions received in relation to the Statutory Consultation process and these have been issued to those who have made submissions, prior to the Inquiry.
- 5.3 The documents listed in Annex B have been made available to inform the Public Inquiry. These documents are available online at <https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview> and also available in hardcopy at the Public Inquiry venue.
- 5.4 Evidence submitted to the Public Inquiry by DfI Roads and its appointed consultants, along with copies of information exchanged with objectors, will be made available for inspection for the duration of the Public Inquiry, at its venue. This information will also be published online.

6 THE DEPARTMENT'S CONSIDERATION

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

6.2 The appraisal of proposals for improvement works are assessed against the Government's five criteria of Environment, Safety, Economy, Accessibility and Integration and also against the regional objectives:

- To improve health, safety and security;
- To support the spatial development in the Regional Development Strategy (RDS)
- To develop and maintain the Regional Strategic Transportation Network for all users;
- To protect the natural and built environment;
- To support sustainable and economic growth; and
- To improve access to regional gateways.

6.3 The scheme specific objectives are:

- To improve safety for all road users;
- To provide a standard of route appropriate to its strategic function;
- To be affordable and provide value for money; and
- To improve journey times and journey time reliability for strategic A1 traffic.

6.4 DfI Roads has considered the options available and concluded that implementation of the proposed scheme would greatly benefit both strategic and local road users by improving safety and improving the reliability of journey times.

7 THE PROPOSED SCHEME

7.1 The primary purpose of this Project is to consider safety concerns and propose further road improvements along the A1 between Hillsborough Roundabout and Loughbrickland. Proposals are shown in Annex C and detailed as follows:

7.2 Mainline:

7.2.1 A total of 111 gaps in the central reserve are to be closed along the 25.2km section of the A1 mainline with installation of approximately 17km of Vehicular Restraint System (VRS) with classification of N2 W4.

7.3 Left In-Left Out (LILO) Junctions:

7.3.1 21 LILO junctions are proposed along the 25.2km section of the A1 mainline. 16 of the LILO junctions will have merge and diverge auxiliary lanes with associated tapers while 5 of the LILO junctions will have a diverge auxiliary lane with a simple left only give way junction.

7.4 Left In-Left Out (LILO) Side Roads:

7.4.1 The realignment or re-grading of a number of side roads will be required as these roads tie into the proposed LILO junctions. The Dromara/Dromore Road, Connellystown Road, Boals Lane, Halfway Road, Old Manse Road, Springwell Loanin and Banbridge Road (Loughbrickland) will be generally regraded on line while the Moira Road, Glen Road, Milebush Road (North), Hillsborough Road (Dromore), Grove Road, Maypole Hill, Lower Quilly Road, Mackeys Lane, Mount Ida Road, Kilmacrew Road, Graceystown Road and Lisnaree Road will be realigned horizontally as they approach the new junctions with the A1.

7.5 Compact Grade Separated Junctions (CGSJs):

7.5.1 Four CGSJ's will be provided at Listullycurran Road, Gowdystown Road, Skeltons Road/Drumneath Road and Waringsford Road.

7.6 Compact Grade Separated Junctions (CGSJs) Side Roads:

7.6.1 The realignment of a number of side roads will be required as these roads tie into the proposed CGSJs. Listullycurran Road, Gowdystown Road (East), Gowdystown Road (West), Old Banbridge Road (Gowdystown), Skeltons Road, Drumneath Road, Tullyhenan Road, Waringsford Road, Quarry Road and the public laneway leading to Graceystown Road will be realigned horizontally as they approach the new junctions.

7.7 Link Roads:

- 7.7.1 A Link Road is to be provided between the Milebush Road South and the compact connector road on the existing Hillsborough Road CGSJ. The Milebush Road in the vicinity of the new Link Road to Hillsborough Road CGSJ will be re-graded on-line.

7.8 Slip Road:

- 7.8.1 A Northbound On-slip onto the A1 will be provided from the existing Castlewellan Road overbridge.

7.9 Road Closures:

- 7.9.1 There are 9 roads to be closed to through traffic at their junction with the A1. These roads are; Dromore Road, Backnamullagh Road, Hillsborough Road (South), Milebush Road South (West), Milebush Road South (East), Lower Quilly Road (East), Banbridge Road (at the Gowdystown CGSJ), Halfway Road (North) and Old Banbridge Road (North). Turning heads will be provided where necessary.

7.10 Private accesses and accommodation Lanes:

- 7.10.1 A number of private accesses along the mainline will be closed with the remainder operating as left-in / left-out only. Private accesses affected by the works will have alternative access provided where necessary. Accommodation lanes have also been provided at a number of locations in order to mitigate excessive detours for affected properties.

7.11 Bus Stops:

- 7.11.1 All mainline bus stops will be closed with new bus stop facilities provided at the 4no new CGSJs.

7.12 Intelligent Transport Systems (ITS):

- 7.12.1 There will be provision of a number of driver information and communication systems at strategic locations along the route to improve safety and efficiency.

7.13 Drainage:

- 7.13.1 To comply with the Water Framework Directive and ensure adequate drainage could be achieved, drainage is to be provided by means of Sustainable Drainage Systems. This provision allows for surface water draining from the new road to be treated before outfalling to existing watercourses and to ensure that the flow into the watercourse is no greater than the existing flow. Retention ponds will be provided within the connector

road footprint at each of the 4 compact grade separated junctions. In order to avoid excessive impact on land and property take, retention ponds will not be provided at the LILO junctions. Given additional run-off from the proposed LILO junctions is expected to be minimal, attenuation and treatment will be provided by online storage within pipes and manholes, with treatment being provided by infiltration ditches where required.

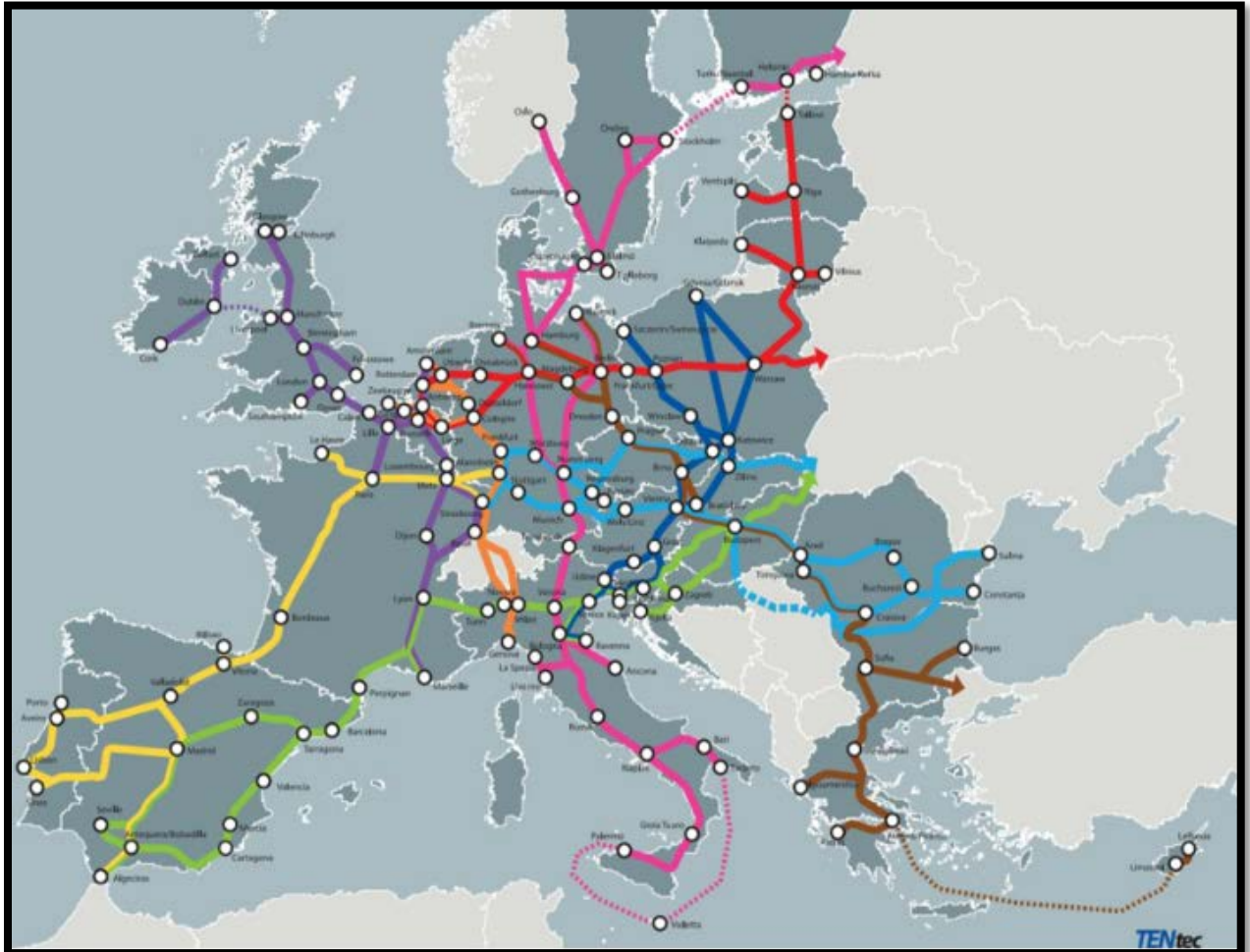
- 7.2 Although the general description of the scheme as outlined above is being brought forward as the Stage 3 design proposals for this Project, it is acknowledged that in the interests of safety, the A1 will continue to be monitored, in the same way that all roads are monitored, and that there may be a need in the future for further safety measures that may include minor road closures. It is noted that any future requirement for safety measures, including minor road closures, would require appropriate assessment and consultation at that time.

8 CONCLUSIONS

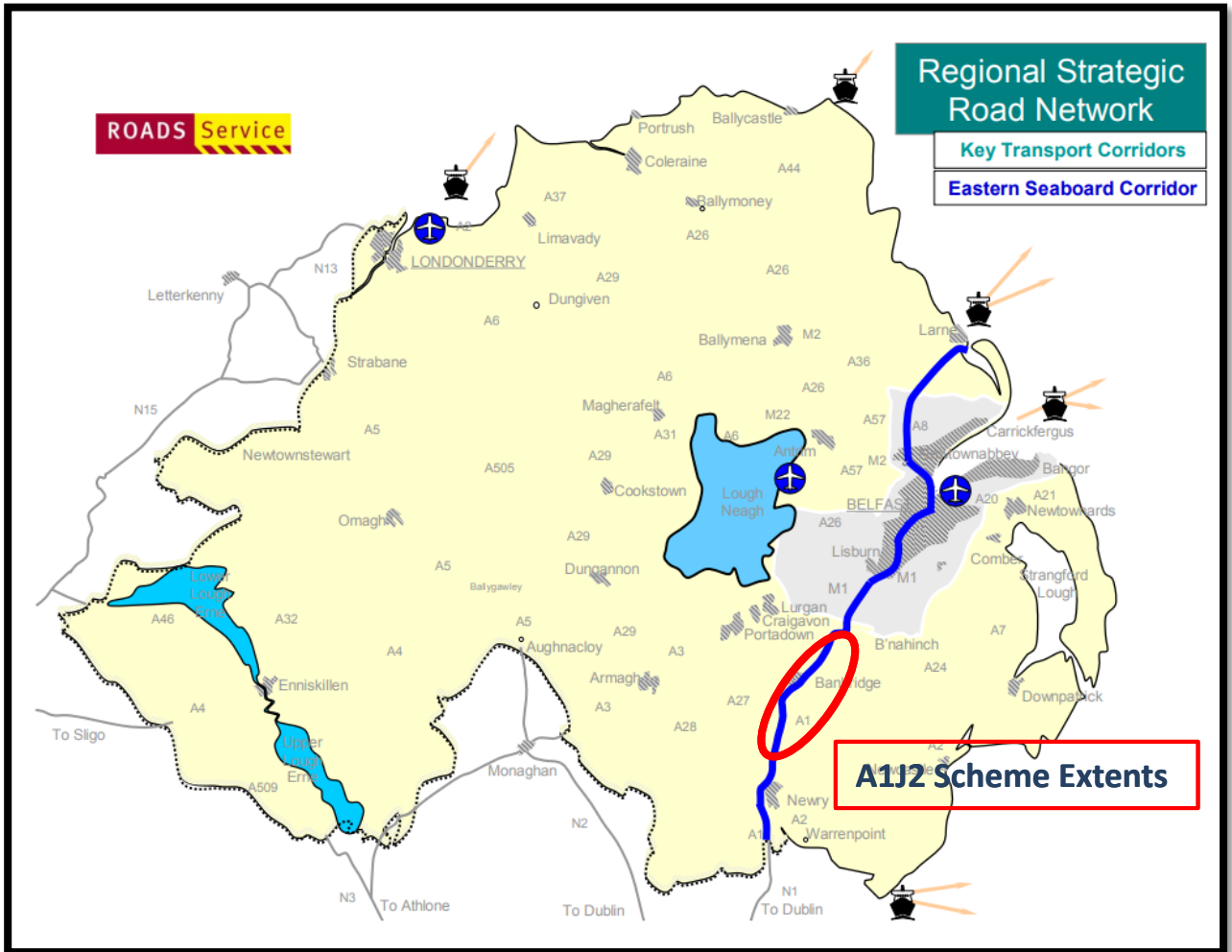
- 8.1 DfI Roads has undertaken a comprehensive analysis of the options for the Proposed Scheme, including a full Environmental Impact Assessment, which has identified appropriate mitigation measures that would be implemented in the future construction contract by the appointed Contractor.
- 8.2 The Proposed Scheme has a DfI approved Estimate Range of £65-£75 million. The economic assessment demonstrates that the Proposed Scheme would provide a good economic return with a Benefit to Cost Ratio of 2.11 under the predicted traffic growth forecast over the 60 year economic life of the scheme.
- 8.3 Implementation of the Proposed Scheme would greatly benefit both strategic and local road users by improving safety and improving journey time reliability on this 25.2km stretch of the A1, from Hillsborough Roundabout to Loughbrickland.

ANNEX A

Map 1 - TRANS-EUROPEAN TRANSPORT (TEN-T) NETWORK MAP



Map 2 - A1 JUNCTIONS PHASE 2 SCHEME EXTENTS



ANNEX B

Project Reports

- Stage 1 Scheme Assessment Report (Preliminary Options Report), October 2011
- Stage 2 Scheme Assessment Report (Preferred Options Report), December 2015
- Stage 3 Scheme Assessment Report (Proposed Scheme Option Report), June 2019

Project Statutory Orders

A Composite Notice of Intention was published on 25 March 2019. This included the Environmental Impact Assessment: Notice of Publication, a Notice of Intention to Make a Direction Order, a Notice of Intention to Make a Stopping Up (of Private Accesses) Order and a Notice of Intention to Make a Vesting Order).

Details of the published documents included within the Composite Notice are as follows;

Environmental Impact Assessment Report (EIAR), comprising:

- EIAR Non-Technical Summary;
- EIAR Volume 1 – Chapters 1 – 21;
- EIAR Volume 2 – Figures 2.0.1 – 9.2.6;
- EIAR Volume 3 – Appendices 1.1 – 17.4.

The Trunk Road T4 (Loughbrickland to Hillsborough) Order (Northern Ireland) 2019 (known as the Direction Order), comprising:

- Notice of Intention to Make a Direction Order (NIMDO) including Schedule;
- Maps 1-22.

Draft Stopping Up (of Private Accesses) Order, comprising:

- Notice of Intention to Make a Stopping up (of Private Accesses) Order including Schedule;
- Maps 1-10.

Draft Vesting Order, comprising:

- Notice of Intention to Make a Vesting Order (NIMVO) including Schedule;
- Maps 1-36.

Submissions for Public Inquiry

Proposed A1 Junctions Departmental Statement for Public Inquiry.
Submissions received to the publication of the Project Draft Statutory Orders.

ANNEX C - A1 JUNCTIONS PHASE 2 SCHEME PROPOSALS

