



Department for  
**Infrastructure**

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# Newry Southern Relief Road



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

November 2017 Community Consultation Report

Department for Infrastructure (DfI) - Roads (Southern Division)

Project number: 6047 2927

May 2018

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## About DfI-Roads

DfI-Roads (formerly TransportNI) 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, 271,000 street lights and 367 public car parks. 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 of 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 Department for Infrastructure website, please visit **[www.infrastructure-ni.gov.uk](http://www.infrastructure-ni.gov.uk)**.

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## 1. Introduction

As detailed within the Newry Southern Relief Road '*Communications Plan*' (July 2017), DfI – Roads (the Department) recognise 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; allows an opportunity for different views to be expressed and taken into account in decision-making; and ensure the study processes and decision-making are open and clearly understood by all.

Key objectives of undertaking community and stakeholder involvement are 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 will be 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 information will be produced and made available to all key stakeholders as necessary to facilitate such events.

For the community consultation events themselves, the Department's staff will 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 Background

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

Representations made from both Newry and Mourne District Council (now Newry, Mourne and Down District Council) and Newry Chamber of Commerce and Trade resulted in the Department's agreement to undertake a local transport study, south of Newry to assess:

- the impact of a southern relief road;
- the possible options for providing a new link from the A1 Dublin Road (at or in the vicinity of Cloghogue Junction) to the A2 Warrenpoint Road; and

- what alternative options are available to provide relief to traffic in the area.

In October 2006, AECOM (known as Scott Wilson at that time) were engaged to provide consultancy support to the Department in undertaking a transportation study to assess a range of broad road improvement options to provide relief to traffic in the Dublin Road, Bridge Street, William Street, Abbey Way and A2 Warrenpoint Road area of the city of Newry. That work included:

- a review and assessment of the feasibility of options to provide a new road link from the A1 Dublin Road to the A2 Warrenpoint Road; and
- establishing the potential benefits, costs and impacts of a new road link.

This culminated in the publication of a Feasibility Study Report (August 2009), which determined the practicality of the relief road along with advantages, disadvantages and constraints associated with broadly defined options. This report can be found at: <https://www.infrastructure-ni.gov.uk/publications/newry-southern-relief-road-feasibility-study-report-executive-summary>

## 1.2 Progress

The Feasibility Study 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 is 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 will assist in the identification of a preferred corridor.

The Newry Southern Relief Road proposal was progressed into the DfI Forward Planning Schedule and work has been completed on a Stage 1 Preliminary Options scheme assessment. The subsequent published report (June 2017) 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 which makes up the Preliminary Options Report identifies the environmental, engineering, economic and traffic advantages, disadvantages and constraints, and concluded in the selection of a number of potential corridor options. This report can be 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)

The Report recommended that two corridors, from the original five, be subject to further assessment.

## 1.3 Current Position

Three route options within the two corridors identified in the Stage 1 scheme assessment have been developed for further consultation and assessment. As detailed in Section 2, a Community Consultation Event was held to inform the local community of the emerging proposals for the scheme and sought comments to help inform the Stage 2 scheme development process.

Following this consultation, the Department continue to identify, develop and assess environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with the route options. Public feedback on the options will be taken into consideration by the Department when identifying the Preferred Route Option. Accordingly, the route options that were consulted upon were indicative only and may be subject to change during the design development process.



## 2. Community Consultation Event (November 2017)

### 2.1 Community Consultation Overview

As part of the Stage 2 Scheme Assessment process, the Department undertook a consultation to inform the local community of emerging proposals for the Newry Southern Relief Road and sought comments to help inform design development.

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 exchange. Questionnaires (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 ran from 06<sup>th</sup> November to 22<sup>nd</sup> December 2017, and offered the general public an opportunity to engage directly with representatives of the Department, as well as members of the Project Design Team.

The staffed community consultation venue, event date and time in which the event took place are listed below:

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

**Tuesday 14<sup>th</sup> and Wednesday 15<sup>th</sup> November 2017  
from 10.00 am to 9.00 pm**

Unstaffed exhibition displays were also located at the following venues from 06<sup>th</sup> to 24<sup>th</sup> November 2017:

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

### 2.2 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.

#### 2.2.1 Department for Infrastructure Website

On 31<sup>st</sup> October 2017, 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 is "*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 consultations page of the Department's website, a notice was uploaded notifying the public of the opening and closing dates for the consultation period. 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); and
- how to make representation.

This information can also be found at: <https://www.infrastructure-ni.gov.uk/consultations/newry-southern-relief-road-community-consultation>

### 2.2.2 Press Coverage

A press notice advertising the Community Consultation Event was placed in the following local newspapers during week commencing 06<sup>th</sup> November 2017:

- Mourne Observer;
- Newry Democrat; and
- Newry Reporter.

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

Numerous local and national news outlets (including those listed above) also published stories regarding the Newry Southern Relief Road over the course of the consultation period.

The Mourne Advertiser posted an article on the 31<sup>st</sup> October 2017 entitled, “*Public invited to give views on Newry Southern Relief Road*”. This advertised the dates and locations of the unstaffed exhibition displays and the staffed Community Consultation Event.

The Newry Times newspaper posted on their website on 13<sup>th</sup> November 2017 an article entitled, “*The Southern Relief Road around Newry is vital to the regions’ future economic success*”. They went on to advertise the Community Consultation Event. The Irish News and Mourne Advertiser also posted similar articles with the same title on the 16<sup>th</sup> November 2017.

### 2.2.3 Community Consultation Leaflet

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

- a 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 which attempted to set the scheme in geographical context and provided indicative alignments, along with high level descriptive text of the route options under consideration. A copy of the leaflet is included in Appendix C of this report.

## 2.2.4 Leaflet Distribution

In week commencing 06<sup>th</sup> November 2017, **27,725** community consultation leaflets were distributed by Royal Mail to local residents and businesses within the Newry/Warrenpoint postcode sectors listed in Table 2.1 below.

**Table 2.1:** Postcode sectors and breakdown of leaflet distribution

Postcode Sector	Number
BT34, Sector 1	3,850
BT34, Sector 2	5,172
BT34, Sector 3	5,958
BT35, Sector 6	3,506
BT35, Sector 7	3,508
BT35, Sector 8	5,731
<b>TOTAL</b>	<b>27,725</b>

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

## 2.2.5 Letters of Invitation

A number of guests were invited by written 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);
- Selected stakeholders; and
- Landowners and local businesses at risk of being directly affected by the proposed route options.

The letter (issued on 9<sup>th</sup> November 2017) and the list of guests invited to attend the consultation event is included in Appendix E of this report. The letter included:

- a 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; and
- sources of further information.

Enclosed with the letter was a copy of the community consultation leaflet for information.

## 2.2.6 Affected Landowners Letters

In addition to the formal letters of invitation, where possible, 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 route options, and to make them aware of the staffed Community Consultation Event. These lands visits took place in advance of and up to the day of the consultation event.

## 2.2.7 Poster/Flyer Advertising

On the 07<sup>th</sup> November 2017, 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:

- **The Quays Shopping Centre**, 26 Bridge St, Newry, BT35 8QS;
- **Newry Train Station**, Newry, BT35 6JS;
- **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;
- **McParland's Hardware & Giftware Department Store**, 42 Monaghan St, Newry, BT35 6AA;
- **Savages Shop/Post Office**, 31 Monaghan Street, Newry, BT35 6BB;
- **Meadowlands Surgery**, Monaghan St, Newry, BT35 6BW;
- **Clanrye Surgery**, Monaghan St, Newry, BT35 6BW;
- **Dunne's Stores**, Kingsway Arcade, Monaghan St, Newry, BT35 6AA.

In the Warrenpoint area, these included:

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

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

## 2.2.8 Social Media

On the 10<sup>th</sup> November 2017, the official Twitter page for the Department posted an advertisement for the Community Consultation Event.

## 2.3 Unstaffed Exhibition Displays

As noted previously, unstaffed Exhibition Displays were located at the following venues from 06<sup>th</sup> to 24<sup>th</sup> November 2017:

- 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 rollup 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 rollup banner included the following information:

- background to the scheme;
- an aerial map image showing the three route options connecting the A1 Dublin Road to the A2 Warrenpoint Road, along with high level descriptive text of the route options 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.

## 2.4 Pre-Consultation Briefing and Presentation

At the request of Newry, Mourne and Down District Council, a pre-consultation briefing and presentation on the Newry Southern Relief Road scheme was given in two closed sessions on Monday 13<sup>th</sup> November 2017 within the Chamber at the Council's main office (O'Hagan House) to a number of invited guests, including local politicians and key local stakeholders.

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.

## 2.5 Community Consultation Event

### 2.5.1 Duration and Registration

The staffed Community Consultation Event opened at 10:00am on Tuesday 14<sup>th</sup> November 2017 and ran until 9:00pm that day. On Wednesday 15<sup>th</sup> November 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 248 names recorded over the two days.

### 2.5.2 Event Material

Within the Community Consultation Event, a series of large display boards containing written text, photographs 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 and accordingly set out as follows:

1. Welcome to the Community Consultation Event;
2. Need for the Scheme;
3. Objectives;
4. The Scheme;
5. Scheme Assessment Process & Progress;
6. Route Options (aerial map board);
7. Environmental Issues;
8. What Happens Next?; and
9. Have Your Say;

Copies of the display boards are included in Appendix I.1.

Also on display was two high-definition plasma screens; one displaying a digital terrain model with fly-through of each route option under consideration on loop, and the other displaying the presentation that was given at the Pre-Consultation Briefing.

A virtual reality (VR) interface headset was also available to offer the public an interactive method of viewing the route options in a simulated real world scenario from an elevated oblique viewing position.

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. The majority of visitors took up this invitation and discussed matters at length.

A selection of photographs taken at the Community Consultation Event is included in Appendix I.2.

### 2.5.3 Questionnaire / Comments feedback

Visitors to the exhibition 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 22<sup>nd</sup> December 2017. 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 is included as Appendix J. It should be noted that several of the returned

questionnaires were not completed in the manner intended. A review of these questionnaire responses is provided in Section 3 of this report.

## 3. Community Consultation Responses & Analysis

### 3.1 Introduction

As discussed in Section 2, visitors to the Community Consultation Event were encouraged to complete a questionnaire after viewing the display material to provide their comments on a pro-forma basis, to aid the comparison of results. The questionnaires could be returned at the event and returned by post or email prior to the close of the consultation period. A digital version of the questionnaire 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 when selecting its Preferred Option.

Of the 176 responses received, 163 responses were via the preferred questionnaire format, with the remainder via email or letter.

### 3.2 Questionnaire Responses

#### 3.2.1 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 Personal Information Statement, as reproduced on the questionnaire. Of the 163 questionnaire responses returned, 96 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.

#### 3.2.2 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 3.1: 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
Answers not ranked in the manner requested	All answers selected given the same (highest) rank

On the basis of the above approach, the responses to each of the questions are summarised in Sections 3.2.3 to 3.2.10.

### 3.2.3 Question 1 Response Analysis

Question 1 asked:

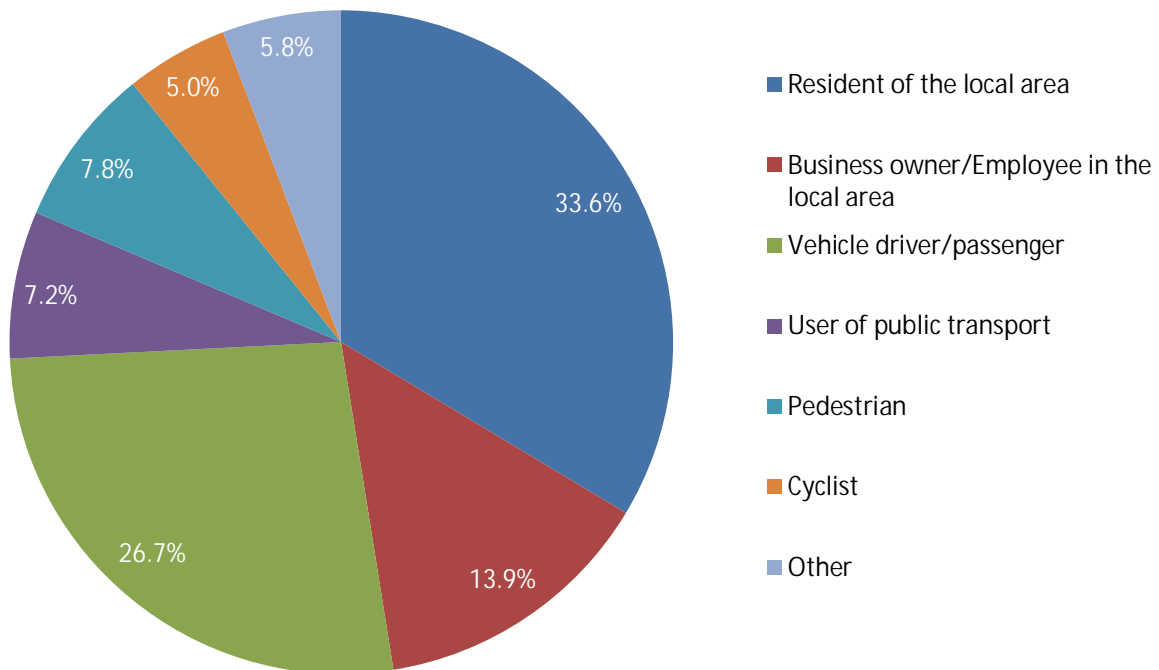
**Please tell us how you might be affected by the scheme?**

The public were provided with a pool of answers to choose from and could select more than one answer. They responded as shown:

as a resident of the local area	= 33.6%
as a business owner/employee in the local area	= 13.9%
as a vehicle driver/passenger	= 26.7%
as a user of public transport	= 7.2%
as a pedestrian	= 7.8%
as a cyclist	= 5%
other	= 5.8%

The question offered those who ticked 'Other' the opportunity to specify what this was. Responses included regular users of Fathom Forest, landowners, equestrians, bus drivers, farmers, inland waterway/canal users, boat users, wheelchair users, woodland conservation workers, founder members of the Carlingford Lough Yacht Club and community development organisations.

**Figure 1:** Question 1 Response Summary





### 3.2.4 Question 2a Response Analysis

Question 2a asked:

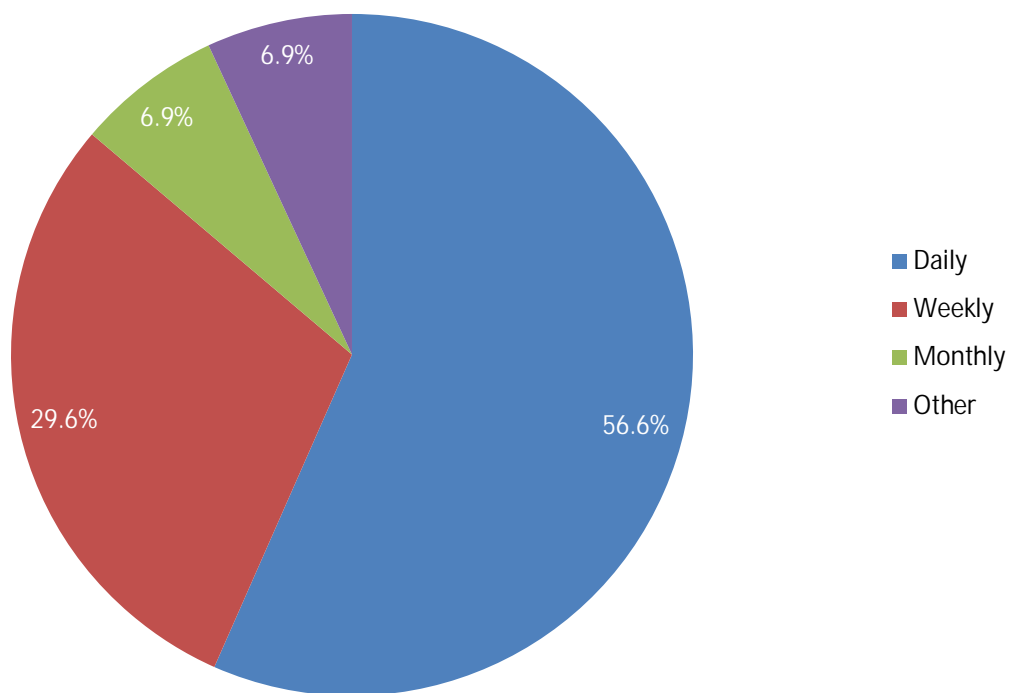
**How often do you use all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road?**

The public had the following choices and responded as shown:

- Daily = **56.6%**
- Weekly = **29.6%**
- Monthly = **6.9%**
- Other = **6.9%**

Accordingly, **86.2%** of respondents use the all or part of the route between the A1 Dublin Road and the A2 Warrenpoint Road at least once a week.

**Figure 2:** Question 2a Response Summary



### 3.2.5 Question 2b Response Analysis

Question 2b asked:

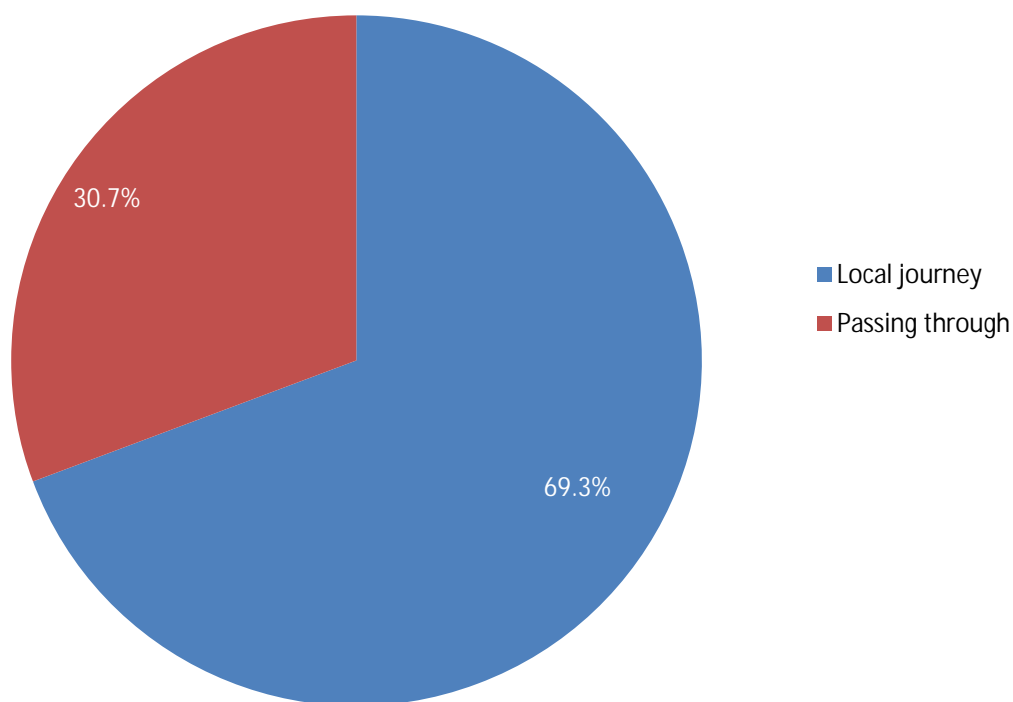
**Please indicate the reason for the majority of your journeys.**

The public had the following choices and responded as shown:

- Local journey = 69.3%
- Passing through = 30.7%

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.

**Figure 3:** Question 2b Response Summary



### 3.2.6 Question 3a Response Analysis

Question 3a asked:

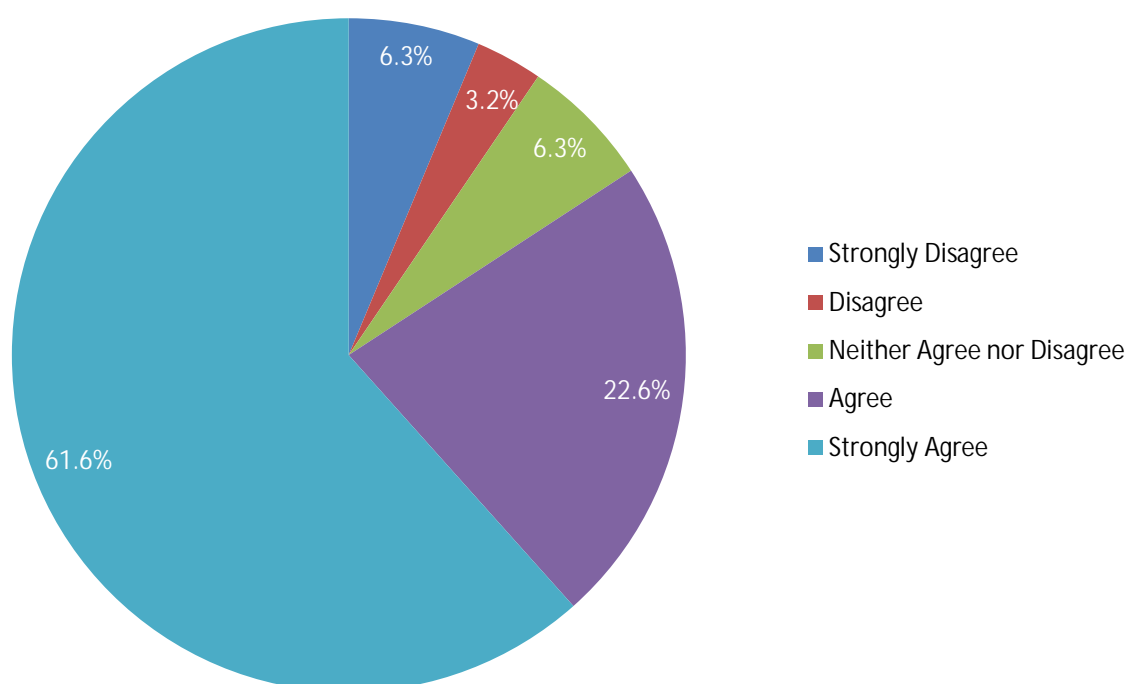
**Are you in favour of the principle of providing a relief road to the south of Newry?**

The public had the following choices and responded as shown:

- Strongly Disagree = 6.3%
- Disagree = 3.2%
- Neither Agree nor Disagree = 6.3%
- Agree = 22.6%
- Strongly Agree = 61.6%

Accordingly, an overwhelming majority (**84.2%**) of respondents were in favour of the principle of providing a relief road to the south of Newry, with less than **10%** of respondents not being in favour of doing so.

**Figure 4:** Question 3a Response Summary



### 3.2.7 Question 3b Response Analysis

Question 3b asked:

#### Do you have a route option preference?

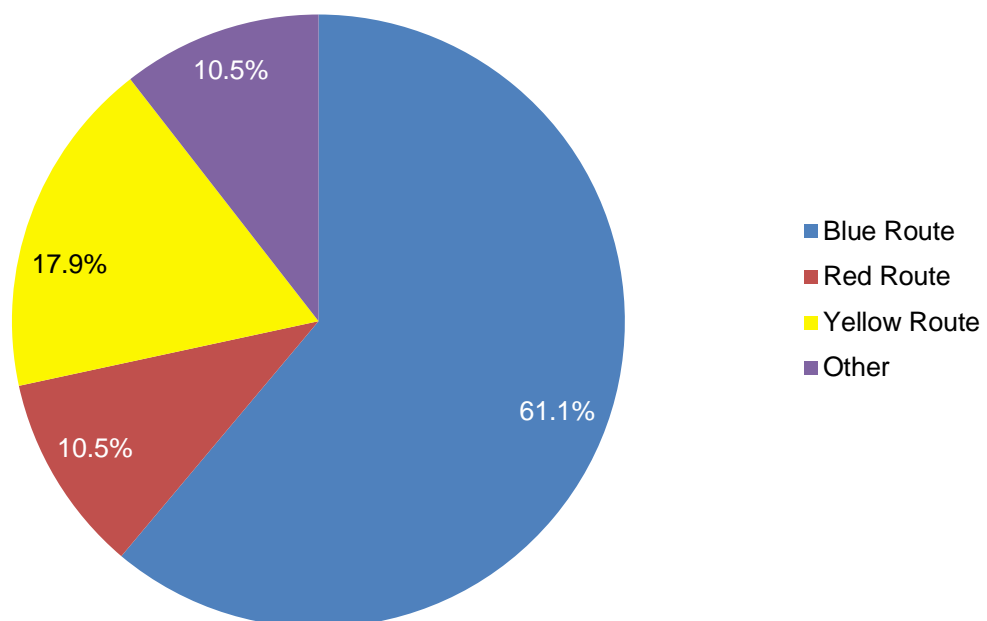
The public had the following choices and responded as shown:

- Blue Route = 61.1%
- Red Route = 10.5%
- Yellow Route = 17.9%
- Other = 10.5%

Accordingly, an overwhelming majority (**61.1%**) of respondents preferred the Blue Route, with the Yellow Route being second preference (17.9%) and the Red Route third preference (10.5%). The question also offered those who ticked 'Other' (10.5%) the opportunity to specify what this was. Responses included:

- no route (in most cases due to direct land impacts);
- no preference;
- divert the route to Sheepbridge Roundabout;
- bridge at Narrow Water;
- utilise Greenore deep water port which already has good road links;
- provide a ring road;
- provide a new rail link between Warrenpoint and Newry (subway option);
- bridge or float a road on a pontoon from Warrenpoint to Omeath; and
- a bypass to provide an alternative route to the Shore Road between Warrenpoint and Rostrevor.

**Figure 5:** Question 3b Response Summary



### 3.2.8 Question 4 Response Analysis

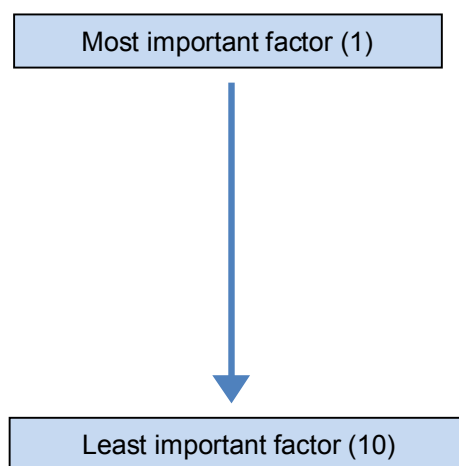
Question 4 asked:

**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.

Based on the responses provided, the listed factors are ranked below in descending order of importance to those who responded to the consultation:

1. **Reduce congestion**
2. **Improve Journey Time Reliability**
3. **Improve Road Safety for all users**
4. **Reduce local / strategic traffic conflict**
5. **Minimise Environmental impact**
6. **Effect on people near road corridor**
7. **Reduce Journey Time for strategic traffic**
8. **Improve access & transport economic efficiency**
9. **Ensure Canal remains navigable**
10. **Achieve Value for Money**



### 3.2.9 Question 5 Response Analysis

Question 5 asked:

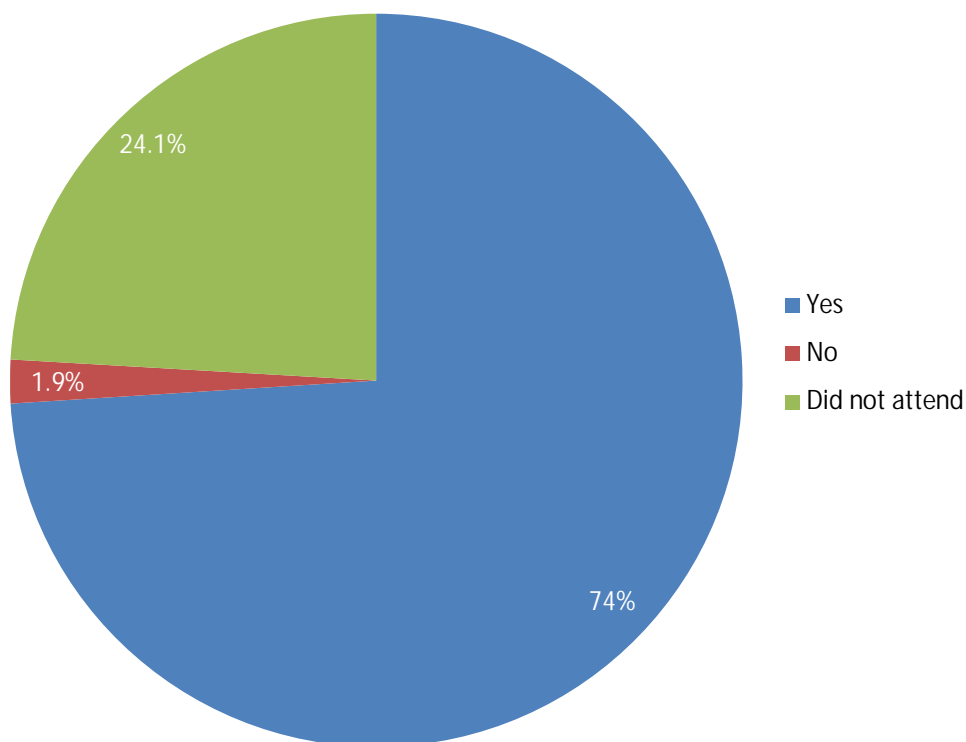
#### Did you find the Community Consultation Event helpful?

The public had the following choices and responded as shown:

- **Yes** = **74%**
- **No** = **1.9%**
- **Did not attend** = **24.1%**

Of those that did attend the Community Consultation Event, **97.5%** found the event helpful and **2.5%** did not.

**Figure 6:** Question 5 Response Summary



### 3.2.10 Question 6 Response Analysis

Question 6 asked:

#### **Do you have any other comments on the proposals at this stage?**

The question posed was open-ended, with space provided to allow the public to record any comments or concerns. The majority of questionnaires (57.7%) returned comments, with 42.3% not returning a comment.

Comments that were received however, were varied in nature and very supportive of the scheme. They did display a number of trends, namely:

- the scheme will be a major benefit to the people of the area;
- concerns over the type of bridge that would be put in place (open or fixed) so the Albert Basin can remain accessible to tall ships from Victoria Lock (i.e. sufficient air draft clearance);
- possible development of berthing infrastructure on the canal, if sufficient air draft under a fixed bridge option cannot be achieved for tall ships;
- minimise impact upon people living in close proximity to the scheme;
- minimise environmental impact, including concerns regarding pollution, landscape (in particular Benson's Glen), ecology, cultural heritage, etc.;
- provide additional connections to the scheme (i.e. from Old Warrenpoint Road);
- concerns regarding current safety issues of conveying such a high proportion of HGVs through the city;
- the scheme should bring significant environmental benefits to the city;
- complete the scheme as soon as possible, particularly to relieve congestion and improve road safety;
- concerns over locals not being taken into consideration;
- improve and maintain the consultation process, particularly with affected landowners;
- consider other options (i.e. Narrow Water Bridge, different tie-in points, etc.);
- impacts upon equestrian hacking routes;
- close the existing access to Old Warrenpoint Road at Forest Hills, as a number of fatalities have occurred at this junction as a result of road traffic collisions;
- connectivity along existing local routes (i.e. Flagstaff Road);
- impact upon community facilities (i.e. Gerry Brown Park) and commercial/tourism potential of the area, post scheme implementation;
- cycling provision;
- land (loss and severance) and property impacts;
- lack of detail regarding junction layouts, particularly at Ellisholding Junction;
- provide a dual carriageway;
- incorporate a tidal defence scheme into the project; and
- concerns about existing land and environmental impacts associated with the A1 dual carriageway and additional impacts associated with the scheme.

## 4. Representations made to the Department

Separate to the questionnaire responses, a number of representations were made to the Department in relation to the 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.

### 4.1 Review of Submissions

Ten separate formal submissions were received by the Department over the course of the active consultation period. In summary, the majority of responses indicated a preference for the Blue Route and included the following issues and concerns in relation to:

- works near the Dublin – Belfast railway line and that all proposed works or activities associated with the scheme are appropriately planned, designed and constructed to mitigate any potential impact on railway services.
- potential impacts upon bus services, in particular issues associated with the construction phase, such as potential lane or road closures, suspension of bus stops, etc. Adverse effects on public transport operations and passengers should be mitigated to allow for continuation of services during the works.
- water pollution impacts, in particular to the fish hatchery at Lower Fathom (Benson's Glen) and its upstream water supply which rises near Cloghogue Roundabout.
- trading conditions and commercial operations within the area, and that current traffic conditions are stifling trade and potential economic growth, including that of the wider region. Indicated full support for the scheme and have little concern regarding gradients proposed with respect to modern fleets of HGV's. See limited need for high mast bridge clearance and that if a fixed bridge would help secure delivery of the scheme, it should be implemented.
- whether the preferred route would be in close proximity to any schools.
- impacts upon private property and ongoing consultation regarding scheme development.
- improving the standard of the relief road to dual carriageway.
- the history of the Newry Ship Canal, its importance to the area, and that the preferred route should not impede access to Albert Basin for large vessels. There should be access for tall ships to the Albert Basin. The clearance under any fixed bridge must be at least 37m and that any opening span shall be of at least the same width as the Victoria Lock.
- the environmental assessment being undertaken in line with EU legislation and that the impacts of each of the route option/alternative are assessed in both the short and long term.
- information being made available to the public electronically before decision making.
- impacts upon radionuclides in area being assessed.
- a bone fide archaeological team assessing each location, and considering the maritime heritage of the area.
- a number of 'alternative projects' being taken into consideration and that they are fully assessed, analysed and reported on, including a:
  - rail link between Warrenpoint and Newry (subway option);
  - bridge or pontoon from Warrenpoint to Omeath; and
  - assessment of the capacity of the Warrenpoint Harbour.



## 4.2 Representations at the Community Consultation Event

Six representations were made at the Community Consultation Event from a number of statutory, non-statutory and local stakeholders. In summary, the majority of representations indicated a preference for the Blue Route and included the following issues and concerns in relation to:

- loss of private land, but also aware of potential commercial opportunity (i.e. establishing a filling/service station) if direct access could be achieved from the Old Warrenpoint Road.
- woodland loss and habitat fragmentation, particularly in the vicinity of Benson's Glen.
- the acceptability of 6% gradient for modern HGV transport fleets.
- the potential to enhance tourism within the Mournes/Cooley Peninsula.
- the implications of the scheme in relation to Newry, Mourne and Down District Council's draft Local Area Development Plan.
- impacts upon the playing fields at Gerry Brown Park and the future viability of the club and possible relocation opportunities.
- The benefit that the scheme would bring to traffic management of sporting events at Pairc Esler.

## 5. Overall Findings

It is evident from the community consultation responses and analysis of the feedback that the people of Newry and the wider area are heavily in favour of providing a relief road to the south of the city.

The respondents represented 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 route options presented.

Significantly, an overwhelming majority (**84.2%**) of respondents were in favour of the principle of providing a relief road to the south of Newry, with less than **10%** of respondents not being in favour of doing so.

Furthermore, a significant majority (**61.1%**) of respondents preferred the Blue Route, with the Yellow Route being second preference (**17.9%**) and the Red Route third preference (**10.5%**).

Of the ten factors in the consideration of a relief road, the respondents ranked the following in descending order of importance:

- 1. Reduce congestion**
- 2. Improve Journey Time Reliability**
- 3. Improve Road Safety for all users**
- 4. Reduce local / strategic traffic conflict**
- 5. Minimise environmental impact**
- 6. Effect on people near road corridor**
- 7. Reduce Journey Time for strategic traffic**
- 8. Improve access & transport economic efficiency**
- 9. Ensure Canal remains navigable**
- 10. Achieve Value for Money**

Overall, the feedback received indicated that the Community Consultation Event was a success, with **97.5%** of attendees who returned a questionnaire response indicating that they found the event helpful.

## 6. Summary of the Community Consultation Event

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 heavily in favour of providing a relief road to the south of Newry (84.2%), in particular, via the Blue Route (61.1%).

The Community Consultation Event was widely advertised, very well attended and generated a lot of public and political interest, and indeed support for the Newry Southern Relief Road scheme. It also generated a lot of press interest with coverage by local and national news agencies. As evidenced by the range of news articles published at that time, local stakeholders have been quoted as stating "*the proposed Southern Relief Road around Newry is vital to the regions' future economic success, especially in a post Brexit scenario*". Amongst others, this is reflected in articles published within the Newry Democrat on 14<sup>th</sup> November 2017 and the Irish News on 16<sup>th</sup> November 2017.

In terms of negative press coverage, an article was published on the Newry.IE website on 21<sup>st</sup> November 2017, which raised concerns with regards to restricting tall ship access to Albert Basin, Newry. The article did endorse the scheme as a positive infrastructural investment in Newry, as long as it did not present a future obstacle to revitalising the Newry Ship Canal as an active waterway and recreational facility.

In this regard, the Community Consultation Event can be viewed as being an overall success. 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 ensured:

- 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.

## APPENDICES

## Appendix A - Department for Infrastructure (DfI) Website

### A.1 Public Advertisement



## Public invited to give views on Newry Southern Relief Road

Date published: 31 October 2017

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

The Department for Infrastructure (DfI) is seeking the public's views on proposals to help shape the design of the proposed Newry Southern Relief Road, at consultation events in Newry.

The public consultation events will take place at the Sean Hollywood Arts Centre, 1A Bank Parade, Newry, between 10.00 am and 9.00 pm on the 14 and 15 November 2017 and the public is encouraged to attend.

The scheme aims to provide a strategic transport link road between the key strategic corridor of the A1/N1 Belfast to Dublin route with the A2 and Northern Ireland's second largest port at Warrenpoint Harbour. The route will improve journey times and journey time reliability for strategic traffic between the A2 Warrenpoint Road and the A1/N1.

Road safety and traffic congestion within Newry City Centre will also significantly improve by providing an alternative route for port traffic. Accessibility to both Newry City and Warrenpoint Harbour will be enhanced. The new route will support and maintain sustainable economic growth and employment within the area.

Continued development of the proposal remains subject to approval of the business case, clearing the statutory procedures, and funding being made available for construction.

These events are part of an ongoing programme of consultation with the local community. Following the consultation events DfI will consider all views that have been put forward. It is envisaged that a 'Preferred Options Report could be complete in summer 2018.

### Notes to editors:

1. The scheme aims to provide a strategic transport link from the A1 Belfast-Dublin key transport corridor to the A2 Warrenpoint dual carriageway. Both road corridors link the A2 Warrenpoint Road to the Ellisholding Junction on the A1. One corridor 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. In the second option the corridor extends further south as far as Rough Island and follows along Fathom Line before heading in a northerly direction up Fathom Mountain to the A1.
2. The Preliminary Options Scheme Assessment of the Newry Southern Relief Road is now complete. The subsequent report, which was published in 15 June 2017,

## Latest news

- concluded by identifying two corridors to take forward for further development.
3. The next stage of the scheme to identify a 'Preferred Option' is ongoing, with route alignment options currently being developed within the identified two corridors. To further this process, a public consultation event is programmed for November 2017 to provide an update on progress and to invite feedback to inform this next stage of development work.
  4. The Department is set to receive €2.85million (£2.55million) in European funding through the Connecting Europe Facility for the design stages of two key road projects. Up to €1.35million (£1.2million) of EU funding has been allocated to the Newry Southern Relief Road Study with a further €1.5million (£1.35million) allocated for the design of four new fly-over junctions on the A1 Belfast to Dublin Road between Loughbrickland and Hillsborough. This funding will help us to complete the design stages for the projects.
  5. All media queries should be directed to the Department for Infrastructure Press Office on 028 9054 0007 or e-mail: [press.office@infrastructure-ni.gov.uk](mailto:press.office@infrastructure-ni.gov.uk) (<mailto:press.office@infrastructure-ni.gov.uk>) or out of hours please contact the duty press officer via pager number 07623 974 383 and your call will be returned.
  6. See photos from the Department for Infrastructure in our Flickr collection: [www.flickr.com/photos/niexecutive/collections](http://www.flickr.com/photos/niexecutive/collections) (<https://www.flickr.com/photos/niexecutive/collections/72157669044006236/>)
  7. Follow the Department on Twitter [@deptinfra](https://twitter.com/deptinfra) (<https://twitter.com/deptinfra>)

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## Latest news

- [Road users advised difficult driving conditions likely tomorrow morning](#) ([/news/road-users-advised-difficult-driving-conditions-likely-tomorrow-morning](#))  
17 January 2018
- [Work will continue today to keep roads clear, more wintery weather expected](#) ([/news/work-will-continue-today-keep-roads-clear-more-wintery-weather-expected](#))  
17 January 2018
- [£150,000 resurfacing scheme on Scotch Street, Portadown](#) ([/news/ps150000-resurfacing-scheme-scotch-street-portadown](#))  
16 January 2018
- [Road users asked to consider journeys and plan routes as amber warning for snow issued](#) ([/news/road-users-asked-consider-journeys-and-plan-routes-amber-warning-snow-issued](#))  
16 January 2018

[More news ...](#) ([/news](#))



## Newry Southern Relief Road - overview

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

The Department for Infrastructure (DfI) Southern Division are advancing the design and development of a new strategic road link to the south of Newry City, 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 scheme 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 has also been identified within the Banbridge, Newry and Mourne Area Plan 2015.

### On this page

- [Background](#)
- [Progress](#)
- [Current Position](#)
- [Community Consultation](#)



**Co-financed by the European Union**

**Trans-European Transport Network (TEN-T)**

<https://www.infrastructure-ni.gov.uk/sites/default/files/styles/inline-xl-expandable-2/public/images/infrastructure/ten-t-image-for-a1-mourne-banbridge-newry-area-plan-2015.pdf>

### Background

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.



Representations made from both Newry and Mourne District Council (now Newry, Mourne and Down District Council) and Newry Chamber of Commerce and Trade resulted in the Department's agreement to undertake a local transport study to the south of Newry to assess:

- the impact of the suggested southern relief road,
- the possible options for providing a new link from the A1 Dublin Road (at or in the vicinity of Cloghogue Junction) to the A2 Warrenpoint Road; and
- what alternative options are available to provide relief to traffic in the area.

In October 2006, consultancy support was engaged to assist the Department in undertaking a transportation study to assess a range of broad road improvement options to provide relief to traffic in the Dublin Road, Bridge Street, William Street, Abbey Way and A2 Warrenpoint Road area of the city of Newry. That work included:

- a review and assessment of the feasibility of options to provide a new road link from the A1 Dublin Road to the A2 Warrenpoint Road; and
- establishing the potential benefits, costs and impacts of a new road link.

## Progress

The Feasibility Study Report (published in August 2009) concluded that based on the information available and presented in the report, the provision of a new road link between the A1 Belfast / Dublin (Eastern Seaboard) Key Transport Corridor and A2 Warrenpoint Road is feasible and would be expected to provide significant economic benefits. This report also recommended that all options be taken through a wider 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 will assist in the identification of a preferred corridor.

The Newry Southern Relief Road proposal was progressed into the DfI Forward Planning Schedule and work has been completed on the Stage 1 Preliminary Options Scheme Assessment. This 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 all terminating close to Ellisholding Junction or Cloghogue Junction on the A1 Dublin Road, southwest of Newry. These corridors were subject to consultation and assessed in engineering, traffic, economic, safety and environmental terms.

The Stage 1 Scheme Assessment Report, published in June 2017, recommended that two corridors from the original five be subject to further assessment. Three route options have been developed within these two corridors for consultation and assessment.

- [Newry Southern Relief Road - Feasibility Study Report - Executive Summary](#)  
([/publications/newry-southern-relief-road-feasibility-study-report-executive-summary/](#))
- [Stage 1 Preliminary Options Report](#) (<https://www.infrastructure-ni.gov.uk/publications/newry-southern-relief-road-stage-1-preliminary-options-report/>)

## Current Position

Three route options for the scheme have been developed and published for further consultation. As detailed below, a community consultation is currently ongoing to inform the local community of the emerging proposals for the scheme and to seek comments to help inform the Stage 2 scheme development process.

Following this consultation, DfI will continue to identify and assess environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with the three route options. Public feedback on the options will be taken into consideration by DfI when identifying the Preferred Route Option. This will be published in the Preferred Option Report, likely in Summer 2018.

Funding is currently available to progress scheme development up to 2020, which would include 'Following selection of the Preferred Option'. DfI will make further refinement to the design in liaison with the local community and key stakeholders. Detailed environmental, engineering, economic and traffic assessments of the Preferred Option will be completed and a Public Inquiry held if necessary.

## Community Consultation

As part of the Stage 2 Assessment Process, DfI undertook a consultation to inform the local community of the emerging proposals for Newry Southern Relief Road (NSRR) and sought comments to help inform design development.

The consultation consisted of a variety of avenues including interactive community consultation events, unstaffed exhibition displays, the DfI website, as well as via email and telephone exchange. Questionnaires were made available at all venues and could also be accessed via this webpage.

The community consultation process ran from 6 November 2017 to 22 December 2017, and offered an opportunity to engage directly with representatives of DfI, as well as members of the Project Team.

The staffed Community Consultation venue, event date and time in which it took place are listed below:

**Sean Hollywood Arts Centre, 1A Bank Parade, Newry, BT35 6HP**  
**Tuesday 14 and Wednesday 15 November 2017 from 10.00 am to 9.00 pm**


Unstaffed exhibition displays were also located at the following venues from 6 to 24 November 2017:

- 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



[https://www.infrastructure-ni.gov.uk/sites/default/files/styles/inline\\_expandable/public/images/infrastructure-ni-nsrr-exhibition-09.jpg?itok=eVznNei0](https://www.infrastructure-ni.gov.uk/sites/default/files/styles/inline_expandable/public/images/infrastructure-ni-nsrr-exhibition-09.jpg?itok=eVznNei0)

## Community Consultation documents

- [NSRR - Fly-Through video \(via YouTube\)](http://www.youtube.com/embed/6BPeSU0nJIM)  (<http://www.youtube.com/embed/6BPeSU0nJIM>)
- [Community consultation leaflet and information](https://www.infrastructure-ni.gov.uk/consultations/newry-southern-relief-road-community-consultation) (<https://www.infrastructure-ni.gov.uk/consultations/newry-southern-relief-road-community-consultation>)
- [Information boards - exhibition displays](https://www.infrastructure-ni.gov.uk/publications/newry-southern-relief-road-information-boards) (<https://www.infrastructure-ni.gov.uk/publications/newry-southern-relief-road-information-boards>)



Last updated 19 December 2017

## A.2 Public Notice



## Newry Southern Relief Road - Community Consultation

Topics: [Road improvement schemes \(/topics/road-improvement-schemes\)](#)

Consultation opened on **14 November 2017**. Closing date **22 December 2017**.

### Summary

Proposal: Providing a New Strategic Road Link between the A1 Dublin Road and A2 Warrenpoint Road.

The Department for Infrastructure (Dfi) is undertaking community consultation to inform the local community of the emerging proposals for the proposed Newry Southern Relief Road and to seek comments to help inform design development.

### Documents



#### [Newry Southern Relief Road - Community Consultation Leaflet](#)

PDF (14.1 MB) (<https://www.infrastructure-ni.gov.uk/sites/default/files/consultations/infrastructure/newry-southern-relief-road-leaflet.PDF>)

[Help viewing documents \(/help-viewing-documents\)](#)

### Consultation description

The Preliminary Options Report recommended that 2 corridors from the original 5 corridors be subject to further assessment. Three route options have been developed for consultation and will be the focus of this community consultation event.

Consultation will consist of a variety of avenues including staffed community consultation events, unstaffed exhibition displays, the Dfi website, email and telephone exchange. Dfi officers will be present during the staffed events and will be contactable throughout the consultation process.

The staffed Community Consultation event venue and dates are listed below.

Date	Location	Time
Tuesday 14 November 2018 & Wednesday 15 November 2018	Sean Holywood Arts Centre 1A Bank Parade Newry BT35 6HP	10.00 am to 09.00 pm

Unstaffed exhibition displays of project proposals will also be available at the venues listed below from 6 to 24 November 2017:

Newry City Library  
79 Hill Street  
Newry  
BT34 1DG

Newry, Mourne and Down District Council Offices  
Monaghan Row

Newry  
BT35 8DJ

Warrenpoint Town Hall  
Church Street  
Warrenpoint  
BT34 3HN

## Making a representation

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

- Website: [Newry Southern Relief Road - overview](#) ([//articles/newry-southern-relief-road-overview](#))
- Email: [dfroads.southern@infrastructure-ni.gov.uk](mailto:dfroads.southern@infrastructure-ni.gov.uk) (<mailto:dfroads.southern@infrastructure-ni.gov.uk>)
- Address: SRI Team, DfI Roads, Southern Division, Marlborough House, Craigavon, BT64 1AD
- Telephone: (028) 3832 0336



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

## Share this consultation



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## Appendix B – Press Notice



Department for

**Infrastructure**

An Roinn

**Bonneagair**

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

## **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 currently developing options to provide a new strategic road link between the A1 Dublin Road dual carriageway and the A2 Warrenpoint Road dual carriageway. Three route options for the Newry Southern Relief Road scheme have been developed and published for further consideration.

The purpose of the consultation is to inform the local community of the emerging proposals for the scheme and to seek comments to inform design development. The consultation will consist of a variety of avenues including staffed community consultation events, unstaffed exhibition displays, the DfI website, email and telephone exchange. 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.

<b>Date</b>	<b>Location</b>	<b>Time</b>
Tuesday 14th & Wednesday 15th November 2017	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 6th to 24th November 2017:

- 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 the normal opening hours of each venue.

You may make representation using the questionnaires provided at the venues, or by email, letter and telephone as detailed below.

**Email:** [DfIRoads.Southern@infrastructure-ni.gov.uk](mailto:DfIRoads.Southern@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.



## Appendix C – Community Consultation Leaflet

## Purpose of Community Consultation

The purpose of this consultation is to inform the local community of the emerging proposals for Newry Southern Relief Road (NSRR) and to seek comments to help inform design development.

Consultation will consist of a variety of avenues including interactive community consultation events, unstaffed exhibition displays, the DfI website, as well as via email and telephone exchange. Questionnaires will be available at all venues.

This community consultation process offers an opportunity to engage directly with representatives of DfI as well as members of the project team.

## What Happens Next?

Following this consultation, DfI will continue to identify environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with the three route options. Public feedback on the options will be taken into consideration by DfI when identifying the Preferred Option. This will be published in the Preferred Options Report.

Following selection of the Preferred Option, DfI will further refine the design in liaison with the local community and key stakeholders. Detailed environmental, engineering, economic and traffic assessments of the Preferred Option will be completed, and the following documents published:

- the draft **Direction Order**;
- the draft **Vesting Order**; and
- the **Environmental Statement**.

Following publication of these documents, the public and key stakeholders will have the opportunity to formally comment on the Preferred Option. Depending on the responses received, DfI may decide to hold a Public Inquiry into the proposed scheme.

## Community Consultation

### Sean Hollywood Arts Centre, Newry

Tuesday 14<sup>th</sup> and Wednesday 15<sup>th</sup> November 2017  
from 10am to 9pm.

### Unstaffed Public Exhibitions

Unstaffed exhibition displays will be located at the following venues from 6<sup>th</sup> to 24<sup>th</sup> November 2017

- **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.

## Further Information

Should you have any queries, comments, or require this leaflet in an accessible format, please submit via any of the following:



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



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



**(028) 3832 0188**

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  
Trans-European Transport Network (TEN-T)

## Community Consultation

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

**Tuesday 14<sup>th</sup> and Wednesday 15<sup>th</sup> November 2017  
from 10am to 9pm**

This community information leaflet explains the proposed options for providing a new strategic road link between the A1 Dublin Road and A2 Warrenpoint Road.

## Introduction

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

## The Proposed Scheme

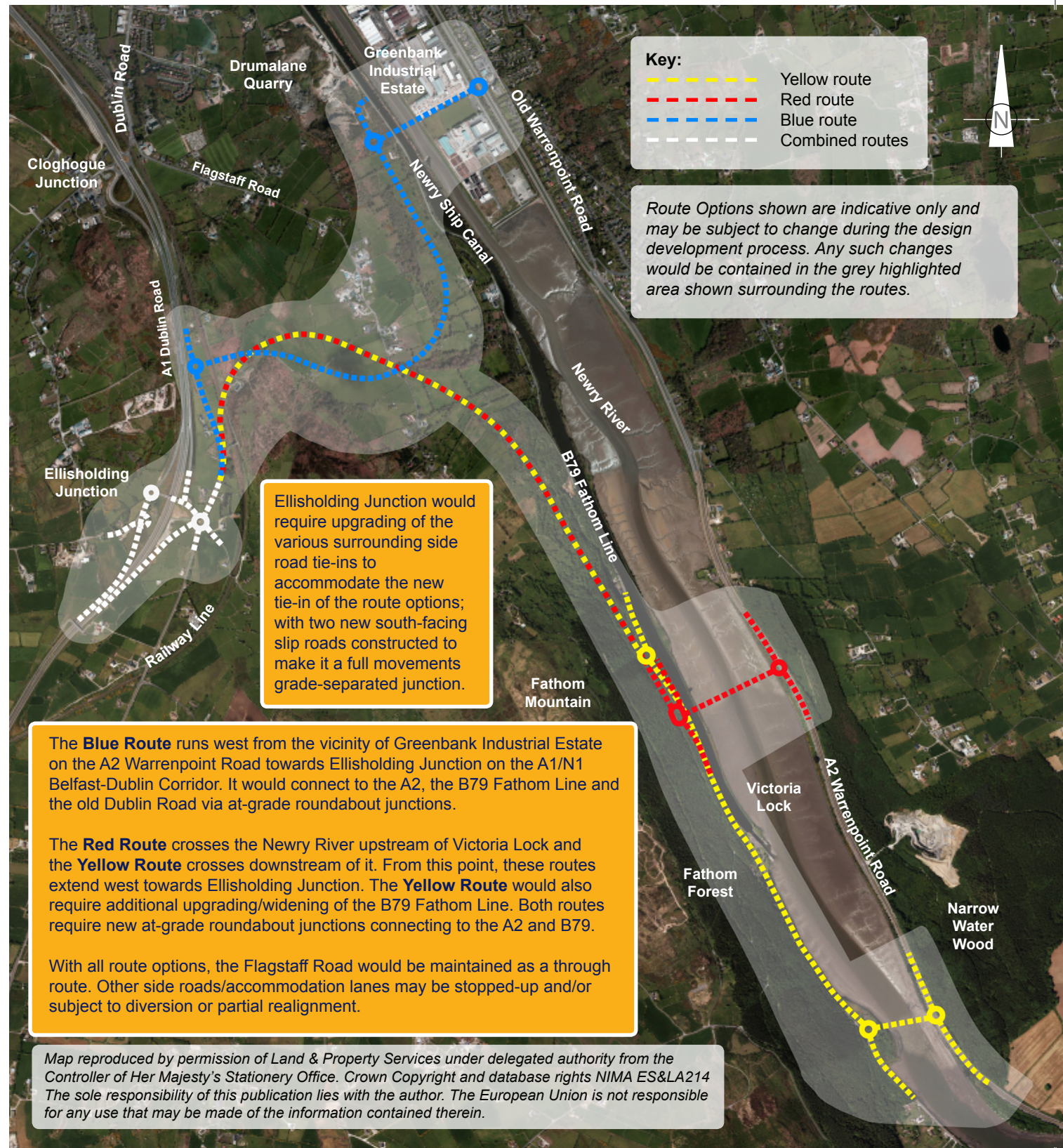
Three route options for the proposed Newry Southern Relief Road (NSRR) Scheme have been developed and published for further consultation. These options are shown on the adjacent aerial map.

## Scheme Objectives

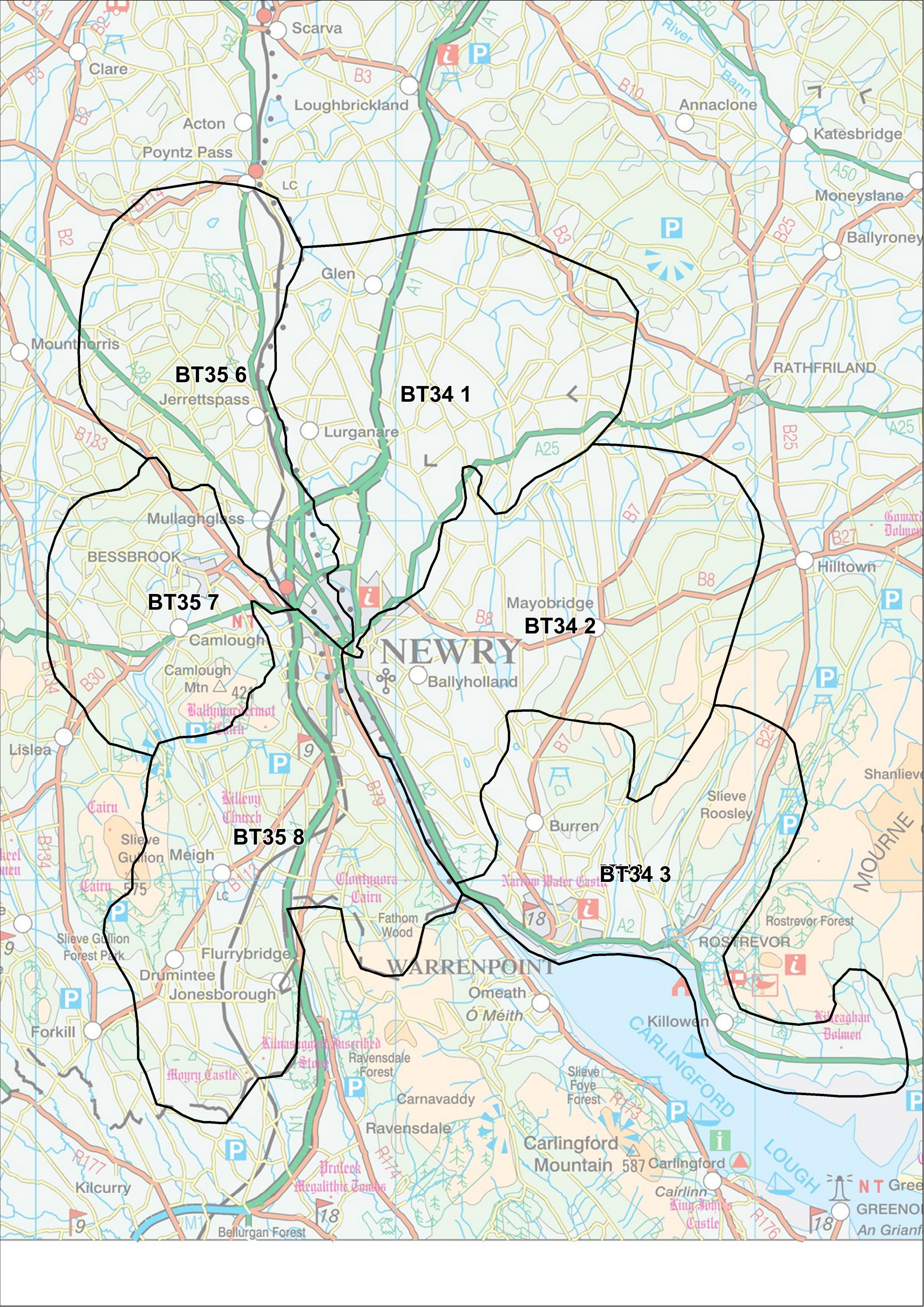
Strategic traffic travelling between the A1 and the A2, including Heavy Goods Vehicles between Belfast/ Dublin and Warrenpoint Harbour, is required to pass through Newry city centre. The high volume of traffic leads to significant congestion in the city centre during periods of peak demand, resulting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

Transport objectives of the proposed scheme are to:

- **Reduce journey times for strategic traffic between the A1 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 of the Newry Ship Canal.**



## Appendix D – Leaflet Distribution



**BT35 6**

**BT34 1**

**BT35 7**

**BT34 2**

**BT35 8**

**BT34 3**

**NEWRY**

**WARRENPOINT**

**ROSTREVOR**

**Carlingford Mountain 587**

**MOURNE**

**CARLINGFORD LOUGH**

**NT Gree GREENO An Grianf**

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

## Southern Division

Marlborough House  
Central Way  
Craigavon  
BT64 1AD  
Tel: 03002007892  
E-mail:  
DfiRoads.Southern@infrastructure-  
ni.gov.uk

Our reference: NSRR Community  
Consultation

November 2017

Dear Sir/Madam,

### **NEWRY SOUTHERN RELIEF ROAD - Community Consultation Event**

The Department for Infrastructure (DfI) is holding a 2-day Consultation Event in Newry, the purpose of which is to seek public and stakeholder opinion to help inform the ongoing design and refinement of the Newry Southern Relief Road scheme.

The scheme aims to:

- provide a strategic transport link road between the A1/N1 Belfast / Dublin Key Transport Corridor and the A2 Warrenpoint Road and Northern Ireland's second largest port at Warrenpoint Harbour;
- improve journey times and journey time reliability for strategic traffic between the A2 Warrenpoint Road and the A1/N1;
- improve road safety and reduce traffic congestion within Newry City Centre by providing an alternative route for port traffic; and
- support and maintain sustainable economic growth and employment within the area.

Continued development of the scheme remains subject to approval of the business case, clearing the statutory procedures, and funding being made available for construction.

Following the Consultation Event, DfI will consider all views that have been put forward. It is envisaged that a 'Preferred Options Report' should be completed during summer 2018.

The public Consultation Event will take place at: **Sean Hollywood Arts Centre, 1A Bank Parade, Newry** between **10:00am** and **9:00pm** on **14<sup>th</sup> and 15<sup>th</sup> November 2017**. The public and stakeholders are encouraged to attend.

Unstaffed Exhibition displays will also be located (between Monday 06 and Friday 24 November 2017) at:

- Newry City Library, 79 Hill Street, Newry;
- Newry, Mourne and Down District Council Offices, Monaghan Row, Newry;
- Warrenpoint Town Hall, Church Street, Warrenpoint.

Questionnaires will be available at the unstaffed Exhibition displays and at the Community Consultation Event.

Feedback can also be provided directly via the website, email address, in writing, or by telephone using the following details.

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

We hope you will be able to attend the Community Consultation Event. Please accept our apologies if you have been invited to a previous session, however we wanted to ensure our consultation was inclusive.

If you have any queries, please do not hesitate to contact us at the email address or telephone number above.



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

Enc: "Newry Southern Relief Road Community Consultation Leaflet"



## **Newry Southern Relief Road – Environmental Consultation List**

Council for Nature Conservation and the Countryside

Confederation of Community Groups – Newry & District

DAERA – Air & Environmental Quality Unit

DAERA - Countryside Management Operational Management Branch

DAERA - Marine and Fisheries Division

DAERA - Marine Historic Environment, Marine and Fisheries Division

DAERA – NI Forest Service

DAERA - NIEA Natural Environment Division

DAERA – NIEA (Countryside, Coast & Landscape) Development Management Team

DAERA – NIEA Resource Efficiency Division

DAERA - NIEA (Water Management Unit)

DAERA - NIEA Resource Efficiency Division - Land and Groundwater Team

DfC - Historic Environment Division - Heritage Advice and Regulation Branch

DfC - Historic Environment Division - Heritage Development and Change

DfC - Regional Development Office (South Eastern Team)

DfC - Regional Development Office (Southern Team)

DfC – Statutory Advisory Councils

DfE - Geological Survey of Northern Ireland

DfI - Cycling Unit

DfI - Rivers HQ

DfI - Sustainable Transport Branch - Governance, Policy and Resource Division

DfI Planning - Planning Policy Division

DfI Planning - Strategic Planning Division

Down GAA

Education Authority – Southern Region

Inland Fisheries Ireland

Irish Whooper Swan Study Group (IWSSG)

Loughs Agency - Foyle, Carlingford and Irish Lights Commission

Mourne Heritage Trust

Mourne, Gullion & Lecale Rural Development Partnership

National Trust

Newry & District Anglers Association

Newry Chamber of Commerce & Trade

Newry City Athletic Football Club

Newry Coarse Fish Angling Club

Newry Maritime Association

Newry Mitchels GAC

NI Greenways

Newry, Mourne & Down District Council

- Biodiversity Officer
- Chief Executive
- Director of Active and Healthy Communities
- Director - Enterprise, Regeneration & Tourism
- Interim Director - Regulatory and Technical Services (RTS)
- Director of Corporate Services
- Head of Outdoor Leisure
- Planning Manager
- Local Development Plan Team

Northern Ireland Agricultural Producers Association

Northern Ireland Badger Group

Northern Ireland Bat Group

Northern Ireland Housing Executive

Ring of Gullion Landscape Partnership Scheme

RSPB Northern Ireland

Southern Health & Social Care Trust

Sustrans

Tourism NI

Translink – Network/Express Services

Translink – Local Service Delivery

Ulster Angling Federation

Ulster Farmers' Union

Ulster Wildlife

Warrenpoint, Burren & Rostrevor Chamber of Commerce

Woodland Trust

Birdwatch Ireland

Commissioners of Irish Lights

Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs

Environmental Protection Agency

Louth County Council

## **Newry Southern Relief Road – Stage 2 General Consultation List**

British Ports Association

Confederation of British Industry

Disabled Drivers' Association

East Border Region Ltd

Freight Transport Association

Invest NI

Ministry of Defence

Newry & Mourne Co-operative and Enterprise Agency

Newry Chamber of Commerce & Trade

Northern Ireland Ambulance Service

Northern Ireland Fire & Rescue Service

PSNI - Road Policing Development

PSNI - Traffic Management

Road Haulage Association

Translink - Infrastructure and Property Division

Warrenpoint Harbour Authority

## **Newry Southern Relief Road – Utilities Consultation List**

Atkins Global

Atlas Communications

BT

Cable and Wireless

Eircom UK

Everything Everywhere Limited

Firmus

Newry & Mourne Co-operative Enterprise Agency

Northern Ireland Ambulance Service

Northern Ireland Electricity Networks

Northern Ireland Fire & Rescue Service

Northern Ireland Water

Phoenix Natural Gas Limited

Police Service Northern Ireland – Traffic Management Officer

Police Service Northern Ireland – Road Policing Development Branch

RBS Estates – Vodafone Limited

Southern Health & Social Care Trust

Virgin media

## Appendix F – Poster Flyer Advertising

# Newry Southern Relief Road



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## Community Consultation

**Sean Hollywood Arts Centre**

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

**Tuesday 14<sup>th</sup> and Wednesday 15<sup>th</sup> November 2017  
from 10am to 9pm**

The Department for Infrastructure (DfI) is currently developing options to provide a new strategic road link between the A1 Dublin Road dual carriageway and the A2 Warrenpoint Road dual carriageway. Three route options for the Newry Southern Relief Road scheme have been developed and published for further consultation.

The purpose of the consultation is to inform the local community of the emerging proposals for the scheme and to seek comments to help inform design development. It also offers an opportunity to engage directly with representatives of DfI and the Project Team.

Unstaffed exhibition displays will also be located at the following venues from 6<sup>th</sup> to 24<sup>th</sup> November 2017:

- 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 the normal opening hours of each venue.



Department for  
**Infrastructure**

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



**INVESTORS  
IN PEOPLE**

## Appendix G – Unstaffed Exhibition Displays



# Newry Southern Relief Road

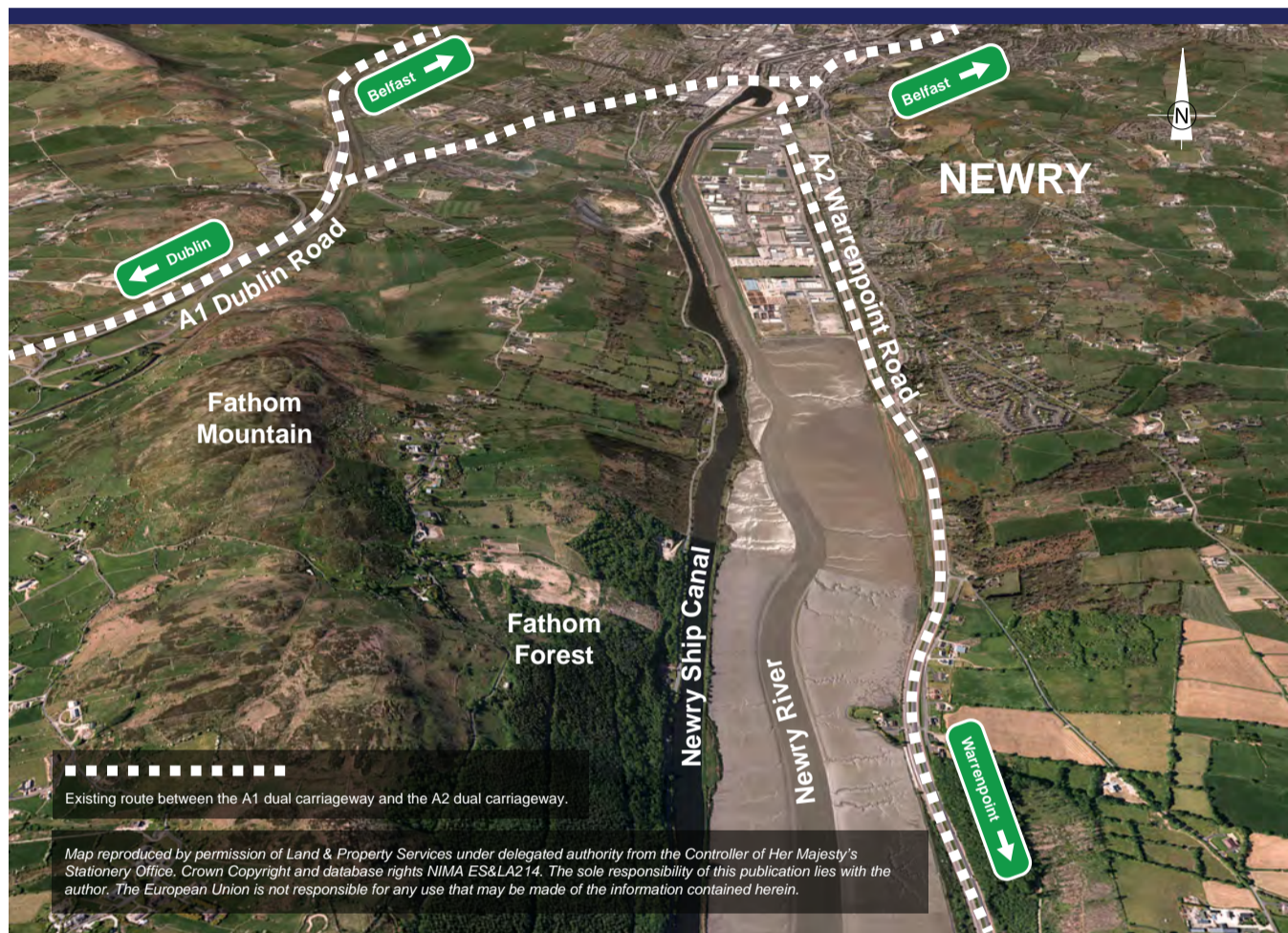


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## Community Consultation

Sean Hollywood Arts Centre  
1A Bank Parade, Newry

Tuesday 14<sup>th</sup> and Wednesday 15<sup>th</sup> November 2017  
from 10am to 9pm



The Department for Infrastructure (DfI) is currently developing options to provide a new strategic road link between the A1 Dublin Road dual carriageway and the A2 Warrenpoint Road dual carriageway. Three route options for the Newry Southern Relief Road (NSRR) Scheme have been developed and published for further consultation (shown adjacent).

The purpose of this consultation is to inform the local community of the emerging proposals for the scheme and to seek comments to help inform design development. The key objectives are to:

- update stakeholders and the community on progress made so far;
- assist stakeholders and the community in understanding the results of the studies carried out to date and the next steps in the assessment process;
- assist stakeholders and the community in understanding the objectives, features, benefits and impacts of the scheme so that they can make an informed response to the consultation process.

If you would like to make your views known, please complete the questionnaire provided, or online at:

[www.infrastructure-ni.gov.uk/forms/newry-southern-relief-road-feedback-form](http://www.infrastructure-ni.gov.uk/forms/newry-southern-relief-road-feedback-form)

Closing date for return of questionnaires or comments is  
Friday 22<sup>nd</sup> December 2017.

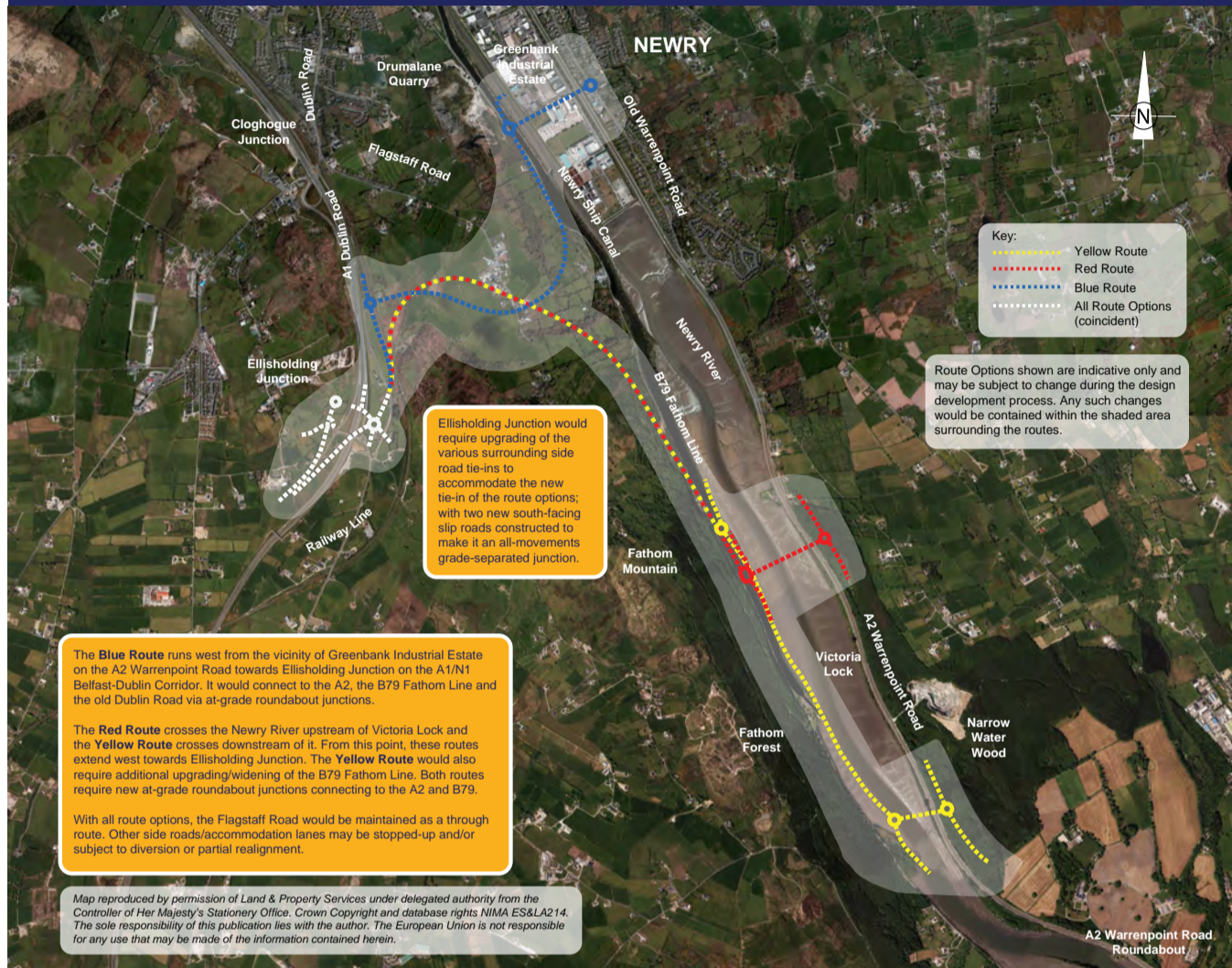


# Newry Southern Relief Road



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Trans-European Transport Network (TEN-T)

Newry Southern Relief Road (NSRR) is proposed as a long-term Strategic Road Improvement scheme to improve the link from the A1 Dublin Road, to the A2 Warrenpoint Road and consequently provide a better connection from Warrenpoint Port to the Eastern Seaboard Key Transport Corridor. It will also provide Newry city centre with further relief from through traffic.



## Scheme Objectives

Strategic traffic travelling between the A1 dual carriageway and the A2 dual carriageway, including Heavy Goods Vehicles between Belfast/Dublin and Warrenpoint Harbour, currently has 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 the strategic traffic and local traffic contributes to congestion in the city centre.

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.

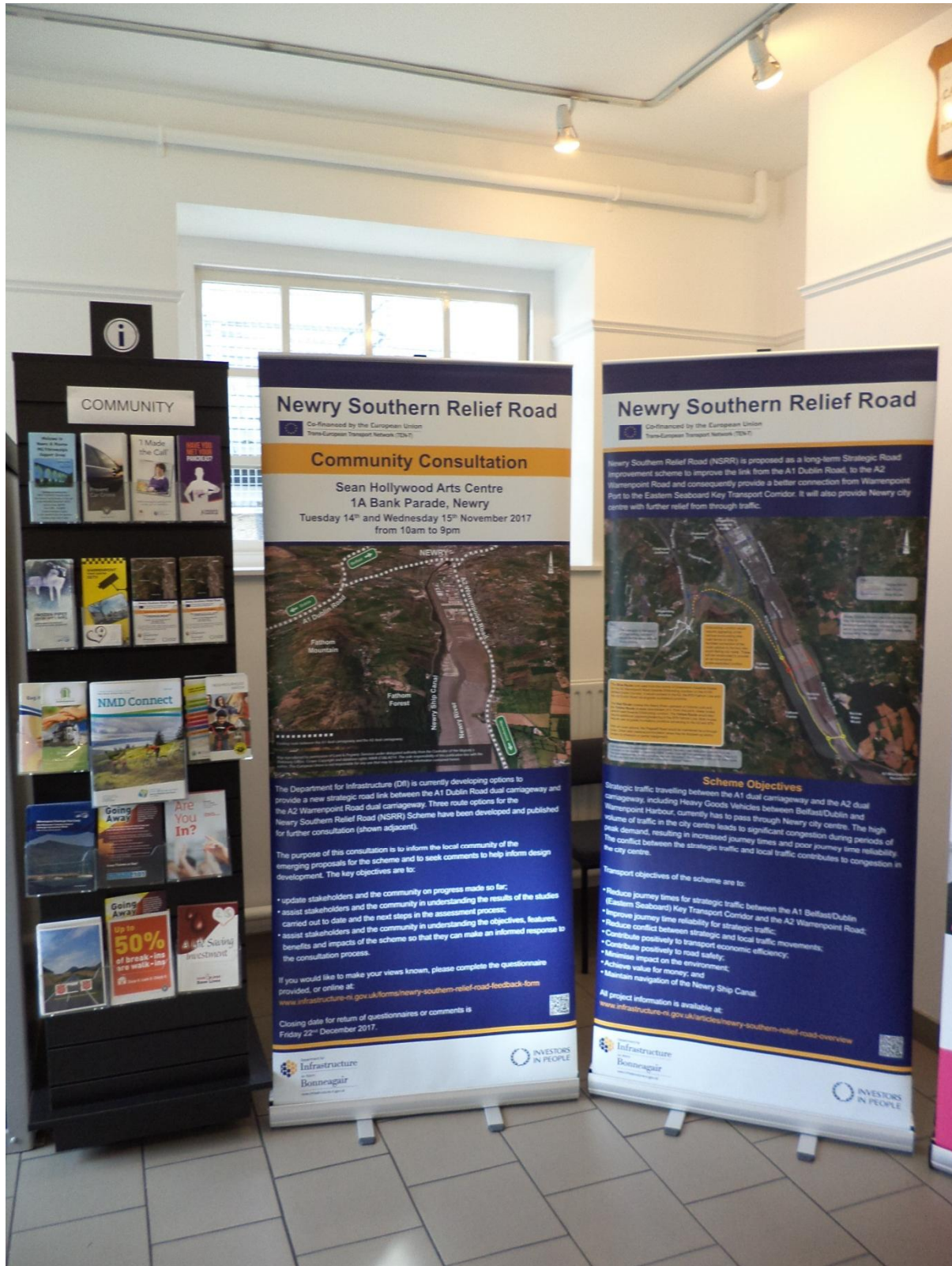
All project information is available at:

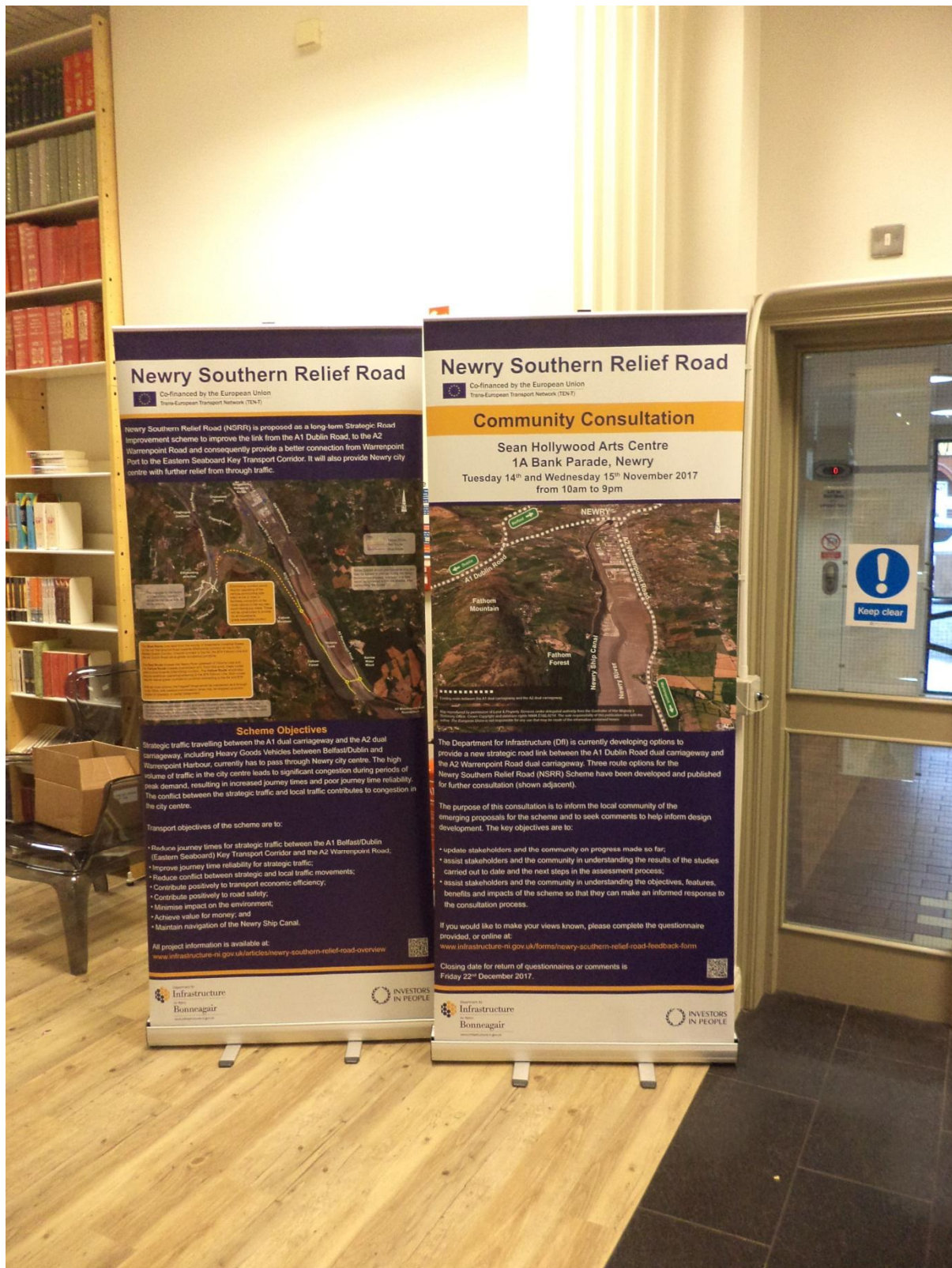
[www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview](http://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview)











## Appendix H – Pre-Consultation Briefing and Presentation

# Newry Southern Relief Road



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## Community Consultation Event





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**Simon Richardson**  
**DFI, Roads**  
**Southern Divisional Roads Manager**



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**Aloysius Loughran**  
**DFI, Roads**  
**Departmental Project Manager**



# Introduction



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The Department for Infrastructure is currently developing options to provide a new strategic road link between the A1 Dublin Road and the A2 Warrenpoint Road.



# Newry Southern Relief Road



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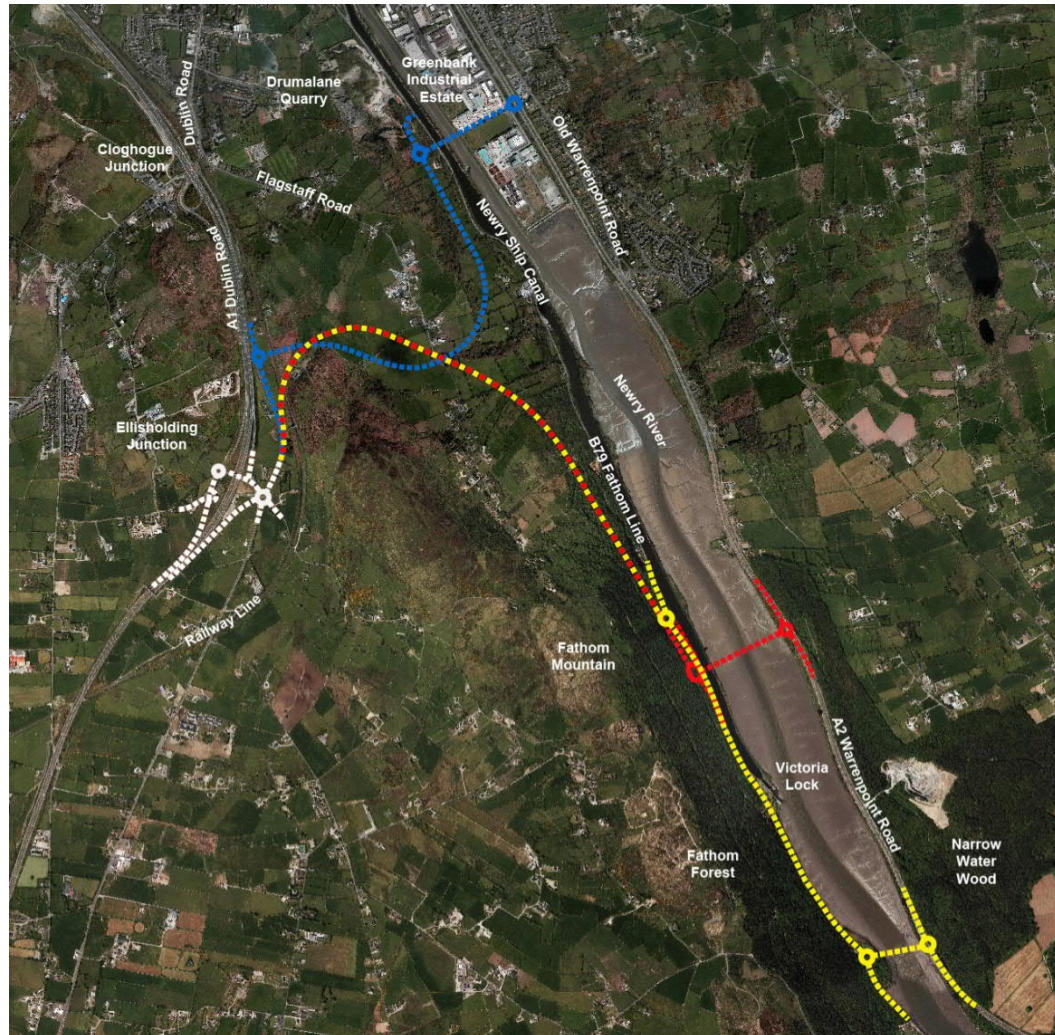
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**Infrastructure**

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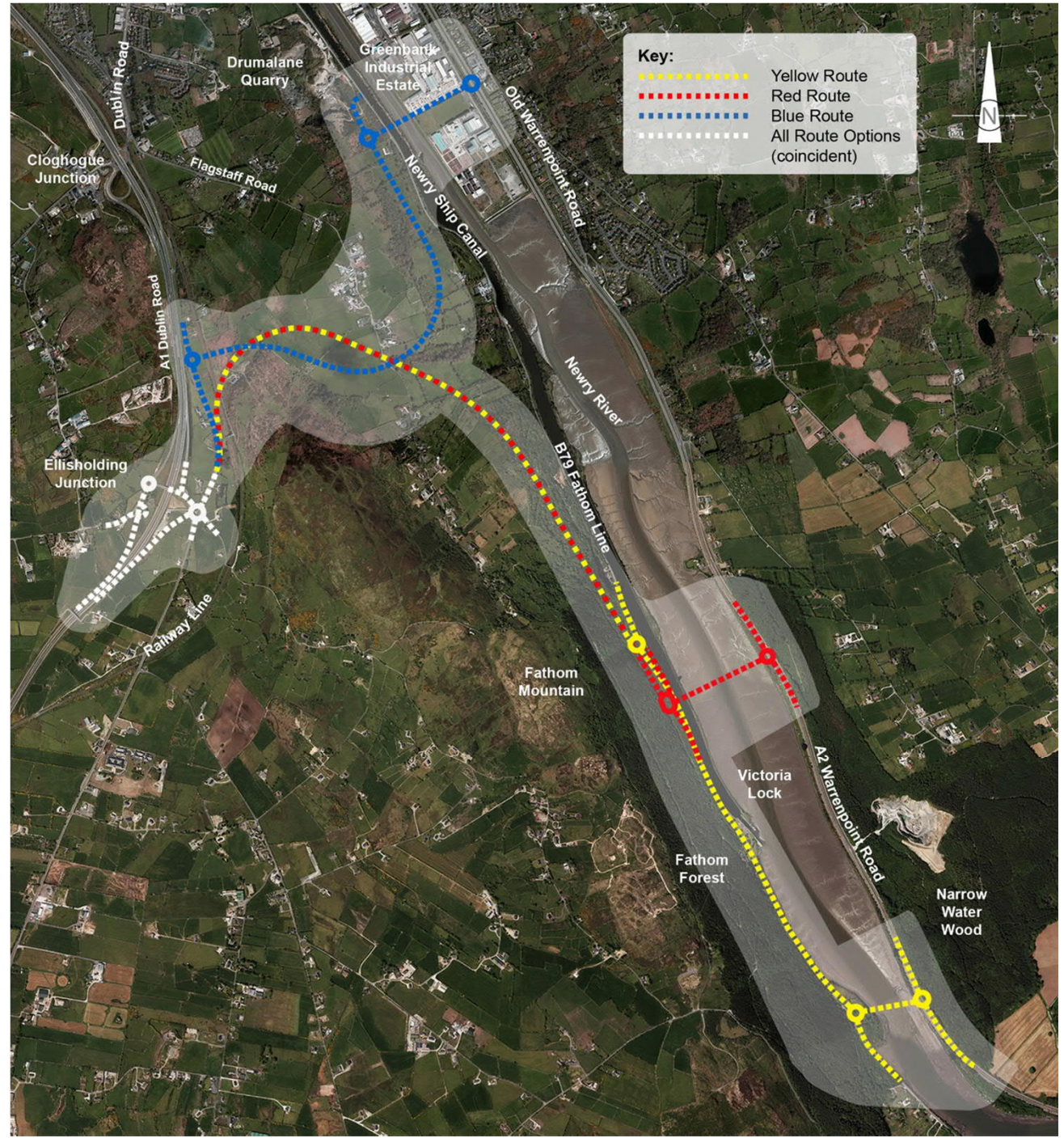
[www.infrastructure-ni.gov.uk](http://www.infrastructure-ni.gov.uk)

## Route Options



# Route Options

The white dotted line denotes shared Infrastructure, as all route options join the A1 at the same location at Ellisholding Junction.

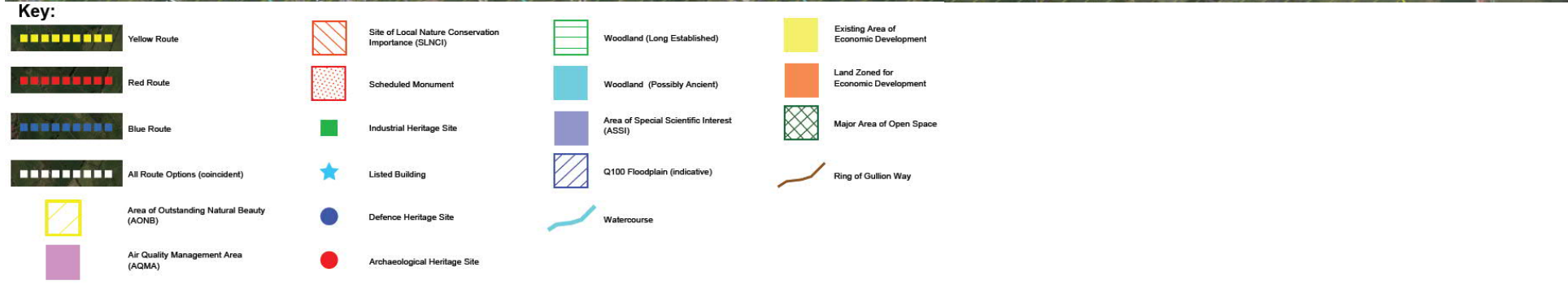
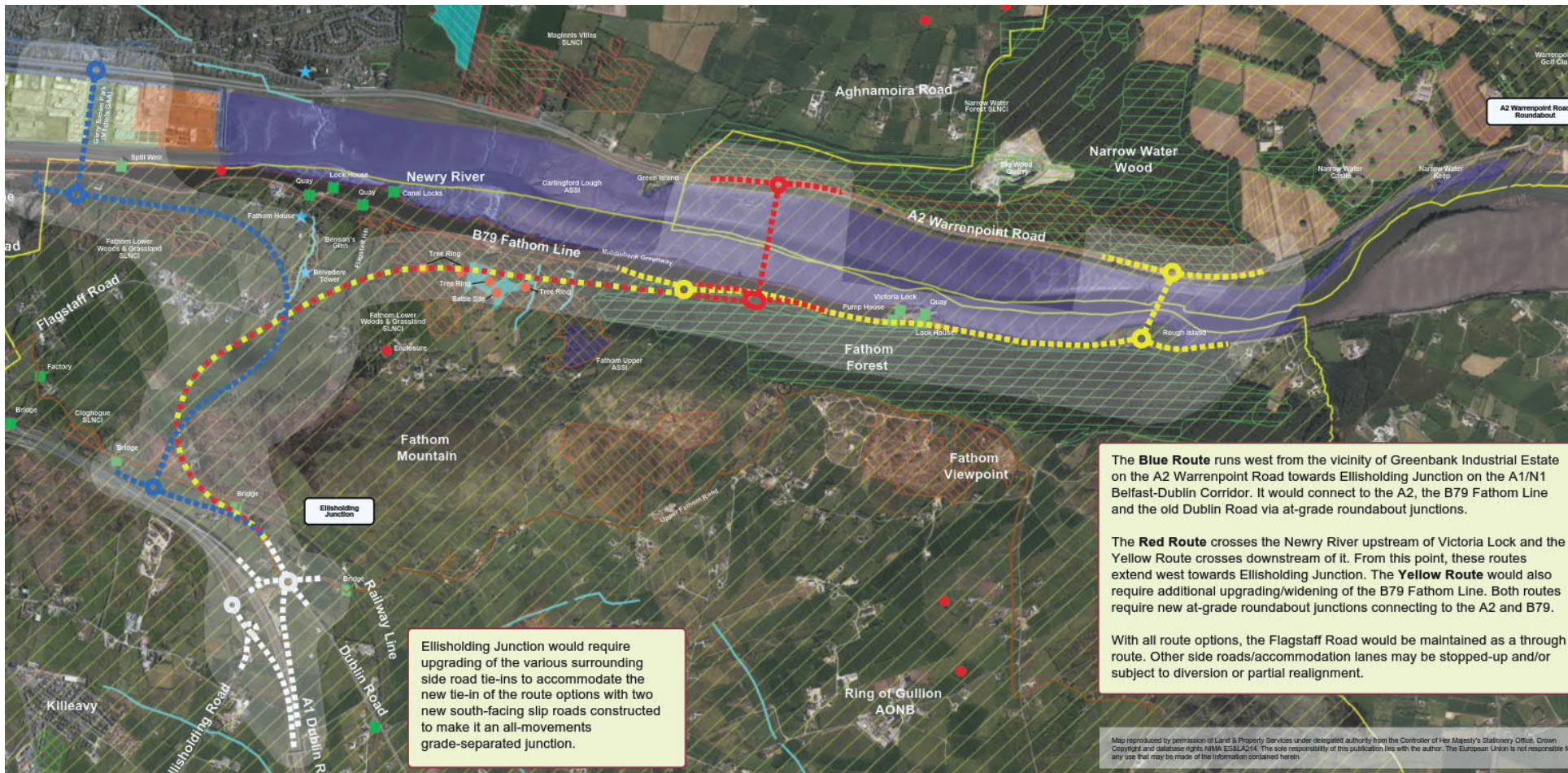


## Issues and Difficulties

Review of the possible corridors to facilitate the route have encountered numerous natural and built obstacles that the project must negotiate or mitigate to enable the scheme to proceed. These include;

- Bridging River and Canal
- Gradient (Crossing Fathom Mountain)
- Areas of Special Scientific Interest
- Ancient Woodland
- Archaeological Sites
- Industrial Heritage Sites ( Including the Canal)
- Listed Buildings





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## Primary Aims

- To provide a strategic link for A1/N1 Belfast-Dublin Corridor to access the A2 and wishing to bypass Newry City centre and visa versa;
- To reduce conflict between strategic and local traffic reducing town centre congestion;
- To improve journey time reliability for strategic traffic;
- To improve safety for all road users including Non Motorised Users; and
- To improve access to regional (Warrenpoint Port) gateways and contribute positively to transport economic efficiency.



## Transport Assessment Criteria

So how do we assess the preferred option?

The following four criteria, as set out as best practice for the Transport Analysis Guidance, provide the main assessment criteria for transport projects:

- **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.



# Newry Southern Relief Road



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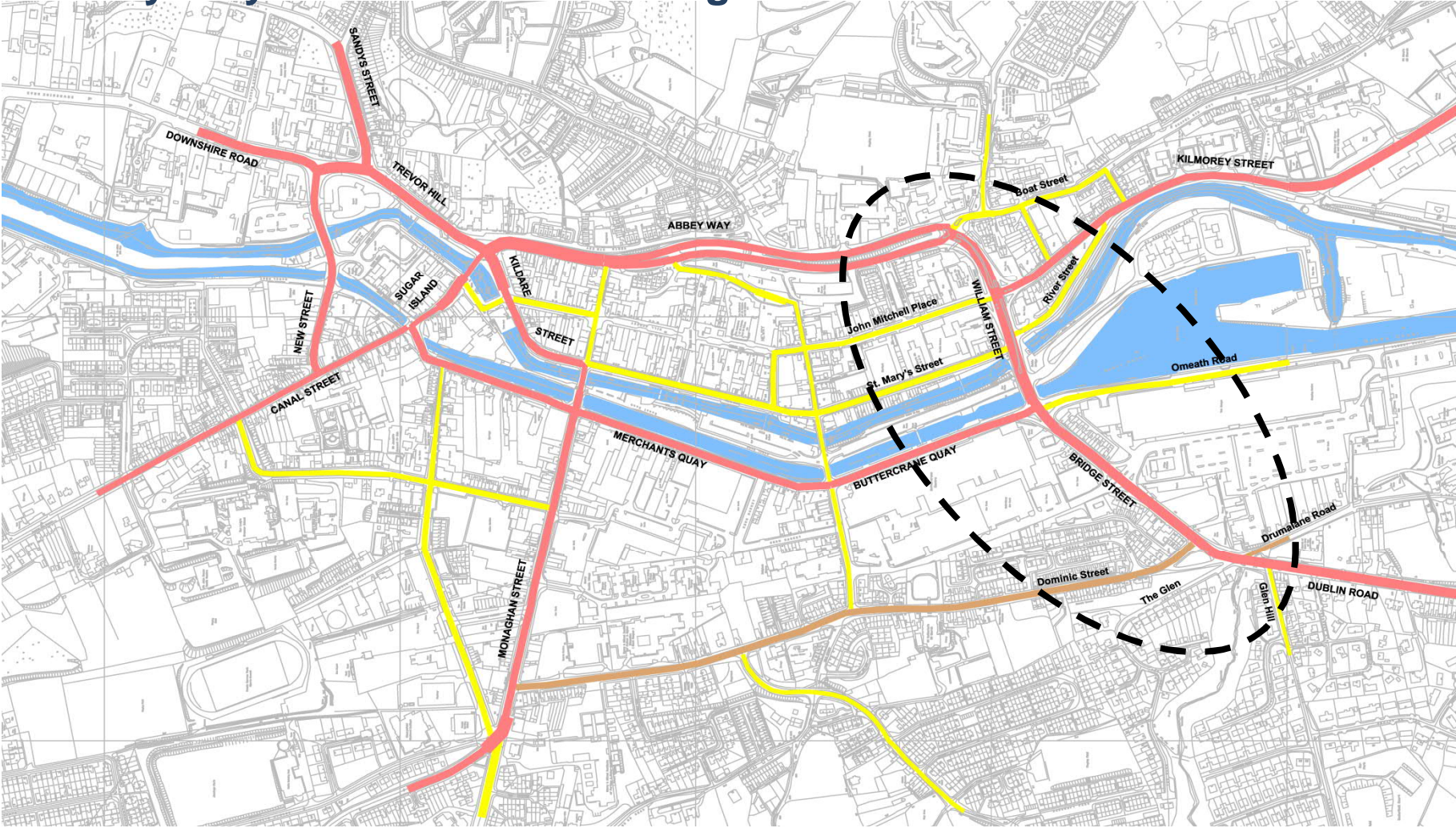
**Bonneagair**

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

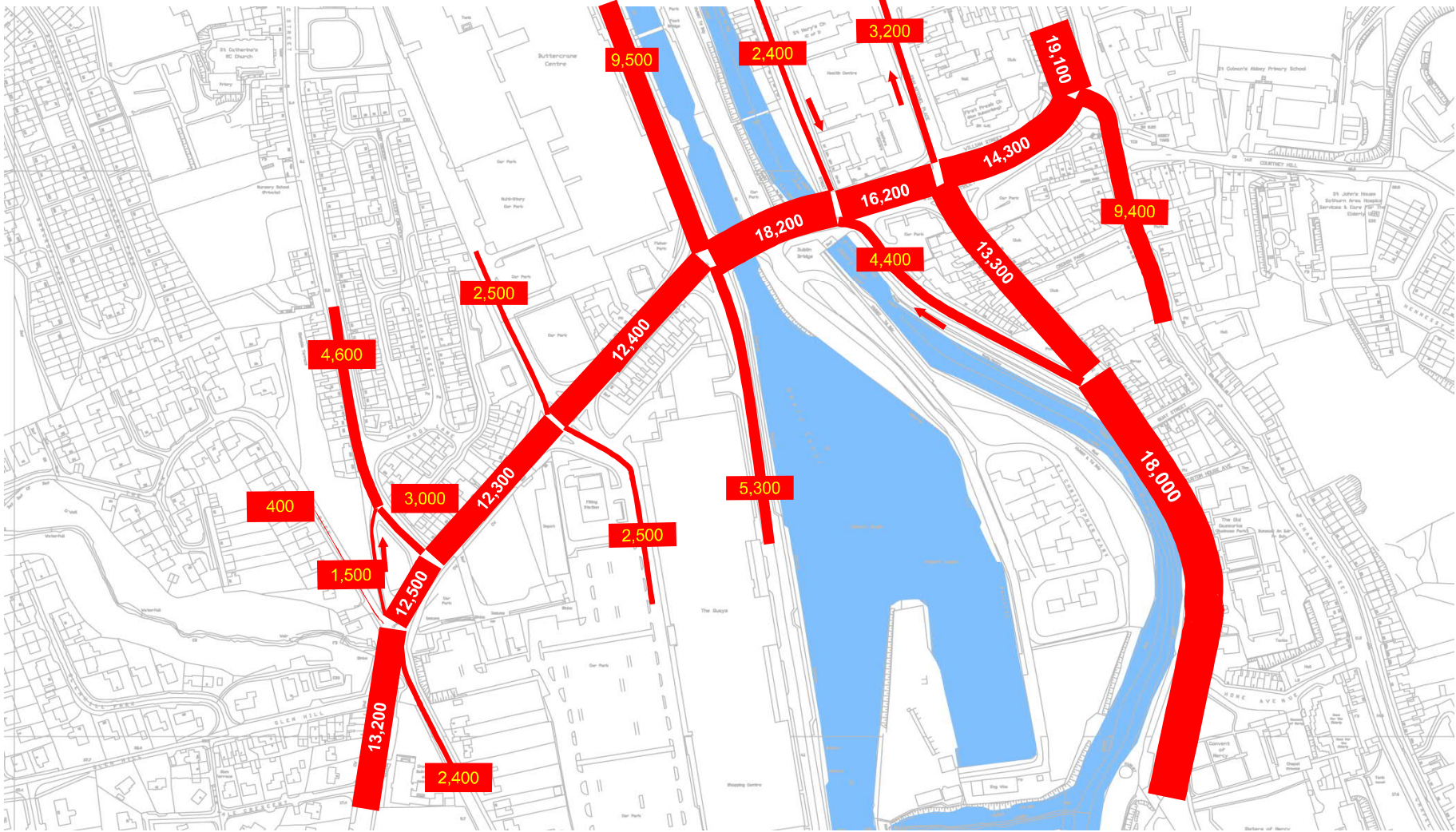
**George Kissick**  
**AECOM**  
**Consultant Project Manager**



# Abbey Way / William Street / Bridge Street / Dublin Road



# City Centre June 2017, 12-Hr Traffic Flows





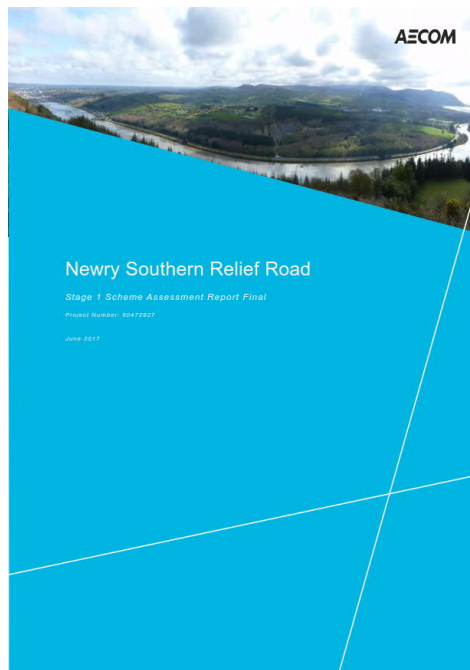
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## Stage 1 Scheme Assessment



*The Stage 1 Scheme Assessment Process provides a rigorous review the proposed corridors, it takes account of environmental factors, potential safety benefits, anticipated traffic flows and value for money.*



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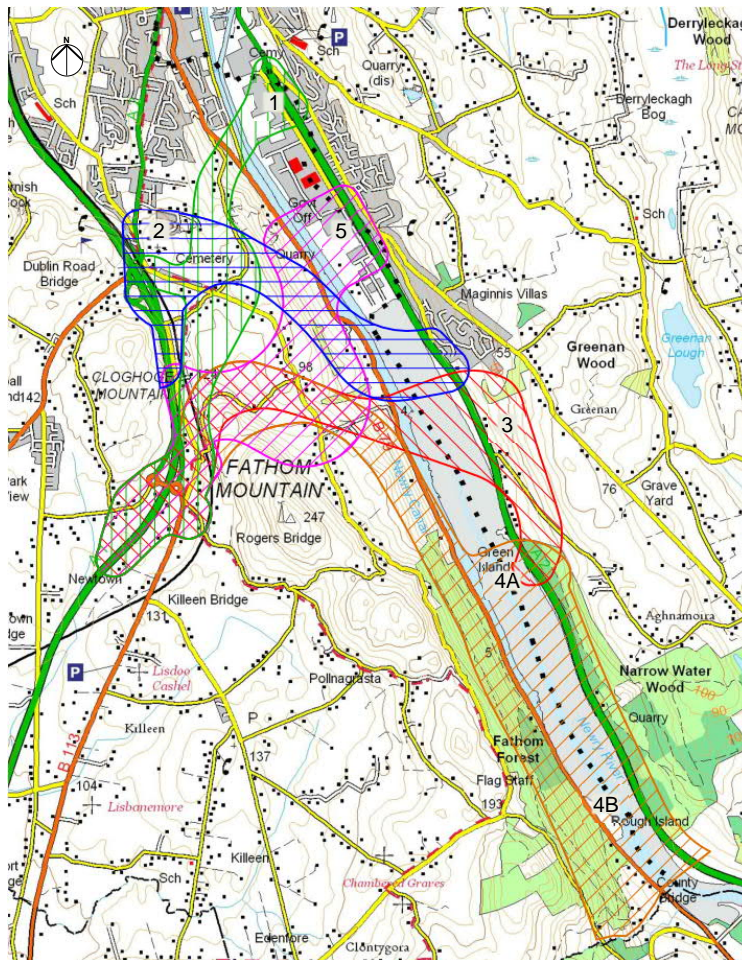
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## Stage 1 Scheme Assessment Review

Stage 1 Report Extent of Corridors  
and Alignments Considered



Stage 1 Report Scheme Costs  
range from £80m - £140m





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## Stage 1 Scheme Assessment Conclusions & Recommendations

### **The Stage 1 Scheme Assessment Report concluded that:**

- Corridor 1 and 2 should not be considered further.
- Corridor 3 was a high-level option and had the highest cost, would have major visual issues and was not be considered further.
- Corridor 4 options are more costly than Corridor 5 and both Corridor 4 options have potentially significant environmental constraints.
- Corridor 5 had the lowest cost, had the highest Cost to Benefit Ratio and had broadly less environmental impact when compared to the other options.
- As the cost of an opening structure significantly increases scheme cost the need for an opening structure would have to be fully investigated in any future study.

### **The Stage 1 Scheme Assessment Report recommended that:**

- Corridors 4 and 5 be subject to a Stage 2 Assessment and report.



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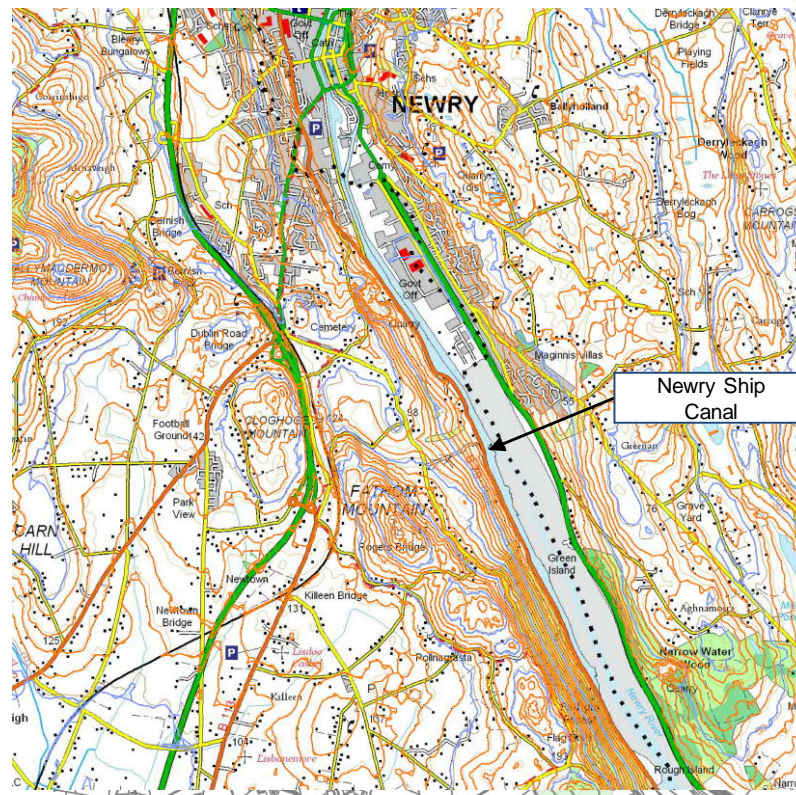
[www.infrastructure-ni.gov.uk](http://www.infrastructure-ni.gov.uk)

## Stage 2 Scheme Assessment

- The objective of the Stage 2 Assessment is to *'identify the factors to be taken into account in choosing a preferred alignment that would be subject to further scrutiny.'*

### Major Factors influencing Preferred Route Selection

- Topography
- Newry Ship Canal
- Areas of historic woodland







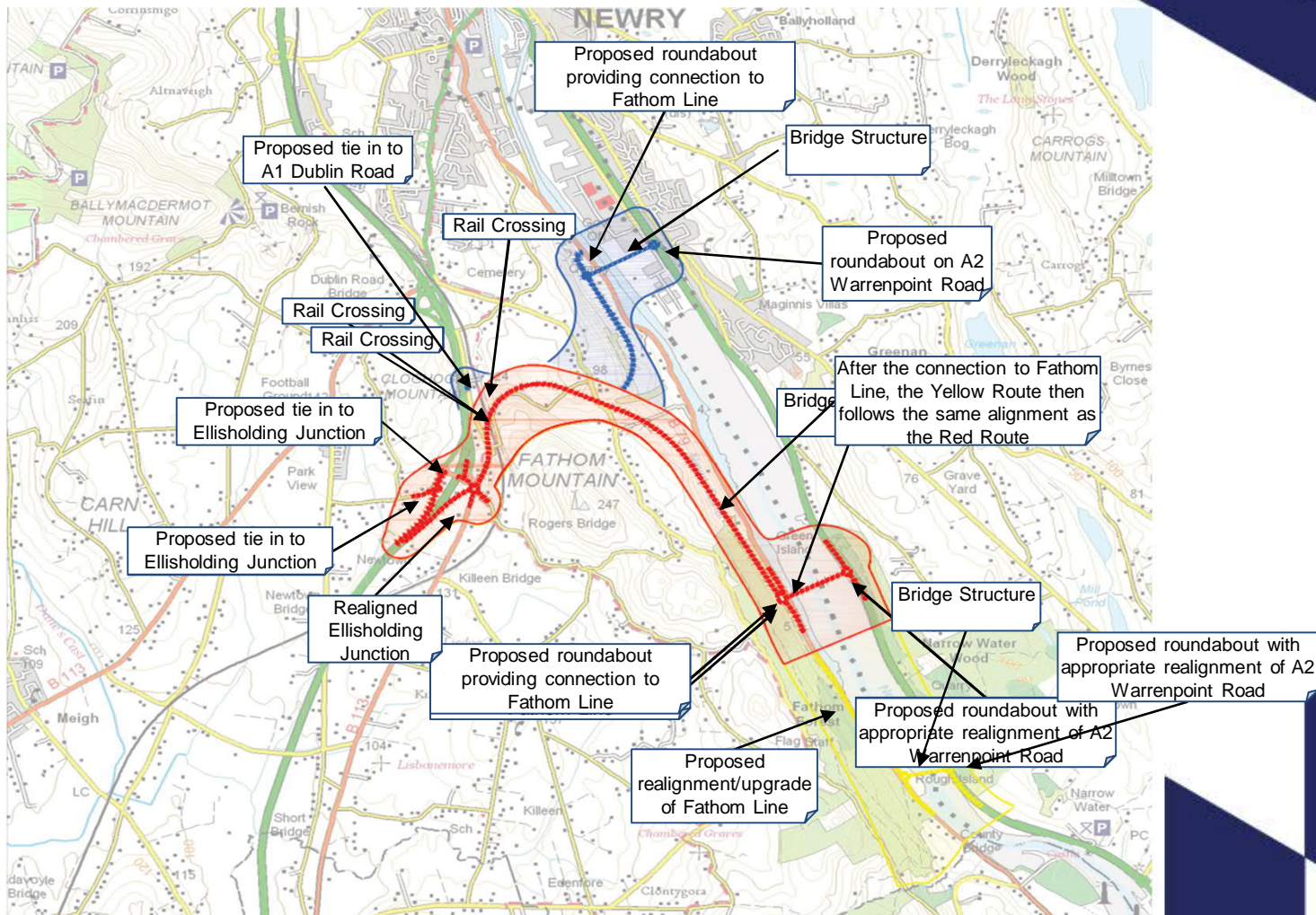
Department for  
**Infrastructure**

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**Bonneagair**

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

## Route Options Under Consideration



# What Happens Next?



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**NEWRY SOUTHERN RELIEF ROAD**

**1 WELCOME TO THE COMMUNITY CONSULTATION EVENT**

**2 NEED FOR THE SCHEME**

**3 OBJECTIVES**

**4 THE SCHEME**

**5 SCHEME ASSESSMENT PROCESS & PROGRESS**

**7 ENVIRONMENTAL ISSUES**

**8 WHAT HAPPENS NEXT?**

**9 HAVE YOUR SAY**

**NEWRY SOUTHERN RELIEF ROAD**



# Newry Southern Relief Road



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## Newry Southern Relief Road



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

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Thank You.



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An Roinn

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Thank You.



## Appendix I – Event Material

### I.1 Display Boards

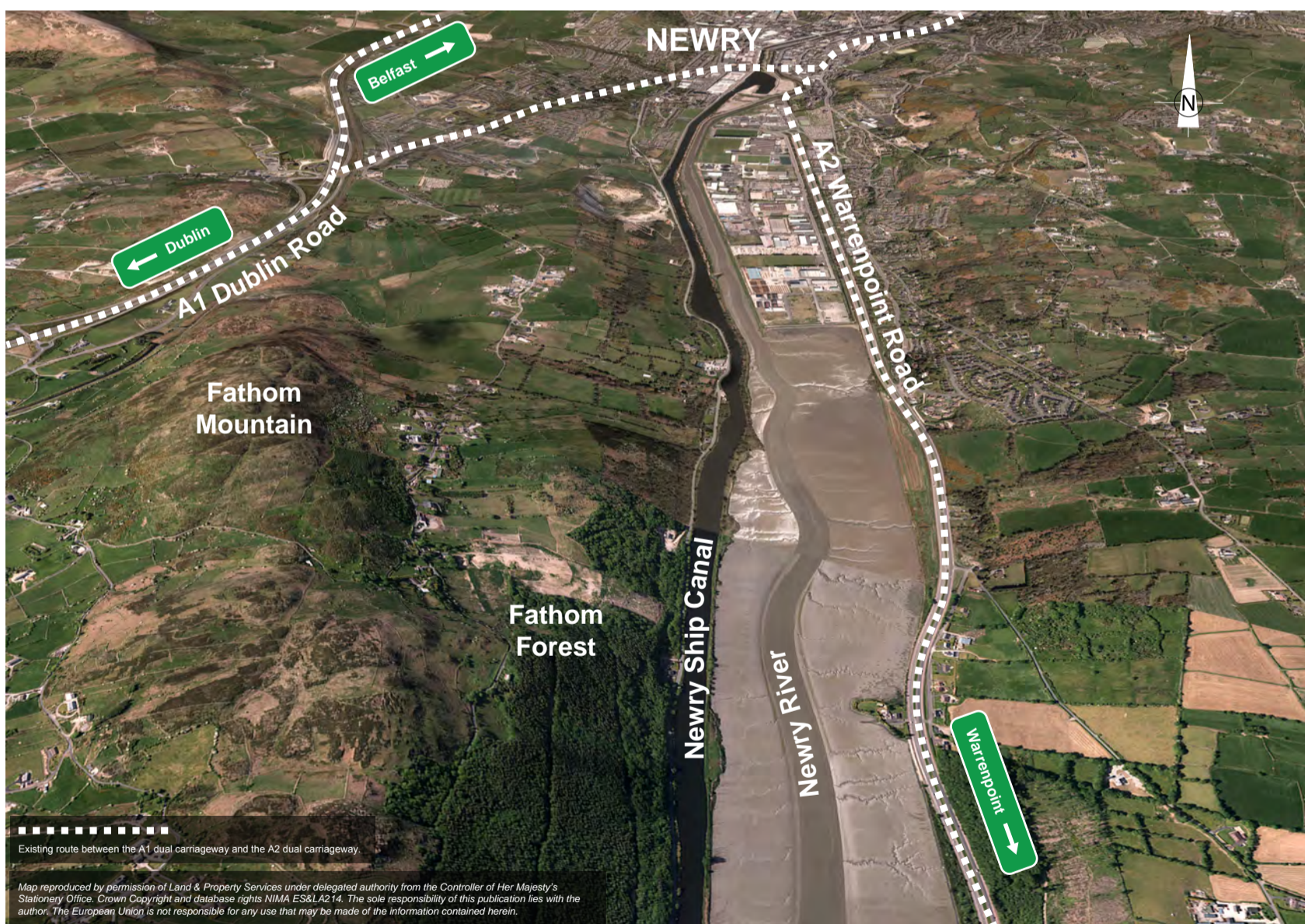
## 1 WELCOME TO THE COMMUNITY CONSULTATION EVENT

### INTRODUCTION

The Department for Infrastructure (DfI) is currently developing options to provide a new strategic road link between the A1 Dublin Road dual carriageway and the A2 Warrenpoint Road dual carriageway. Three route options for the Newry Southern Relief Road (NSRR) scheme have been developed and published for further consultation. These options are presented on aerial photograph boards in the room.

The purpose of this consultation is to inform the local community of the emerging proposals for the scheme and seek comments to help inform design development. The key objectives of this consultation are to:

- Update stakeholders and the community on progress made so far;
- Assist stakeholders and the community in understanding the findings of the studies carried out to date and the next steps in the assessment process; and
- Assist stakeholders and the community in understanding the objectives, features, benefits and impacts of the scheme so that they can make an informed response to the consultation process.



### The Department for Infrastructure values your comments

To assist us in the development of this scheme, please take time to view the information on display and complete the questionnaire provided. Representatives of the Project Team are available to explain the scheme and to answer your questions. Thank you.



## 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 THE SCHEME

The scheme would link to the Eastern Seaboard KTC, which includes road and rail links between Larne and the border at Newry (via the Belfast Metropolitan Area), facilitating onward travel to Dublin, improving access to other regional gateways. The scheme is part of DfI's Strategic Road Improvement (SRI) Programme and has also been identified within the Banbridge, Newry and Mourne Area Plan 2015.

The scheme involves the provision of a strategic link, between 3km and 5km in length depending upon choice of route, from the A2 Warrenpoint Road to the A1/N1 Belfast - Dublin Corridor, south of Newry. This would provide an alternative route for strategic traffic that avoids Newry City centre.

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

This would be the standard for the climbing sections (i.e. Fathom Mountain). A wide single carriageway consists of 3.2m - 3.4m lanes with a 1.0m central reservation, 1.0m hard strips and 2.5m (minimum) verges.

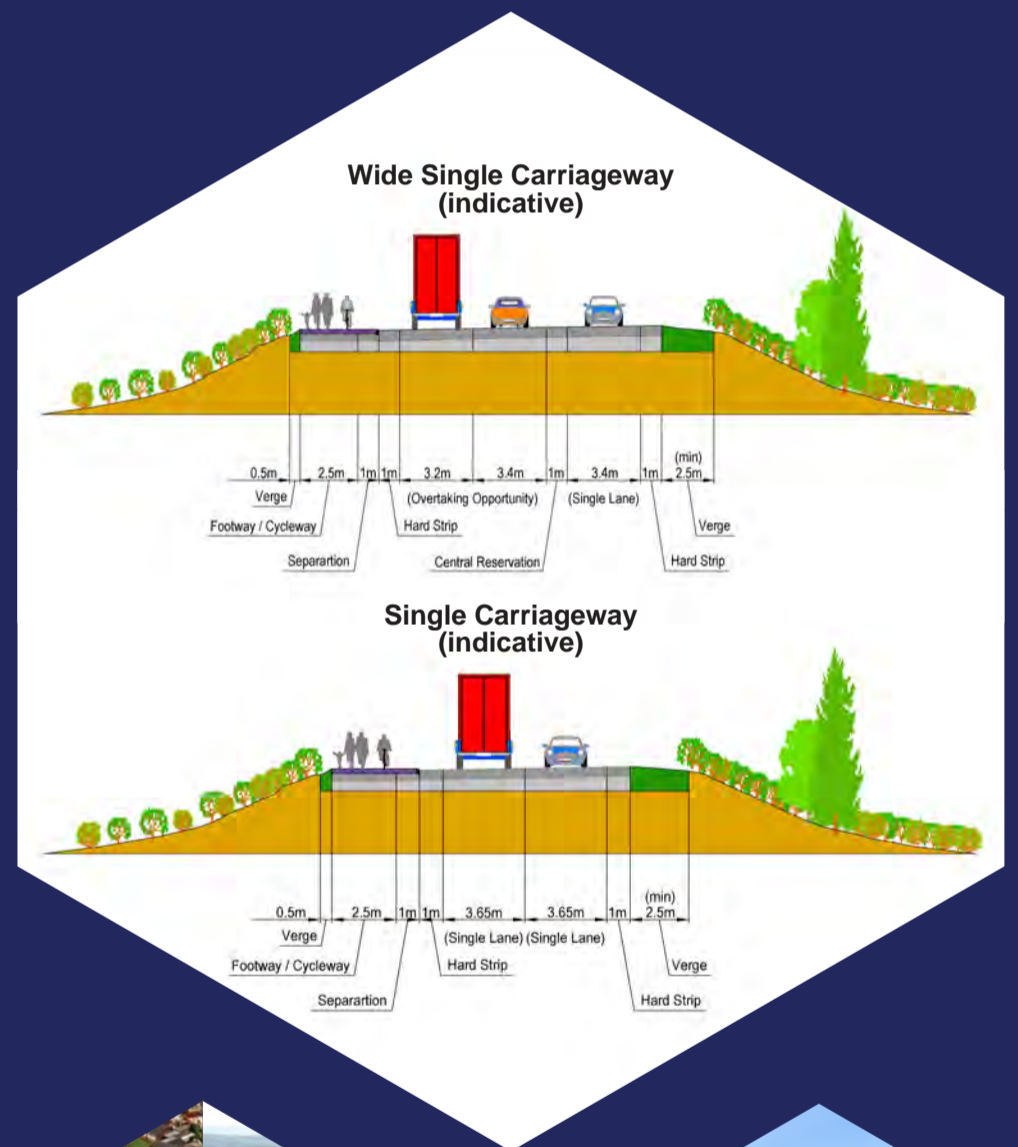
### Standard Cross-Section for Single Carriageway (S2) with shared footway / cycleway

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

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

Three routes have been developed, all offering significant advantages as shown on the aerial photograph boards in the room. Each route would include lengths of Single Carriageway with overtaking opportunities in the form of a Wide Single Carriageway Climbing Lane Section. These enhanced overtaking opportunities would provide significant safety benefits.

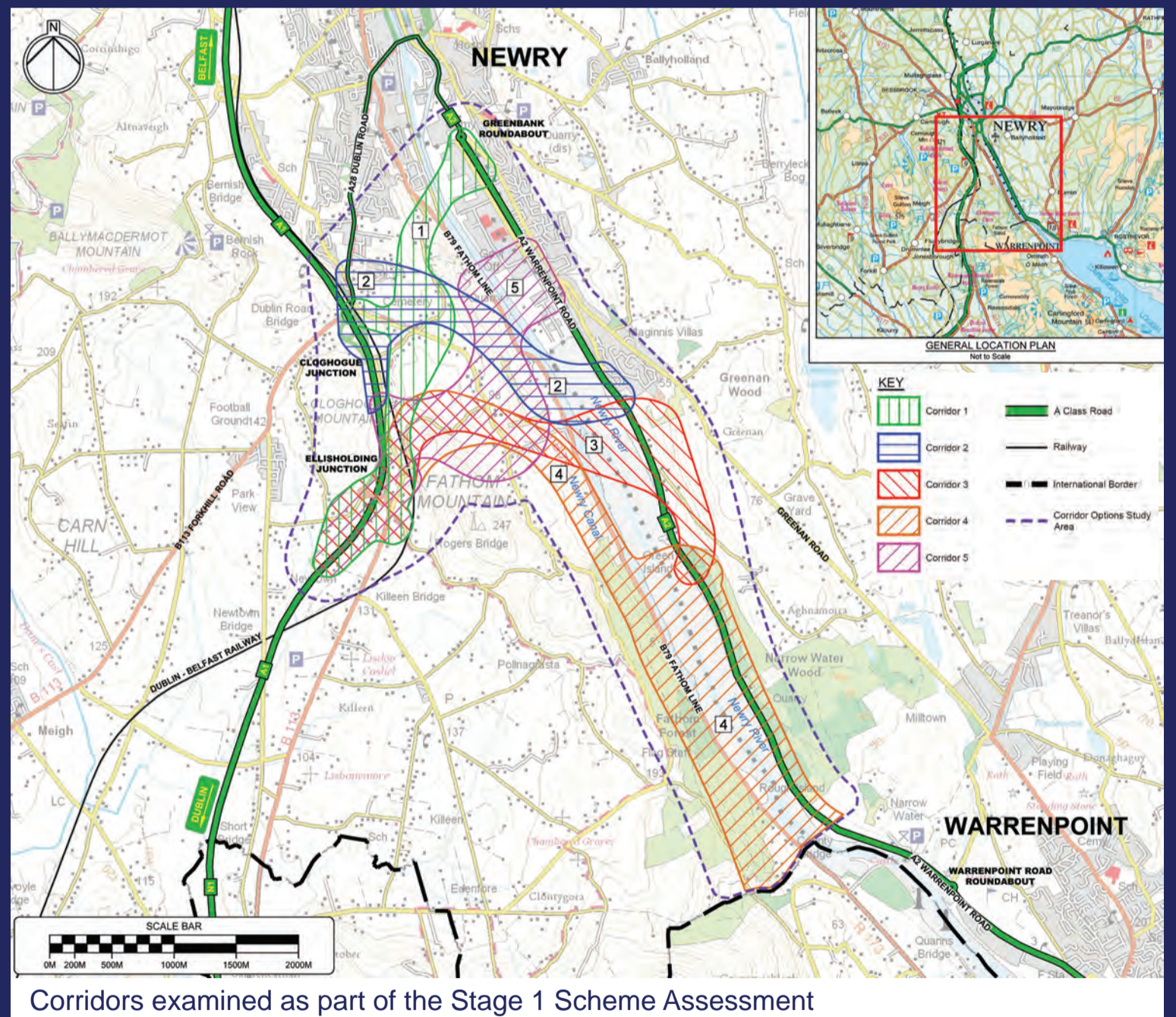
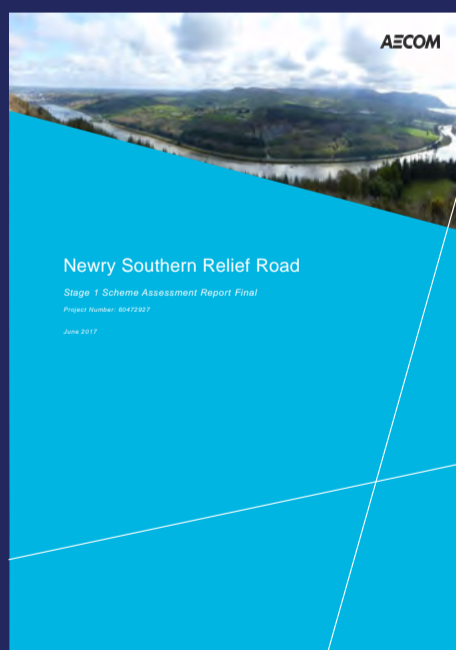
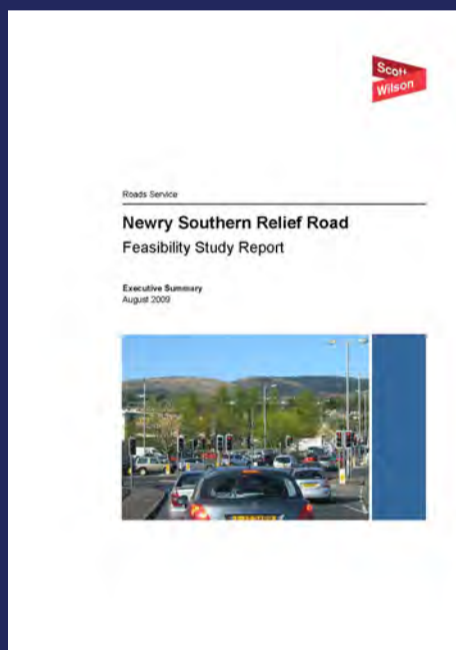
Footway/cycleway provision may also be included within the scheme to link with the existing and planned future network in Newry, including the Middlebank Greenway.



## 5 SCHEME ASSESSMENT PROCESS & PROGRESS

In **August 2009**, a Feasibility Study Report was published, which concluded that the provision of a new road link between the A1 Belfast / Dublin Key Transport Corridor and the A2 Warrenpoint Road is feasible and would be expected to provide significant economic benefits. In **September 2009**, the then Minister for Regional Development confirmed that the study would be extended to include further engineering, environmental, traffic and economic assessments, which would assist in the identification of a preferred corridor.

Subsequently, the **Stage 1 Scheme Assessment** identified five preliminary corridor options, all originating on the A2 Warrenpoint Road and all terminating close to Elisholding Junction or Cloghogue Junction on the A1 Dublin Road, southwest of Newry. These corridors were subject to consultation and assessed in engineering, traffic, economic, safety and environmental terms.



The **Stage 1 Scheme Assessment Report**, published in **June 2017**, recommended that two corridors from the original five be subject to further assessment. Three route options have been developed within these two corridors for consultation and are the focus of this community consultation event, as shown on the aerial photograph boards in the room.

## 7 ENVIRONMENTAL ISSUES

The Environmental Impact Assessment (EIA) for a road scheme is the process of compiling, evaluating and presenting all likely significant environmental effects.

The NSRR 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. Each route option would have varying degrees of environmental impact, including but not limited to the following:

### Air Quality

There is one existing Air Quality Management Area (AQMA) within the study area (Newry (Urban Centre) AQMA). Any of the route options are likely to have a beneficial effect by removing a proportion of traffic (particularly HGV traffic from Warrenpoint Port) from Newry City.

### Cultural Heritage

All route options would impact upon the historic setting of Newry Ship Canal, a Scheduled monument and industrial heritage site. No listed buildings/structures would be directly affected, though Fathom House and Belvedere Tower would be located close to all route options.

### Ecology & Nature Conservation

There are several designated sites of international, national and local ecological importance within or close to the study area. The Red and Yellow routes would traverse Carlingford Lough Area of Special Scientific Interest (ASSI), and would potentially have the greatest impact on ecological habitats, particularly Long Established Woodland and Possibly Ancient Woodland on the lower slopes of Fathom Mountain. They would also have greatest impact on Sites of Local Nature Conservation Importance (SLNCIs).

### Landscape & Visual Effects

All route options would fall within the Ring of Gullion Area of Outstanding Natural Beauty (AONB) and the Yellow and Red routes would also be located within the Mourne AONB.

### Land Use

There would be loss of property and private land with all route options. The Blue Route would traverse an 'Existing Area of Economic Development' (Greenbank Industrial Estate) and 'Major Area of Existing Open Space' (Mitchels GAA), as designated within the Banbridge / Newry & Mourne Area Plan 2015. The Red and Yellow routes would result in significant woodland loss.

### Pedestrian, Cyclist, Equestrian, & Community Effects

The Red and Yellow routes would have minimal impact upon community facilities, though the Blue Route may result in the loss of Gerry Brown Park. The Blue and Red routes would cross over the new Middlebank Greenway, though it would be unaffected as a through route. With all routes, the objective is that the Newry Ship Canal is maintained for navigation and accessible to the boating, rowing and angling activities which take place on it.



## 8 WHAT HAPPENS NEXT?

### Stage 2 Scheme Assessment

Following this consultation, DfI will continue to identify and assess environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with the three route options. Public feedback on the options will be taken into consideration by DfI when identifying the Preferred Route Option. This will be published in the Preferred Option Report.

### Stage 3 Scheme Assessment

Following selection of the Preferred Option, DfI will further refine the design in liaison with the local community and key stakeholders. Detailed environmental, engineering, economic and traffic assessments of the Preferred Option will be completed and the following documents published:

- the draft Direction Order;
- the draft Vesting Order; and
- the Environmental Statement.

### Statutory Procedures

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 Environmental Statement 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.



## 9 HAVE YOUR SAY

### Unstaffed Exhibition Displays

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

Unstaffed exhibition displays are located at the following venues from 6th to 24th November 2017

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

DfI 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 NSRR scheme.

This community consultation will last for approximately 7 weeks from 6th November 2017 through to 22nd December 2017. DfI hope to understand any other issues or concerns anyone may have to help inform proposed option refinement and the environmental impact assessment process.

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

**At the Community Consultation** - Please speak to one of our representatives as they are here to assist you in understanding the scheme proposals.

**Feedback Forms** - We would welcome your views and comments on the scheme and invite you to submit your comments to our project team on the feedback forms provided. Feedback forms are also available for completion at the unstaffed exhibition displays as well as on the DfI website:

[www.infrastructure-ni.gov.uk/forms/newry-southern-relief-road-feedback-form](http://www.infrastructure-ni.gov.uk/forms/newry-southern-relief-road-feedback-form)



Feedback can be forwarded to DfI at any stage during the Community Consultation Event (14th November – 15th November 2017) via Email, Website, or contacting DfI directly by Telephone, or Letter. Contact details are set out below:



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



(028) 3832 0336



The Strategic Roads Improvement Team  
Department for Infrastructure - Roads (Southern Division)  
Marlborough House, 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.2 Photographs









## Appendix J - Questionnaire/Comments Feedback

# Newry Southern Relief Road



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



## Community Consultation Questionnaire

The Department for Infrastructure (DfI) is currently developing options to provide a new strategic road link between the A1 Dublin Road and the A2 Warrenpoint Road. Three route options for the Newry Southern Relief Road Scheme have been developed and published for further consultation. As part of the assessment process, DfI consider it important that the local community and other interested parties are informed about the route options and have an opportunity to comment on the proposals. Please complete this questionnaire to make your views known and post to the address below.

**Strategic Roads Improvement Team**  
**DfI – Roads**  
**Southern Division**  
**Marlborough House**  
**CRAIGAVON**  
**BT64 1AD**

Alternatively, you can complete this questionnaire online at [www.infrastructure-ni.gov.uk/forms/newry-southern-relief-road-feedback-form](http://www.infrastructure-ni.gov.uk/forms/newry-southern-relief-road-feedback-form) which can also be accessed via the QR Code at the top of this questionnaire.

### Q1. 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)

### 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

### Q3a. Are you in favour of the principle of providing a relief road to the south of Newry? (Tick the appropriate box)

Strongly Disagree       Disagree       Neither Agree nor Disagree       Agree       Strongly Agree

### Q3b. Do you have a route option preference? (Tick the appropriate box)

**Blue Route**       **Red Route**       **Yellow Route**       Other

**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     | <input type="checkbox"/> | Improve road safety for all users                   | <input type="checkbox"/> |
| Achieve value for money              | <input type="checkbox"/> | Reduce conflict between local and strategic traffic | <input type="checkbox"/> |
| Reduce traffic congestion            | <input type="checkbox"/> | Reduce journey times for strategic traffic          | <input type="checkbox"/> |
| Minimise impact on the environment   | <input type="checkbox"/> | Effect on people living near the road corridor      | <input type="checkbox"/> |
| Ensure Newry Canal remains navigable | <input type="checkbox"/> | Improve access & transport economic efficiency      | <input type="checkbox"/> |

*\*Please provide additional comment below if any of these factors are of particular concern to you.*

**Q5. Did you find the Community Consultation Event helpful?**

- Yes                       No                       Did not attend

**Q6. Do you have any other comments to make on the proposals at this stage?**

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*\*continue on separate page if necessary*

If you wish to keep up to date, all project information is available at:  
<https://www.infrastructure-ni.gov.uk/articles/newry-southern-relief-road-overview>



If you have any queries or questions, you can contact the Department at:

\* [DfIRoads.Southern@infrastructure-ni.gov.uk](mailto:DfIRoads.Southern@infrastructure-ni.gov.uk) or (028) 3832 0336

**To validate your response, please provide your contact details**

Name .....

Email ..... Telephone No. ....

**Confidentiality of Responses:**

The Freedom of Information Act gives the public a right of access to any information held by a public authority, namely, the Department in this case. The Department cannot automatically consider as confidential, information supplied to it in response to a consultation. If you do not wish information about your identity to be made public, please check the option below and include an explanation.

Please tick if you do not wish information about your identity to be made public

