Objection number **OB01**

Name ..... [redacted]

Date Submitted 01/05/2019

NIMVO Map/Plot numbers ..... [redacted];

..... [redacted];

..... [redacted];

..... [redacted].

The Department has considered the correspondence in the above objection and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

1. **I write on behalf of my father [redacted], my mother [redacted], my brother [redacted]; and my name is [redacted]. Having talked at length to your engineers I put forward our proposal to close [redacted] and use the disused old railway for all traffic in to our farm and for traffic out of the farm to the proposed new junction at [redacted]. However it now appears the original proposal is ongoing and we wish to raise an objection to your proposal.**

The Department considers it appropriate to make the following statement before addressing the specifics of your objection.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
   - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
   - Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
   - Investment Strategy for NI (ISNI) 2005-2015, published in December 2005;
   - Expanding the Strategic Road Improvement Programme 2015 Consultation Document, published in mid 2006;
   - Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
   - North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
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- Announcement by Finance Minister – Financial Allocations, published in February 2012;
- The Regional Development Strategy 2035 (RDS 2035), published in March 2012;
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b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

- Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
- The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
    - Listullycurran Road
    - Gowdystown Road
    - Skeltons Road/Drumneath Road
    - Waringsford Road;
- A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
- Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
- Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
- Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;

- Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
- Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the '5km' rule, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be

[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

2. **You ask for our reasons; the most important reason is road safety. We farm extensively at any one time as there are 1000 cattle on this farm. This causes considerable traffic, i.e. milk tankers, feed lorries, silage trailers, harvesters, etc. We have lived here for [redacted] and have seen big road changes. The last one was changing the A1 to a dual carriageway. At the time the tunnel was made under the road to take cattle across the carriageway to our land on the opposite side of the road. At that time we pleaded with engineers to make the tunnel so that traffic could go under the road. We had to settle for a small tunnel. Had our proposal been carried out, there would not have been any need for all this now. We are extremely anxious that another mistake is going to be made. If there is as much of an increase in the volume of traffic on that road as there has been since it became a dual carriageway, it is most necessary to keep it as safe as humanly possible. There have been accidents on the A1, cattle killed, people injured, etc. I know you say keep the cattle in but you surely understand that the general public go in to fields, leave gates open, etc. despite how vigilant we are in the farm yard.**

The proposed A1 Junctions Phase 2 road improvement scheme is essentially a safety driven scheme, with the main objective being to close up all gaps in the central reserve of the dual carriageway. Accident statistics have been considered and are a catalyst for the proposed improvements - approximately 45% of all recorded mainline accidents occur in the vicinity of central reserve gaps[2]. A number of selected minor road junctions are to be permanently closed up and the remainder will be modified to left in/left out arrangements.

In the case of [redacted], the Department is proposing to convert the existing junction to a left in/left out arrangement and to close up the current gap in the central reserve. The impact on [redacted] current farming activities/movements has been assessed as moderate as a consequence of these works. Whilst the proposed scheme will have no impact on animal movements or welfare, it is acknowledged that some vehicular movements across the A1 mainline will be affected. It is noted that the [redacted] – this was installed to serve the farm when the dual carriageway was originally constructed. It is capable of catering for livestock and smaller vehicles, however it is not suitable for large agricultural equipment. It is noted that this [redacted] will be retained as part of the proposed development. Current access for livestock and smaller vehicles will therefore be unaffected by the proposed works. It is however acknowledged that the [redacted] use existing gaps in the central reserve of the A1 when accessing lands on the opposite side of the carriageway by larger vehicles.

[2]A1 Junctions Phase 2 -Stage 3 Scheme Assessment Report –2.10.2

The primary impact on [redacted] farming operations will be an increased journey length as a consequence of the removal of right turn vehicle movement across the central reserve at the [redacted] with the A1. Currently large, slow moving agricultural vehicles have to use gaps in the central reserve to cross the A1 mainline to get to the fields at the other side of the dual carriageway. This is a hazardous manoeuvre on this high-speed carriageway, with its inherent sub-standard alignment, visibility and narrow central reserve widths at various locations. The proposed development is designed to eradicate these and similar hazardous cross-carriageway manoeuvres.

The purpose of an accommodation lane, as agreed with [redacted] on site, is therefore to provide an alternative vehicular access to the proposed new compact grade separated junction at [redacted] This access would therefore facilitate safe cross-carriageway (A1) vehicular movements made by the [redacted] as part of their agricultural activities, avoiding the need to interact with strategic mainline traffic, and reduce any increase in journey length that may otherwise be created by the proposed works on the mainline.

In terms of animal welfare, the proposed junction arrangement and closure of the gaps in the central reserve will not affect the current movement of animals to and from the farm. On that basis, any animal welfare issues highlighted in your letter are of a similar nature to those under the current situation. The Department will be providing stock proof fence where required but maintenance of fencing and overall security of the farm, including the safe containment of livestock, is the responsibility of the farmer – there is nothing proposed as part of this proposed development which changes the existing circumstances/arrangements in this regard. The proposed accommodation lane is primarily designed to facilitate vehicular movement however it will also facilitate the safe movement of stock to contiguous lands should the family wish to do so. The accommodation lane will be in the [redacted] ownership.

As with all roads in the network, it is acknowledged that traffic flows are expected to increase with time along the A1. It is considered that any growth projected after this proposed development is completed, is growth that would be expected to occur anyway and is not as a consequence of this proposed development. An average growth rate of 3.02% per annum has been identified for this stretch of the A1. This is detailed within the A1 Junctions Phase 2 Environmental Impact Assessment Report, Chapter 13. Also, the proposed left in/left out junction at [redacted] has been designed in accordance with the Standards and it is anticipated that the new junction will accommodate future traffic flows.

The proposed access lane will be designed to ensure the safe movement of both vehicles and livestock. It is noted that there is a thick existing hedgeline on the A1 side of the boundary, which will not be affected by the construction of the proposed access lane. The proposed design will include the provision of a close-boarded fence alongside the lane and existing hedgeline which will act as an additional barrier between those using the lane and those using the A1. This will provide additional screening to any animals in the fields behind (or using the lane) and act as an additional physical boundary barrier, when compared to the current arrangement, between grazing animals and the A1 therefore providing greater security along this boundary.

Comparison of Accommodation Lane Options

There were initially three options under consideration, which were then reduced to the following two options:

- Option 1 runs alongside the A1 (the proposed option);
- Option 3 runs along the [redacted] preferred option).

(Option 2 followed the [redacted] for a short distance before traversing across agricultural land and past a rented property, owned by [redacted] to connect [redacted] to the proposed [redacted]. This option was excluded primarily on the basis of the impact on the rented property and the need to demolish outbuildings associated with the rented property.)

The following are the main considerations when comparing Option 1 against Option 3:

- Option 1 (the proposed option) runs alongside the existing A1 corridor, has minimal environmental impact and requires less removal of habitat when compared to Option 3. Option 3 is not favourable from an environmental perspective as there is an area of native woodland along the proposed route of Option 3 ([redacted]). This woodland is a feature of natural heritage importance and is used by protected species. It connects to nearby hedgerows creating wildlife corridors. On this basis, the removal of habitat on the [redacted] would not be favoured over a suitable alternative alongside the A1 (Option 1) for the purposes of creating an access lane. In addition, from ongoing ecological surveys, there is also evidence of badger activity in the area (Option 3).

- The geotechnical nature of the ground along the route of Option 3 is questionable and could pose engineering difficulties. Some wet areas of ground were identified and it is obvious that the section of the [redacted] close to the [redacted] has been filled in. The integrity of this fill material would need to be ascertained. Option 1 is likely to be virgin ground which should not pose engineering difficulties for the creation of an agricultural lane. In the absence of any further geotechnical investigations, it is considered that the ground conditions along the route of Option 3 would present a higher risk than those along Option 1.

- The Option 1 route will provide suitable alternative access to existing accesses onto the A1 along this stretch, therefore allowing these 3 no. field accesses and 1 no residential access to be closed. This will provide added safety benefit to both the mainline users and the users of these existing accesses.

- Option 1 is 77m shorter than Option 3, therefore construction costs will be less. Taking into consideration both construction cost and estimated compensation, Option 1 is estimated to cost 69.4% of the cost for Option 3.

- Under Option 1, junction visibility is not an issue as the access lane connects to the [redacted]. Under Option 3, 3rd party land would be required to accommodate appropriate visibility splays onto the [redacted]

- Option 1 does not require vesting of any 3rd party land.

Subsequent to this assessment, consideration was also given to a fourth option (Option 4) where the proposed accommodation lane would run alongside the [redacted], in order to minimise the environmental impact and risk of poor ground conditions associated with Option 3. The following are the main considerations when comparing Option 1 against Option 4:

- Option 1 runs alongside the existing A1 corridor has minimal environmental impact and requires less removal of habitat when compared to Option 4.
- The Option 1 route will provide suitable alternative access to existing accesses onto the A1 along this stretch, allowing the existing accesses (3 no field accesses and 1 no residential access) to be closed. This will provide added safety benefit to mainline users and the users of these existing accesses.
- Option 1 is 92m shorter than Option 4 therefore construction costs will be less. Taking into consideration both construction cost and estimated compensation, Option 1 is estimated to cost 67.5% of the cost for Option 4.
- Under Option 1, junction visibility is not an issue as the access lane connects to the [redacted]. Under Option 4, 3rd party land would be required to accommodate appropriate visibility splays onto the [redacted].
- A portion of 3rd party land (approx. 0.1Ha) would need to be acquired from a neighbouring landowner in order to facilitate the alignment in Option 4. Option 1 does not require vesting of any 3rd party land.

Based on the comparison of these options, Option 1 is considered preferable and is being brought forward under the scheme proposals. It should be noted that the advantages and disadvantages of the options considered have been discussed with [redacted] and the rationale behind the preferred option explained.

Accommodation Works

The Department has an explanatory leaflet on Accommodation Works on its website as follows: -
https://www.infrastructure-ni.gov.uk/publications/roads-service-northern-ireland-guide-accommodation-works.

Acquisition of Land

Guidelines for the Acquisition of Land/Property for Major Road Development in Northern Ireland can be found via the following link –

https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/dfi-roads-guidelines-for-the-acquisition-of-land-property-for-major-road-development-in-northern-ireland.pdf

Compensation

The Department is unable to comment on compensation matters, as these are subject to negotiation with the District Valuer (Land & Property Services (LPS)).

Compensation following compulsory acquisition of land is based on the principle of equivalence. The landowner should be no worse off in financial terms after the acquisition than before. The District Valuer (Land & Property Services (LPS)) acts on behalf of the Department to assess fair and equitable compensation following negotiation with the claimant and/or the claimant's agent. This may include land lost to a new road, compensation for the injurious affection, devaluation of property and compensation for other pertinent issues. Reasonable agents fees will also be recoverable. In the event that the District Valuer and you or your agent are unable to agree the compensation due, the subject of compensation can be referred to the Lands Tribunal for determination.

Information on compulsory purchase and compensation in relation to road schemes can be found via the following link –

https://www.finance-ni.gov.uk/publications/compulsory-purchase-and-compensation-guides

Dfl Roads
Southern Division
29 January 2020

Objection number **OB02**

Name..... [redacted] (Johnsons Solicitors)

Date Submitted ..... 14/05/2019 & 23/10/19

NIMVO Map/Plot number.....N/A

The Department has considered the correspondence in the above objection and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

(Where an issue is referred to more than once within your submission or where issues raised relate to a similar topic, in the interests of completeness, the explanatory text within the response has been repeated for each issue)

We refer to the above matter in which we act on behalf of the [redacted] **who are the owners of** [redacted].

Our clients accept the need for the A1 junctions to be upgraded but object to the design of the [redacted]**. They have engaged extensively both in the meetings and correspondence with RPS who are the consulting engineers on behalf of the scheme. Agreement had been reached on a siting of the junction and link road 90 metres from their property boundary in a position which was accepted. However, despite this agreement RPS have now resiled from that position and propose a new position which is considerably closer to our client's house and which substantially blights it.**

The Department considers it appropriate to make the following statement before addressing the specifics of your Clients' objection.

Development Priorities

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

- Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
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h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the '5km' rule, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

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A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

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A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

This new junction is wholly unacceptable to our clients. To enable us to advise them we would be grateful if you would clarify.

It is acknowledged that the letters received confirm the [redacted] objection to the design of the [redacted]

The primary purpose of the [redacted] is to facilitate the closure of the [redacted] with the northbound carriageway of the A1 which will provide enhanced safety to the users of both the A1 mainline and [redacted]. The benefits of this proposal include:

- closure of [redacted] removing an existing conflict point where minor road traffic meets with traffic on the mainline A1
- closure of [redacted] removing the existing weaving traffic associated with the close proximity of this junction and the [redacted]
- provision of direct access from [redacted] to the existing [redacted], thereby facilitating safer access arrangements to both the northbound and southbound carriageways of the A1 and [redacted].

As a consequence of the proposed works to construct the [redacted], a section of the [redacted] (approx.180m long) will also be improved to include the following safety/user benefits:

- reduced steepness of the existing [redacted]
- carriageway width increased to 6m, with appropriate verge/footway widths
- improved forward visibility along the road.

1. **What is the design rational behind the move of the link road back up the [redacted] and considerably closer to our clients' property when a safe and acceptable location had been previously agreed?**
   Firstly we would like to clarify the recent history and the current position in relation to the proposed alignment for the [redacted]. On completion of the Stage 2 development process for the A1 Junctions Phase 2 (A1J2) scheme, the preferred option for the [redacted]

indicated an alignment which was approximately 12.3m closer to the dwelling at [redacted] than the current proposal. That preferred option proposal was published within the Stage 2 Scheme Assessment Report in December 2015. The same proposal was taken forward into the Stage 3 development process and presented at two separate consultation events in June 2017 and February 2018. That original preferred option was therefore within the public domain for over 2 years. The Department only became aware of [redacted] objection to the preferred option at the February 2018 consultation event, held in Banbridge Old Town Hall. The Project Team subsequently engaged with [redacted] to develop an understanding of their concerns so that any impacts could be assessed and mitigated where necessary. It was noted that [redacted] main concern was regarding the proximity of the proposed [redacted] and any potential impacts that this may render such as landtake, traffic, headlight glare, safety, air, noise and blight.

A site meeting was held with your Clients on 1 June 2018, to discuss the scope for potential refinement to the design of the [redacted] location. A preliminary alternative alignment for the [redacted] was presented to your Clients to gauge their opinion prior to carrying out any further detailed design. This preliminary alternative alignment assumed that the [redacted] could be moved approximately 55m further south along the [redacted] (than the proposed alignment presented in February 2018) and therefore further away from [redacted]. The Department agreed that this preliminary alignment would be given more detailed consideration and further developed if appropriate but did not guarantee that it would be changed. We would highlight that there had been no prior agreement with your Client regarding the proposed location of the [redacted] since, at the time of those discussions, there remained a significant amount of development, design and assessment work to be undertaken before a final proposal could be confirmed.

As a result of further detailed design considerations it was concluded that the preliminary alternative alignment did not provide a safe junction arrangement with the [redacted] due to the steep longitudinal profile of the [redacted] at the proposed junction location. This information was provided to your Clients by telephone on 23 November 2018 and 28 November 2018. A written explanation of these design considerations was provided to the [redacted] by letter on 13 February 2019 prior to the publication of the scheme proposals for Statutory Consultation on 25 March 2019. The letter of 13 February 2019 also included the latest plan for the [redacted] The centreline of the proposed junction is approximately 31m from the property boundary to [redacted] and approximately 65m from the dwelling at [redacted]. It is noted that this proposed location is 12.3m further away from the dwelling at [redacted] than the original proposed alignment presented in February 2018. This proposal has not been changed since 13 February 2019.

2. **What consideration has been given to the additional traffic (both increased volume and speed) passing our clients' property and how this impacts on their safety?**
Based on traffic surveys carried out in 2018, existing traffic flows using the unclassified [redacted] are low with 154 vehicles per day (vpd) travelling past [redacted]. The maximum hourly flow surveyed in both directions was 24 vehicles between 1700-1800.

Approximately 3.7% of the traffic flow could be categorised as commercial vehicles (cv) (i.e. OGV1, OGV2 and Buses)[2] , which equates to approximately 6cv/day.

The proposals are designed to provide safe access to the A1, via the [redacted], in replacement of the current [redacted] which is proposed to be closed. As such, it is not anticipated that the proposals will induce new traffic passing the existing driveway at [redacted] beyond that which would occur due to the typical traffic growth in traffic flows irrespective of the proposals.

The traffic assessment has identified that traffic flows past [redacted] after the proposals have been implemented are projected to be 179vpd (using core growth rates; year of opening 2021). To put this traffic flow in context, it is noted that the traffic flow on the [redacted] is at the lower end when compared to the projected traffic flows for the rest of the unclassified roads within the scheme extents (using core growth rates; year of opening 2021) as summarised below:

- The lowest AADT flow is 27vpd
- The highest AADT flow is 1,307vpd
- The average AADT flow is 370vpd

Based upon an assessment of the potential for redistribution of traffic as a result of the proposed development, it is projected that in the Year of Opening (2021), an additional 112vpd could potentially be re-routed to the new [redacted] junction, all of which from the southern end of [redacted], which currently use the existing [redacted] junction to access the A1. None of these additional vehicles will travel past [redacted], but will use the new junction which is located approximately 65m from the residence at [redacted] and 82.8m from the private driveway to [redacted]. Based on the assumption that any redistributed traffic at the northern end of [redacted] continues to use the mainline and the [redacted] to reach their destination, it is not expected that there will be any increase in traffic past [redacted] (beyond background growth).

In summary, traffic flows on the [redacted] are projected to remain low after the works are complete and will be similar in nature to the existing traffic on [redacted], particularly past [redacted].

It is also noted that a speed survey[3] was carried out in April 2018. Interpretation of this data confirmed that the 85th percentile speed of traffic using this road was 37.3mph (59.7kph). The design speed of the road is therefore assessed as 60kph[4]. This highlights the modest speed of traffic currently using the road and is consistent with the rural nature of the road, which is expected to remain unchanged as a result of the proposed works.

[2] DMRB Volume 7 Section 2 Part 1 HD24/06
[3] Speed survey carried out in accordance with DMRB Vol 5 TA22/81
[4] 168014-SWC-HGN-ML-RP-Y-00003 Design Speed Assessment Summary (available upon request)

It is considered that the introduction of the [redacted], including the new junction on the [redacted] will reduce traffic speeds at this location as traffic will tend to slow down to travel through the new junction.

As part of the proposed development, the geometry of the existing [redacted] is to be improved, which will also result in improved forward visibility. It is considered that this improvement in the standard of [redacted] at this location will also provide safety enhancements. It is noted that the visibility splays from the driveway of [redacted] will be unaffected.

3. **What information is available in regards to predicted traffic use on the new road?**
Information regarding the predicted traffic flows using the [redacted] is available in Appendix H of the recently published Stage 3 Scheme Assessment Report. Appendix H is attached via the following link:
https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/a1-junctions-phase2-stage3-appendix-h-traffic-data-chinauley-park.pdf

Predicted traffic flows are also included within Chapter 13 and Appendix 13 of the Environmental Impact Assessment Report. These documents are available to view online at the following link:
https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-draft-statutory-orders-and-eiar

What design speed has been used in this national speed limit location?
A design speed of 60kph has been used. This is based on a speed survey carried out in April 2018.

4. **Has a Road Safety Audit been undertaken on the section of road adjacent to our clients' property? If so, please let us see a copy of this.**
A Stage 1 Road Safety Audit has been carried out for the whole scheme. This was carried out in November 2017 as part of the Stage 3 Scheme Assessment.

This Road Safety Audit was carried out by an accredited and independent Road Safety Audit team. The proposals for the [redacted] were included in the scope of this Audit. The Audit did not raise any particular concerns relating to the [redacted] proposals.

A copy of the Road Safety Audit was previously provided to you via email on 15 November 2019.

5. **Under the new location, please confirm as to whether any part of our clients' property is to be acquired.**
The proposed design has been developed to take account of your Clients' previous request that no part of your Clients' property is to be acquired under the current proposal.

We reiterate that our clients will resist as strongly as possible the Department resiling from the earlier agreed position and seeking to relocate the link road to a position which our clients believe will render access to their home unsafe and will serve to blight it. The Departments actions to date have caused our clients very considerable distress and upset. We await hearing from you as soon as possible.

The Department would highlight that there had been no confirmed agreement with [redacted] regarding the proposed location of the [redacted] since, at the time of those discussions, there remained a significant amount of development, design and assessment work to be undertaken before a final proposal could be confirmed.

Safety of Access

Based on an assessment of existing and proposed visibility from the [redacted] access in accordance with the relevant highway standards (DMRB CD 123; TD9/93; DCAN 15), it is acknowledged there will not be any difference between the existing and proposed scenarios.

It is also noted that a traffic assessment has been carried out which indicates that the proposals will have an insignificant impact on the nature of traffic on [redacted]. The assessment also indicates that the introduction of the [redacted], including the new junction on the [redacted], will reduce traffic speeds at this location as traffic will tend to slow down to travel through the new junction.

On this basis, it is considered that these proposals will not result in a negative safety impact on the [redacted] property.

This proposed road provides a safe [redacted] to access the A1 carriageway. It is deemed that the proposal being brought forward has been given due consideration and is the optimum solution at this location given the constraints, such as the gradient of the existing road that the [redacted] is to tie into and the levels of surrounding adjacent land that proposed embankments will tie into and this is the reason why the [redacted] ties into the existing [redacted] at this location. It is noted that the main benefit facilitated by this proposal is the closure of the [redacted] junction with the A1 northbound carriageway, which will improve safety.

Blight

Blight (or Planning Blight) is the term used to describe the fall in value of a property which can occur when there is a proposal that a public authority with compulsory purchase powers will acquire it at a future date. Where an owner-occupier can demonstrate he/she has made reasonable attempts to sell his/her property but cannot do so except at a substantially reduced rate because it is threatened by compulsory acquisition for roads or other specified purposes, he/she may serve a blight notice on the Department, using prescribed form provided within the Planning Blight Regulation (NI) 1989, requiring the Department to buy the property in advance of requirements at an unblighted price. At this stage, no such Blight Notice has been served on the Department by the [redacted].

Landscape & Visual Effect:

A Landscape and Visual Impact Assessment (LVIA) was completed to identify and determine the effects on landscape character, landscape features, visual receptors and visual amenity as a result of works associated with the proposed development. Assessment of effects has been undertaken for Construction Stage and Operational Stage of the proposed development. The effects have also been assessed before and after successful implementation and establishment of mitigation (planting).

Specific to Dwelling [redacted]

This dwelling was assessed as part of the landscape and visual chapter (Chapter 6.0 Landscape and Visual Impact) as presented in the Environmental Impact Assessment Report (EIAR). The purpose of this Landscape and Visual Impact Assessment (LVIA) is to identify and determine the effects on landscape character, landscape features, visual receptors and visual amenity as a result of the works. A [redacted] is located in close proximity to this dwelling ([redacted]). This is detailed in pages [redacted] of the EIAR, but is repeated here for convenience.

[redacted]

Viewpoint Description and Sensitivity

This viewpoint is located on the eastern grassed verge of the [redacted], in close proximity to [redacted], approximately 25m south-west of the existing driveway to [redacted]. The locally elevated view is considered to be representative of oblique views experienced by road users travelling south on [redacted] and residential properties in the vicinity. In accordance with definitions in the EIAR, the viewer sensitivity is considered to be high, as it is a view from a residential property.

Existing View

The existing view from this location (refer to EIAR Volume II; [redacted] is partially restricted in nature by roadside vegetation and field boundary hedgerows which screen views to the west. The foreground of the view is comprised of gently sloping agricultural land which falls away from the viewpoint location into a local low point within the centre of the view. Medium scale, mixed agricultural land is seen rising and undulating towards the horizon, with fields well defined by hedgerows with mature trees. Distant horizons are perceived to be elevated by scattered groups of trees. Residential properties associated with the northern edge of [redacted] are visible to the right of the view though are often difficult to perceive due to intervening vegetation cover. Scattered residential properties at lower elevation are partially visible screened by intervening vegetation. The existing A1 corridor and [redacted] are visible within the view, at middle distance, set below horizon lines with vehicular movements providing a distinct visual draw.

Visual Effects during Construction:

Temporary construction phase activities associated with the formation of the [redacted] will be visible on lower elevation land at a variety of distances within the view. Existing roadside hedgerows to the right of the view will be removed as part of the proposed development with further vegetation removal proposed within the mid distance valley. Construction phase machinery will be visible within a central portion of the overall view, viewed against the existing backdrop of A1 corridor and outskirts of [redacted] on higher elevation beyond. Timber poles carrying overhead lines are visible within the view, though along with existing street lighting columns are difficult to perceive due to existing vegetation cover.

Predicted Effects during Operation

It is predicted that the new [redacted] will be visible within the central portion of the view, set below existing backdrop of A1 corridor and urban fringe of [redacted]. The proposed

[redacted] will be seen within lower elevation land and on rising land in the foreground of the view. New embankments associated with improvement works on the [redacted] will be visible in the view to the right. It is considered that the new [redacted] and associated embankments will be seen as a new feature within the view, though viewed in conjunction with the existing A1 corridor, [redacted] and well below horizon lines, aiding its integration into the view.

Magnitude of Impact

The magnitude of visual impact during the construction phase of the proposed development is considered to be localised and large. The magnitude of visual impact during the operational phase is considered to be medium.

Significance of Effect

Major to substantial, adverse short term effect during construction phase of the proposed development. Moderate to major, assessed as not significant long-term effect during the operational phase of the proposed development prior to establishment of mitigation. Minor to moderate after establishment of mitigation.

Please also refer to EIAR Volume II; [redacted]). This figure re-iterates the assessment in the paragraph above whereby effects are assessed as not significant long-term effect during the operational phase of the proposed development prior to establishment of mitigation.

Mitigation

Section 6.7 of Chapter 6.0 in the EIAR details mitigation and enhancement measures in relation to landscape and visual. Following the implementation of mitigation measures the predicted effect is Minor to moderate and not significant. Please refer to EIAR Volume II; [redacted] for landscape mitigation specific to this location.

Within your letter of 23 October 2019, you have requested additional information which we have addressed in turn below:

1. **What research has been carried out in regard to the effect that lights from traffic using the junction will have upon our clients' property.**

As mentioned in the RPS-Sweco letter of 13 February, an assessment has been carried out to identify if there is potential for headlight glare on [redacted]. This assessment involved analysing the trajectory of vehicle headlights both in plan and in the vertical alignment to determine any potential vehicular travel path where headlight trajectory could fall onto [redacted], regardless of distance from the property. The assessment indicates that any impact from headlights would occur over a short vehicular travel path along the [redacted] at approximately 170m from the front face of the building at [redacted]. Please refer to the [redacted]) which illustrates this assessment. The potential for impact could occur over a distance of approximately 20m along the proposed [redacted] or approximately 1.2 seconds when travelling at the design speed of 60kph. It is proposed to mitigate this impact with the installation of a close boarded fence and by landscape planting

on the slopes of the [redacted]. It is considered that the proposed mitigation would eliminate any potential impact of headlight glare on the property.

We also include a Landscape Mitigation Plan for the [redacted] for your information. Please refer to [redacted] at:
[redacted]

2. **Traffic survey numbers - Our clients believe that they have not been adequately calculated and do not take sufficient account of the agricultural traffic which will be generated on the junction.**
   As mentioned in response to the point 2 above, traffic surveys were carried out in 2018 in accordance with WebTAG Unit M1.2 guidance. The raw traffic data can be made available upon request. This work was undertaken by a competent third party company with extensive expertise in this field. The counts included all traffic including agricultural vehicles and are considered representative of typical traffic levels at this location. It is noted that on some occasions at certain times of the year, agricultural traffic can intensify for relatively short periods, however the assessment guidance requires us to collect traffic survey data to reflect typical traffic conditions on an average day. This information provided the basis for the traffic assessment of the potential for redistribution of traffic as a result of the proposals.

3. **Our clients do not accept the suggested findings in regard to the road gradient. They would contend that better sight lines would be achieved if the junction was moved further south and away from their property.**

   Existing and Proposed Road Geometry

   The existing road gradient was determined from topographical survey information carried out on site in 2016.

   In general, the proposed scheme would deliver significant geometrical improvements to the existing [redacted] over a distance of approximately 180m. It is acknowledged that it is very difficult to achieve full highway standards in accordance with the Design Manual for Roads and Bridges (DMRB) given the existing topographical and landtake constraints. Some of the improvements are listed as follows and are summarised in the Table below:
   - Existing steep gradient of approximately 12% (1 in 8) will be improved to 10% (1 in 10) over a distance of approximately 55m, from Ch 25m to Ch 80m.
   - Existing crest curve of approximately 340m will be replaced with a proposed crest curve of 1,300m
   - Existing minimum Stopping Sight Distance available along the [redacted] will be improved from 54m to 82.2m.
   - Existing carriageway cross-section typically consists of a 3.8m carriageway with 1m verges. This will be improved to provide 1m western verge, 6m carriageway and 2.5m eastern verge or 2.5m footway/1m verge (depending upon location).

Geometrical Feature	Highway Standard Requirement (Design Speed 60kph)		Existing Scenario	Proposed Scenario
Vertical Gradient (Ch25m to Ch80m approx.)	DMRB TD9/93	8%	12%	10%
Crest Curve Radius (m)	DMRB TD9/93 Desirable Minimum (DM)	1,700m	340m	1,300m
	One Step Below DM	1,000m		
Stopping Sight Distance (m)	DMRB TD9/93 Desirable Minimum (DM)	90m	54m	82.2m
	One Step Below DM	70m		
Carriageway Cross-section	DMRB TD 27/05	2.5m verge, 1m hardstrip, 6m carriageway	1m verge; 3.8m carriageway (approx.)	1m verge (west); 2.5m verge (east); 6m carriageway

Junction Visibility

The proposed visibility splays from the new junction along the [redacted] are:

- 4.5m (x-distance) x 90m (minimum) (y-distance) to the left
- 4.5m x 85m to the right

There are constraints to the visibility at the proposed junction in both directions. Junction visibility to the right is constrained by the proposed vertical curvature of the [redacted] and constrained to the left by the presence of a 3rd party wall. The proposed junction would need to be moved approximately 50m further South before any improvement in junction visibility to the right would be realised. It is noted however, that at this location, visibility to the left of the junction would then be reduced due to the presence of a 3rd party boundary wall. It is also noted that the maximum distance the proposed alignment can be moved in plan is approximately 40m further south, whereby visibility to the right is still the same (i.e. not improved). Therefore, in summary, improved junction visibility could not be achieved by moving the junction further south.

The location of the proposed junction is sited at approximately Ch 116m, where the [redacted] is transitioning to a flatter gradient and will have a proposed gradient of approximately 7.5% at the centreline of the proposed junction. It is deemed not appropriate to site the proposed junction further south, at the location previously discussed with your Client, as this would result in it being sited at a location where the [redacted] has a gradient of

approximately 10%. As the proposed gradient of the [redacted] at the location further south is in itself a Departure from Standard, it would not be an appropriate location for the proposed junction. We therefore consider that the proposed location of the junction is the optimal position based on horizontal and vertical alignment constraints, without it being located any closer to [redacted].

4. **It is believed that moving the junction closer to our clients' property will render access and egress from it considerably more dangerous.**

During the design process, The Department assessed the existing and proposed visibility from your Clients' access in accordance with the relevant highway standards (DMRB CD 123; TD9/93; DCAN 15[5]). Based on this assessment, it is considered that there will not be any difference between the existing and proposed scenarios.

The proposed visibility splays from the new junction along the [redacted] are:

- 4.5m (x-distance) x 90m (minimum) (y-distance) to the left
- 4.5m x 85m to the right

It is noted that moving the proposed junction further away from [redacted] does not offer any improvement in junction visibility. It is noted that the spacing between the proposed junction and the existing driveway at [redacted] is 82.8m, which complies with DCAN15, whereby a minimum spacing of 15m is required. It is also noted that there will be inter-visibility between vehicles using the proposed junction and those using the existing driveway i.e. from the access to [redacted], drivers will be able to see vehicles using the proposed new junction and approaching their property from the new junction. This could not be guaranteed if the junction was moved further away as the proposed crest curve would begin to constrain the ability for users of the driveway to [redacted] to see vehicles using the proposed new junction.

It is also noted that a traffic assessment has been carried out which indicates traffic flows on the [redacted] are projected to remain low after the works are complete and will be similar in nature to the existing traffic on [redacted], particularly past [redacted] It is considered that the introduction of the proposed [redacted], including the new junction on the [redacted], will reduce traffic speeds at this location as traffic will tend to slow down to travel through the new junction.

On this basis, it is considered that these proposals will not result in a negative safety impact on your Client's property.

It is considered that any potential traffic increases over the existing situation would have a negligible impact on air or noise pollution.

Dfl Roads
Southern Division
29 January 2020

[5] Development Control Advice Note 15 (DCAN15): Vehicular Access Standards

Objection number **OB03**

Name ..... [redacted]

Date Submitted 13/05/2019

NIMVO Map/Plot number ..... N/A

The Department has considered the correspondence in the above objection and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

(Where an issue is referred to more than once within your submission or where issues raised relate to a similar topic, in the interests of completeness, the explanatory text within the response has been repeated for each issue)

1. **I am writing to outline my objections to a section of the A1 Junctions Phase 2 project – namely the proposal (which I will refer to as "your preferred option") outlined in your map [redacted]. I will be referring to my (enclosed) map where I have marked several points.**

The Department considers it appropriate to make the following statement before addressing the specifics of your objection.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
   - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
   - Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
   - Investment Strategy for NI (ISNI) 2005-2015, published in December 2005;
   - Expanding the Strategic Road Improvement Programme 2015 Consultation Document, published in mid 2006;
   - Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
   - North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
   - Investment Strategy for NI 2008-2018, published in 2008;
   - Investment Delivery Plan for Roads (IDP) 2008, published in 2008;
   - Northern Ireland Executive Budget 2008 -2011, published in 2008;
   - Programme for Government 2008-2011, published in 2008;
   - Northern Ireland Executive Budget 2011 -2015, published in 2011;
   - Programme for Government 2011-2015, published in 2011;
   - Announcement by Finance Minister – Financial Allocations, published in February 2012;
   - The Regional Development Strategy 2035 (RDS 2035), published in March 2012;

- Ensuring a Sustainable Transport Future- A New Approach to Regional Transportation (A New Approach), published in March 2012;
- Investment Strategy for NI 2011- 2021, published in 2012;
- A Fresh Start: The Stormont Agreement and Implementation Plan, published in November 2015;
- Northern Ireland Executive Budget 2016-2017, published in January 2016;
- Draft Programme for Government Framework 2016-2021, published in May 2016;
- NI Executive's Outcomes Delivery Plan 2018-19, published in June 2018.

b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

- Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
- The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
    - Listullycurran Road
    - Gowdystown Road
    - Skeltons Road/Drumneath Road
    - Waringsford Road;
- A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
- Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
- Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
- Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;
- Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;

- Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the '5km' rule, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

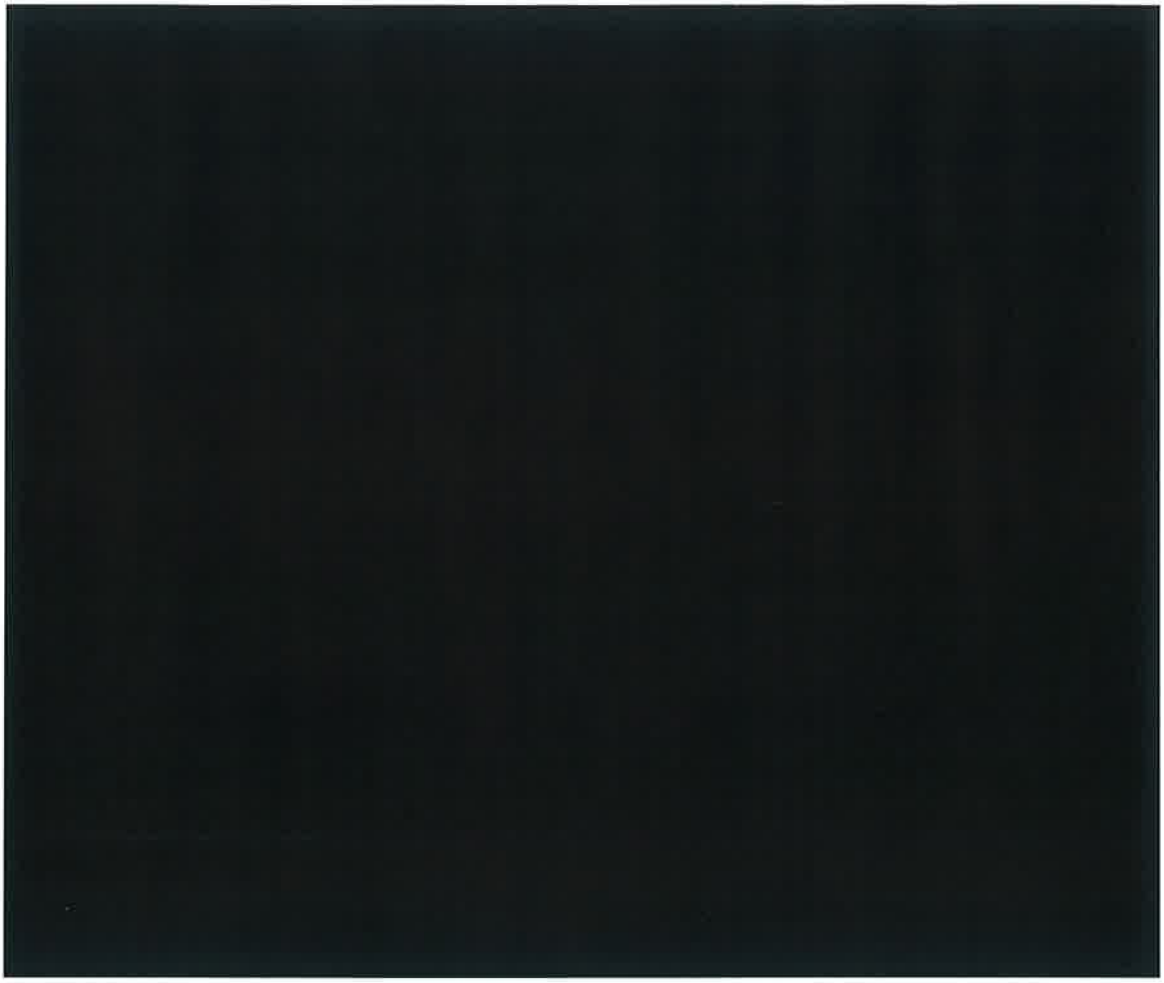
d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

2. **Specifically, I am objecting to the proposal to close the direct A1 access of the access lane for [redacted] and the re-routing of this lane parallel to the A1 and then past my property located at [redacted]. I have enclosed a map where I have marked your proposal in red, and the alternative proposal (which you have rejected but I would ask you to revisit) in yellow. Your proposal (red) routes all the farm traffic past my home at a distance of approx. 20 feet, and also past 8 other houses and 3 businesses (I know the farmer operates silage tractors 24 hours a day at the relevant times of the year). It lengthens the distance that tractors will have to travel on the A1 to reach the farmer's other land on [redacted]. The yellow route keeps the farm traffic on the farm for almost all of its route (to the farmer's land on the [redacted]) and is a shorter distance on the A1 to the land on the [redacted]. This route also does not have to pass any other residential or commercial properties, nor requires construction of a new stretch of laneway parallel to the A1. It would appear to be much more cost effective to the public purse. It also allows for expansion on the farm site in the future. It utilises the farm's original, existing entrance lane from [redacted] which is currently in use all year round. A cattle grid could be placed where the other lane way meets the A1 to prevent stray cattle. The big risk with the existing farm to A1 access is the central crossing – I agree this should be closed. Keeping the rest of the A1 access but making it a left in / left out junction is surely the better option in terms of keeping milk tankers etc on the A1 rather than redirecting them down a narrow route with parked cars? This arrangement also means a shorter route on the A1 for tractors to reach the [redacted] lands as they will have a shorter distance to travel to the [redacted].**



Following conversations and meetings with representatives from the Department and other interested stakeholders including [redacted], regarding the proposed access lane to serve a neighbouring land owner, an assessment was carried out during 2018 to review the options available. It is noted that the lane is required in order to ensure that future detours endured by the landowner, as a result of the proposed improvement works on the A1 mainline, would be within the policy guidance (RSPPG E038) of approximately 5km.

There were two principal options available, as outlined below:

Option 1: Provide a new access lane from the [redacted] to the existing access lane of the neighbouring landowner, running generally in parallel to the existing A1. This lane would be approximately 240m long. This option requires a small amount of fill at each end to tie in to existing roads/lanes, but can typically follow the existing ground profile for the majority of the route. This option also allows the existing access onto the A1 dual carriageway to be closed. It is noted that this is by the agreement of the landowner. This option requires approximately 580m2 (0.058 hectares) of 3rd party land to be vested.

Option 2: Provide a new access lane from the neighbouring landowner's farmyard to the [redacted], following field boundaries where possible and making use of an existing field gate access onto the [redacted]. This lane would be approximately 350m long. This option would involve a substantial amount of cut and fill in order to provide a suitable

gradient over a length of approximately 200m at the farmyard end of the lane. This option requires approximately 140m2 (0.014 hectares) of 3rd party land to be vested.

Both of these options were assessed against a number of factors including but not limited to: safety/ road design; land-take impacts; environmental impacts; costs and following this, Option 1 was considered to be most favourable. The main advantages of Option 1 are identified as follows:

- Taking into consideration construction costs and landowner compensation costs, Option 1 is significantly less expensive (Option 1 is approximately 74% of the cost of Option 2)

- It is considered that Option 1 performs better in terms of safety:

    - A private access onto the mainline can be closed under Option 1, removing any potential hazardous manoeuvres associated with it. The proposed alternative access to the mainline will use merge and diverge lanes associated with the upgrade of a nearby left in/left out junctions. This will offer a much safer means of access for all traffic associated with the farm.
    - Given the inherent substandard nature of [redacted], it is considered more appropriate to provide access onto the [redacted]. This takes into consideration:
        - Access lane and junction layout;

          Under Option 1, the proposed access lane joins the [redacted], which is of appropriate width and geometry. It is noted that the [redacted] was the [redacted] prior to the construction of the existing dual carriageway. Under Option 2, the access lane would connect with the [redacted] at the crest of a hill, where the existing road is of very narrow road width and substandard geometry.

        - Junction visibility;

          Under Option 1, junction visibility is not an issue as the access lane connects to the [redacted]. Under Option 2, 3rd party land would be required to accommodate appropriate visibility splays

        - The nature (geometry / forward visibility) of the road onto which the access lane is being provided;

          Under Option 1, the access lane connects to the [redacted] which is of appropriate width and geometry. Under Option 2, the access lane would connect to the [redacted] which is very narrow and is difficult for two vehicles to pass, especially considering the vehicles associated with this proposal would typically involve large agricultural vehicles. The horizontal and vertical geometry is also substandard resulting in steep inclines, tight bends and reduced forward visibility. The Department would wish to avoid creating an access that would intensify movements of large vehicles at a particular point along this route.

- Option 1 will require approximately 580m2 (0.058 hectares) of 3rd party land to be vested. Option 2 will require approximately 140m2 (0.014 hectares) of 3rd party land to be vested. However, Option 1 requires a change in use of approximately 2,290m2 (0.229hectares) of land owned by the famer to accommodate the lane, whereas Option 2 requires a change in use of approximately 5,020m2 (0.502hectares) of land owned by the famer to accommodate the lane. Taking into consideration the area of landtake as well as impact on existing field size and layout, it is concluded that Option 1 provides least impact.

- Option 1 runs alongside the existing A1 corridor and has minimal environmental impact and requires less removal of habitat when compared to Option 2. Northern Ireland Priority habitats (Hedgerows are Northern Ireland priority habitats) would be lost as result of the proposed access lane (Option 2). Protected species would be directly impacted upon in Option 2. Extended Phase 1 Habitat Survey recorded, categorised and mapped the following habitats within the scheme extents of the left in/left out junctions and road closures; semi-natural broadleaved woodland; broadleaved plantation woodland; mixed plantation woodland; scrub; semi-improved grassland; improved grassland; running water; arable; amenity grassland; hedgerows; and bare ground. Hedgerows are the only Northern Ireland Priority Habitat (NIPH) recorded within the scheme extents of the left in/left out junctions and road closures. Priority habitats include both those listed on Annex I of the Habitats Directive, which is transposed into national law by means of the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as Amended) and those identified under the Northern Ireland Biodiversity Strategy (NIBS). Priority habitats require conservation action due to their decline, rarity and importance. Priority species and habitats are subject to a higher level of protection.

It is acknowledged that by closing the existing farmyard access onto the mainline, travel distances to land farmed on the opposite side of the dual carriageway will be longer. However, closure of the existing access will remove this direct access from this strategic route and any potentially hazardous manoeuvres that would be associated with it. The proposed alternative access to the mainline involves the use of merge and diverge lanes associated with the upgrade of the nearby [redacted] left in/left out, which offers a much safer means of access and concentrates movements to this junction. It is noted that the area of land on the opposite side of the dual carriageway owned by the neighbouring farmer is relatively small when compared to the overall farm holding and it is noted that he has not objected to the published proposals.

It is noted that the neighbouring farmer does not have an existing lane providing direct access to the [redacted] from his farmyard. There is a short section of grassed track serving to access fields from the [redacted], but access from the farmyard to this grassed track would be across existing fields.

It is noted that no other businesses or residents along the [redacted] have objected to the published proposals relating to the accommodation lane.

3. **Noise pollution – All farm traffic will be routed past my bedroom window at a distance of around 20 feet, and then will have to pass several other residential and commercial properties. The road surface on the stretch past my house is in very poor condition and this will only exacerbate the noise, dust & vibration. Smell & pollution– slurry tankers will also have to pass close to several residential and commercial properties (including a restaurant). Unavoidably, some will end up on the road.**

It is noted that no other businesses or residents along the [redacted] have objected to the published proposals relating to the accommodation lane.

Noise

Chapter 12.0 Noise and Vibration of the Environmental Impact Assessment Report (EIAR) presents the assessment of the potential noise impacts associated with the proposed A1 road improvement scheme. The focus of the chapter is on determining the worst-case noise level increases at the nearest sensitive receptors as a result of the proposals, both during construction and during operation within a 300m study area.

Potential noise impacts relating to sensitive receptors within the study area have been assessed in accordance with the UK Highways Agency Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 7 (HD213/11) – Noise & Vibration (2011).

The modelled results indicate that all properties modelled will experience a minor or negligible impact from the proposed road improvement scheme.

In relation to the particular traffic under Option 1, while it is acknowledged that the selection of this route (vehicles accessing and egressing lane to access [redacted]) will increase the number of vehicles which will pass by a number of residential and commercial properties, the volume of traffic along the proposed access lane will be substantially lower than the level of traffic required to generate significant noise impacts at any of these properties. It is noted that the dominant noise generator will continue to be the A1 mainline. The noise predictions at this property (see A1 Junctions Phase 2 EIAR, Volume 3, Appendix 12.2, [redacted], [redacted]) show no change in the year of opening (2021) and the design year (2036) with the proposed development in place. For the year 2021, the predicted noise level is 78.8 dB (A) *(dB (A) = Decibel - this is the unit of measurement used for sound pressure levels and noise levels and is quoted as dB). The decibel is a logarithmic scale rather than a linear one. A-weighting is a weighting applied to sound pressure levels so that they correspond to human hearing and this is expressed as dB(A) - it takes a 3dB increase to be audible)* with and without the proposed development in place and for the year 2036, the predicted noise level is 80.7dB(A) with and without the proposed development in place.

The Calculation of Road Traffic Noise (CRTN, 1988) describes low traffic flows in the context of calculating traffic noise as road segments with flows of between 50-200 vehicles per hour or between 1,000-4,000 vehicles over 18 hours (06:00 – 24:00). The traffic flows associated with Option 1 are less than the thresholds described in the previous sentence. All of the predicted noise level at this property is coming from the mainline A1 and will do in the future predicted year of 2036 presented in the paragraph above.

The Noise Insulation Regulations (NI) 1995 define the 3 conditions which must be met before noise insulation treatment would be required under the regulations. These are:

- The combined expected maximum traffic noise level, i.e. the relevant noise level, from the new or altered highway together with other traffic in the vicinity must not be less than the specific noise level (68 dB[A] L10 18-hour);
- The relevant noise level is at least 1.0 dB(A) more than prevailing noise level, i.e. the total traffic noise level existing before the works to construct or improve the highway were begun;
- The contribution to the increase in the relevant noise level from the new or altered highway must be at least 1.0 dB(A).

It is expected that any passing traffic (assessment of individual vehicles passing for a few seconds in a road scheme is so sporadic and below the threshold levels detailed it is not something that is considered as reflective of a dominant noise environment) associated with Option 1 will be transient and limited. As the property in question is immediately adjacent to the A1 mainline, the traffic noise coming from Option 1 is so far below that coming from the mainline A1 that it makes no contribution to the predicted noise levels for the years 2021 and 2036 as presented in the paragraphs above. As there is no change in the noise levels with the proposed development in place, the three conditions for noise insulation treatment under the Noise Insulation Regulations (NI) 1995 are not met and this property does not qualify for noise insulation or noise mitigation in the form of barriers.

It is also noted that the effect of noise as a result of this project will continue to be assessed both during and after construction. Post construction monitoring and modelling will be conducted as part of the proposed development contract to ensure that the requirements of the Noise Insulation Regulations (NI) 1995 are adhered to.

Vibration

It is proposed that the surface of the [redacted] will be improved where it currently shows signs of deterioration. With regard to vibration, it is not common for vehicles travelling along a road to generate significant vibration impacts at properties adjacent to the road. The interaction between the rubber tyre and the road will not generate significant vibration levels. However, the resurfacing of the [redacted] will ensure vibration is minimised to the lowest possible levels. It is also noted that this will also act to mitigate any noise impact.

Dust

Concentration-based limit values and objectives have been set for the PM10 suspended particle fraction, but no statutory or official numerical air quality criterion for dust annoyance has been set at a UK, European or World Health Organisation (WHO) level. Construction dust assessments have tended to be risk based, focusing on the appropriate measures to be used to keep dust impacts at an acceptable level. During the construction phase there will be associated air quality and dust impacts that are typical of such a Proposed Development. A series of mitigation measures have been detailed in the EIAR with respect to dust control. With such mitigation in place, the assessment carried out has shown that any off-site impacts from dust emissions during the construction phase will be not significant. There are no predicted significant residual impacts from construction dust from the Proposed Development.

During the operation of the Proposed Development, based on the air quality assessment undertaken at this stage, it is predicted that pollutant concentrations following construction of the Proposed Development would remain well below the National Air Quality Strategy (NAQS) limit values (this includes particulates). With regard to dust, there will inevitably be some temporary local impacts on properties close to the proposed access lane. These impacts will include potential increase in fugitive dust. These effects are transient and limited.

Smell/Odour/Slurry

There will inevitably be temporary local impacts on properties close to the proposed access lane. These impacts may include intermittent transient odours from agricultural vehicles. During the operational phase of the Proposed Development, the area surrounding the site comprises of predominantly agricultural rural land dotted with residential properties. Smell/Odours associated with the existing use is not likely to change significantly as a result of any proposed road alteration or increases in traffic flows. These effects are transient and are only associated with movement of agricultural machinery at certain times of the year.

This section of the [redacted] is currently a public road and will continue to be a public road during the operational phase. If any significant levels of dirt or slurry are spilled onto the road and not cleaned up by those responsible, then this will be an enforcement issue.

4. **Safety for pedestrians - I will have to place gates (electric, [redacted]) on my own driveway to protect my Great-Grandchildren and Great-Nieces when they come to stay with me. There is also a risk to customers of the [redacted] where cars park on both sides of the road and near the junction with [redacted]. Traffic – At the [redacted], cars park on both sides of the road and there will be pedestrian traffic. The junction there with [redacted] (marked white circle on map) is tight, with no room for even 2 cars to pass at times. There is full planning permission passed for a [redacted]. On 4th May 2019, there was a large public event held at [redacted] with 1000+ visitors during the day and into the evening. What assurances can you give me if the [redacted] were to hold more events like this, or to build more residential property or to expand into other commercial ventures (as farms often do in these difficult times)?**

Under current circumstances, the [redacted] is a Public Road with appropriate road width and it is not expected that the provision of the accommodation lane will have any impact on the usability of this road.

It is not expected that there will be any significant increase in traffic volumes as a result of the proposed works in this area. Whilst some additional traffic will be generated by the new access lane, traffic volumes will remain low. There is good visibility to oncoming traffic and appropriate carriageway widths are available, with a footway provided on the western side. It is noted that this road would be similar in nature to any other any other lightly trafficked rural public road. It is noted that all road users should exercise appropriate caution on any public road.

It is our understanding that the event referred to had traffic management measures agreed with the Department. It is anticipated that any future large public events proposed to be held may require their own permissions and traffic management approvals through the appropriate authorities.

Similarly, any proposed development or commercial ventures would require appropriate planning approval. It is noted that the Planning Approval for an extension to [redacted] has Conditions identifying that in advance of any development commencing, a Travel Plan and Parking Provision must be agreed with the Council to ensure adequate parking provision in the interests of road safety. It is noted the proposed [redacted] development has plans for improved access to the [redacted] and additional parking provision. If delivered, the [redacted] development should improve any parking issues in the area and also improve the access to the [redacted].

It is again highlighted that Option 1 performs better than Option 2 in terms of safety:

- A private access onto the mainline can be closed under Option 1.
- Given the inherent substandard nature of [redacted], it is considered more appropriate to provide access onto the [redacted] This takes into consideration:- access lane and junction layout; junction visibility; the nature (geometry / forward visibility) of the road onto which the access lane is being provided.

Whilst it is acknowledged that the new access lane is being provided to mitigate impacts on the owners of the farm at [redacted], there are other elements of the proposed development that will offer benefits to the residents of [redacted] including:

- The traffic currently accessing the [redacted] via the northern junction (to be closed under the proposed development), approximately 50m from their property, will be relocated 320m further away from their property to the location of the existing [redacted]
- [redacted] will be upgraded to a Left In/ Left Out arrangement, including the provision of a diverge and merge, which will provide safer access and egress for those using the junction.

On this basis, it is considered that the overall benefit of the proposed development, outweighs any perceived negative impact.

5. **I would request that you make public the actual costing of both these proposals so we can see which is actually more expensive and evaluate the criteria by which this decision was reached. I trust in your costings you have considered the cost to resurface the old A1 stretch to minimise noise and also suitable fencing between the proposed new lane and the A1 so that tractors travelling at night do not dazzle Belfast-bound traffic?**

The cost assessment for both options has been considered and this includes estimated construction costs and estimated landowner compensation costs (as provided by the District Valuer (Land & Property Services). The cost assessment does include for resurfacing of the [redacted] where necessary and for the provision of anti-dazzle fencing where necessary. It is noted that the cost estimate difference between the options is significant, with Option 1

being the least expensive (Option 1 is approximately 74% of the cost of Option 2). At this point in time the actual cost estimates for each option are confidential.

6. **Should you insist on proceeding as planned, I would seek reassurance as to what measures you can carry out to minimise the impact on myself and my property – I would like to talk to you about the provision of gates (electric, [redacted]), noise abatement fencing between myself and the A1 and certainly the resurfacing of the old A1 as the current state of the road is very poor. I would also request that Environmental Health and Noise Assessments are carried out in relation to the impact of your preferred option on the properties which will be affected, particularly when farm traffic may be passing in the night or very early morning (noise impact tends to be greatest when the background noise is very low). In any event, I would be grateful if you could send me a copy of your assessment once it has been made.**

Accommodation Works

As no land is being vested on [redacted] property, he will not be entitled to accommodation works. However, [redacted] is entitled to seek compensation under a Part II claim.

Part II of the Land Acquisition and Compensation (NI) Order 1973 includes a right to compensation for reduction in value caused by the use of public works. Commonly referred to as "a Part II claim", it applies to certain "public works" such as highway, aerodrome and other works provided under statutory powers. Compensation is based upon the depreciation in the value of the land due to the "physical factors" caused by the use of the public works. The seven specified physical factors are noise, vibration, smell, fumes, smoke, artificial light, and discharge onto the land of any solid or liquid substance. In addition to decreasing the value of land, development works may cause inconvenience and discomfort to people living in the area.

Any entitlement to compensation under a Part II Claim will be assessed by the District Valuer (Land & Property Services) at that time.

Noise

It is expected that any passing traffic associated with Option 1 will be transient and limited. It is also noted that the effect of noise as a result of this project will continue to be assessed both during and after construction. Post construction monitoring and modelling will be conducted as part of the proposed development contract to ensure that the requirements of the Noise Insulation Regulations (NI) 1995 are adhered to.

Chapter 12.0 Noise and Vibration of the Environmental Impact Assessment Report (EIAR) presents the assessment of the potential noise impacts associated with the proposed A1 road improvement scheme. The focus of the chapter is on determining the worst-case noise level increases at the nearest sensitive receptors as a result of the proposals, both during construction and during operation within a 300m study area.

Potential noise impacts relating to sensitive receptors within the study area have been assessed in accordance with the UK Highways Agency Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 7 (HD213/11) – Noise & Vibration (2011).

The modelled results indicate that all properties modelled will experience a minor or negligible impact from the proposed road improvement scheme.

In relation to the particular traffic under Option 1, while it is acknowledged that the selection of this route (vehicles accessing and egressing lane to access [redacted]) will increase the number of vehicles which will pass by a number of residential and commercial properties, the volume of traffic along the proposed access lane will be substantially lower than the level of traffic required to generate significant noise impacts at any of these properties. It is noted that the dominant noise generator will continue to be the A1 mainline. The noise predictions at this property (see A1 Junctions Phase 2 EIAR, Volume 3, Appendix 12.2, [redacted], [redacted]) show no change in the year of opening (2021) and the design year (2036) with the proposed development in place. For the year 2021, the predicted noise level is 78.8 dB (A) *(dB (A) = Decibel - this is the unit of measurement used for sound pressure levels and noise levels and is quoted as dB). The decibel is a logarithmic scale rather than a linear one. A-weighting is a weighting applied to sound pressure levels so that they correspond to human hearing and this is expressed as dB(A) - it takes a 3dB increase to be audible)* with and without the proposed development in place and for the year 2036, the predicted noise level is 80.7dB(A) with and without the proposed development in place.

The Calculation of Road Traffic Noise (CRTN, 1988) describes low traffic flows in the context of calculating traffic noise as road segments with flows of between 50-200 vehicles per hour or between 1,000-4,000 vehicles over 18 hours (06:00 – 24:00). The traffic flows associated with Option 1 are less than the thresholds described in the previous sentence. All of the predicted noise level at this property is coming from the mainline A1 and will do in the future predicted year of 2036 presented in the paragraph above.

The Noise Insulation Regulations (NI) 1995 define the 3 conditions which must be met before noise insulation treatment would be required under the regulations. These are:

- The combined expected maximum traffic noise level, i.e. the relevant noise level, from the new or altered highway together with other traffic in the vicinity must not be less than the specific noise level (68 dB[A] L10 18-hour);
- The relevant noise level is at least 1.0 dB(A) more than prevailing noise level, i.e. the total traffic noise level existing before the works to construct or improve the highway were begun;
- The contribution to the increase in the relevant noise level from the new or altered highway must be at least 1.0 dB(A).

It is expected that any passing traffic (assessment of individual vehicles passing for a few seconds in a road scheme is so sporadic and below the threshold levels detailed it is not something that is considered as reflective of a dominant noise environment) associated with Option 1 will be transient and limited. As the property in question is immediately adjacent to the A1 mainline, the traffic noise coming from Option 1 is so far below that coming from the mainline A1 that are makes no contribution to the predicted noise levels for the years 2021 and 2036 as presented in the paragraphs above. As there is no change in the noise levels with the proposed development in place, the three conditions for noise insulation treatment under

the Noise Insulation Regulations (NI) 1995 are not met and this property does not qualify for noise insulation or noise mitigation in the form of barriers.

It is also noted that the effect of noise as a result of this project will continue to be assessed both during and after construction. Post construction monitoring and modelling will be conducted as part of the proposed development contract to ensure that the requirements of the Noise Insulation Regulations (NI) 1995 are adhered to.

Health

Health has been assessed as part of the EIAR. Chapter 15 (Population and Health) of the EIAR applies a broad socio-economic model of health that encompasses conventional health impacts such as disease, accidents and risk, along with wider health determinants vital to achieving good health and wellbeing such as employment and local amenity.

In this instance, the population and health chapter draws from and builds upon the wider EIAR technical disciplines (most notably: air quality; noise transport; and pedestrians, cyclists, equestrians and community effects), signposting to key sections, and does not seek to repeat text or replicate data from the associated EIAR chapters.

The chapter is further supported by a range of publicly available demographic, health and health care statistics. To keep this chapter concise, a summary of local community and health circumstance is provided within the main body text, with the full data available in Volume III Appendix 15.1 Health Baseline.

Roads (EIA) Regulations (NI) 2017 Article 67 paragraph 8(a), reinforces the consideration of population and health within the regulatory planning process, and sets a requirement for a distinct chapter (as detailed in Chapter 15 of the EIAR) within the EIAR to further communicate how and where population and health is inherently assessed and addressed.

Dfl Roads
Southern Division
29 January 2020

Objection number **OB04**

Name ..... [redacted]

Date Submitted ..... 04/06/2019& 25/07/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above objection and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

(Where an issue is referred to more than once within your submission or where issues raised relate to a similar topic, in the interests of completeness, the explanatory text within the response has been repeated for each issue)

04/06/2019 Communication

1. **I am writing to outline my objections to a section of the A1 Junctions Phase 2 project – namely the proposal outlined in your map** [redacted]

The Department considers it appropriate to make the following statement before addressing the specifics of your objection.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
   - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
   - Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
   - Investment Strategy for NI (ISNI) 2005-2015, published in December 2005;
   - Expanding the Strategic Road Improvement Programme 2015 Consultation Document, published in mid 2006;
   - Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
   - North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
   - Investment Strategy for NI 2008-2018, published in 2008;
   - Investment Delivery Plan for Roads (IDP) 2008, published in 2008;
   - Northern Ireland Executive Budget 2008 -2011, published in 2008;
   - Programme for Government 2008-2011, published in 2008;
   - Northern Ireland Executive Budget 2011 -2015, published in 2011;
   - Programme for Government 2011-2015, published in 2011;
   - Announcement by Finance Minister – Financial Allocations, published in February 2012;
   - The Regional Development Strategy 2035 (RDS 2035), published in March 2012;
   - Ensuring a Sustainable Transport Future- A New Approach to Regional Transportation (A New Approach), published in March 2012;

- Investment Strategy for NI 2011- 2021, published in 2012;
- A Fresh Start: The Stormont Agreement and Implementation Plan, published in November 2015;
- Northern Ireland Executive Budget 2016-2017, published in January 2016;
- Draft Programme for Government Framework 2016-2021, published in May 2016;
- NI Executive's Outcomes Delivery Plan 2018-19, published in June 2018.

b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

- Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
- The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
    - Listullycurran Road
    - Gowdystown Road
    - Skeltons Road/Drumneath Road
    - Waringsford Road;
- A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
- Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
- Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
- Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;
- Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
- Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the '5km' rule, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

2. **I know you considered 2 options for the traffic coming to and from the farm at [redacted] and you have settled on the one that will close the existing A1 access and route the traffic along a new stretch of road and past several houses and businesses on the old A1 stretch. My Father lives at [redacted] and I know he has submitted a detailed objection with a proposed alternative that we would all implore you to revisit, as we feel this is a much better and safer option. I stand by every point he has made in his letter, and I will not take up your time by repeating them all again here. My points are as follows:**

Following conversations and meetings with representatives from the Department and other interested stakeholders including [redacted], regarding the proposed access lane to serve a neighbouring land owner, an assessment was carried out during 2018 to review the options available. It is noted that the lane is required in order to ensure that future detours endured by the landowner, as a result of the proposed improvement works on the A1 mainline, would be within the policy guidance (RSPPG E038) of approximately 5km.

There were two principal options available, as outlined below:

Option 1: Provide a new access lane from the [redacted] to the existing access lane of the neighbouring landowner, running generally in parallel to the existing A1. This lane would be approximately 240m long. This option requires a small amount of fill at each end to tie in to existing roads/lanes, but can typically follow the existing ground profile for the majority of the route. This option also allows the existing access onto the A1 dual carriageway to be closed. It is noted that this is by the agreement of the landowner. This option requires approximately 580m2 (0.058 hectares) of 3rd party land to be vested.

Option 2: Provide a new access lane from the neighbouring landowner's farmyard to the [redacted], following field boundaries where possible and making use of an existing field gate access onto the [redacted] This lane would be approximately 350m long. This option would involve a substantial amount of cut and fill in order to provide a suitable gradient over a length of approximately 200m at the farmyard end of the lane. This option requires approximately 140m2 (0.014 hectares) of 3rd party land to be vested.

Both of these options were assessed against a number of factors including but not limited to: safety/ road design; land-take impacts; environmental impacts; costs and following this, Option 1 was considered to be most favourable. The main advantages of Option 1 are identified as follows:

- Taking into consideration construction costs and landowner compensation costs, Option 1 is significantly less expensive (Option 1 is approximately 74% of the cost of Option 2)

- It is considered that Option 1 performs better in terms of safety:

- A private access onto the mainline can be closed under Option 1, removing any potential hazardous manoeuvres associated with it. The proposed alternative access to the mainline will use merge and diverge lanes associated with the upgrade of a nearby left in/left out junctions. This will offer a much safer means of access for all traffic associated with the [redacted]
- Given the inherent substandard nature of [redacted] it is considered more appropriate to provide access onto the [redacted]. This takes into consideration:
  - Access lane and junction layout;

    Under Option 1, the proposed access lane joins the [redacted], which is of appropriate width and geometry. It is noted that the [redacted] was the [redacted] prior to the construction of the existing dual carriageway. Under Option 2, the access lane would connect with the [redacted] at the crest of a hill, where the existing road is of very narrow road width and substandard geometry.

  - Junction visibility;

    Under Option 1, junction visibility is not an issue as the access lane connects to the [redacted]. Under Option 2, 3rd party land would be required to accommodate appropriate visibility splays

  - The nature / geometry / forward visibility of the road onto which the access lane is being provided;

    Under Option 1, the access lane connects to the [redacted] which is of appropriate width and geometry. Under Option 2, the access lane would connect to the [redacted] which is very narrow and is difficult for two vehicles to pass, especially considering the vehicles associated with this proposal would typically involve large agricultural vehicles. The horizontal and vertical geometry is also substandard resulting in steep inclines, tight bends and reduced forward visibility. The Department would wish to avoid creating an access that would intensify movements of large vehicles at a particular point along this route.

- Option 1 will require approximately 580m2 (0.058 hectares) of 3rd party land to be vested. Option 2 will require approximately 140m2 (0.014 hectares) of 3rd party land to be vested. However, Option 1 requires a change in use of approximately 2,290m2 (0.229hectares) of land owned by the famer to accommodate the lane, whereas Option 2 requires a change in use of approximately 5,020m2 (0.502hectares) of land owned by the famer to accommodate the lane. Taking into consideration the area of landtake as well as impact on existing field size and layout, it is concluded that Option 1 provides least impact.

- Option 1 runs alongside the existing A1 corridor and has minimal environmental impact and requires less removal of habitat when compared to Option 2. Northern Ireland Priority habitats (Hedgerows are Northern Ireland priority habitats) would be lost as result of the proposed access lane (Option 2). Protected species would be directly impacted upon in Option 2. Extended Phase 1 Habitat Survey recorded, categorised and mapped the following habitats within the scheme extents of the left in/left out junctions and road

closures; semi-natural broadleaved woodland; broadleaved plantation woodland; mixed plantation woodland; scrub; semi-improved grassland; improved grassland; running water; arable; amenity grassland; hedgerows; and bare ground. Hedgerows are the only Northern Ireland Priority Habitat (NIPH) recorded within the scheme extents of the left in/left out junctions and road closures. Priority habitats include both those listed on Annex I of the Habitats Directive, which is transposed into national law by means of the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as Amended) and those identified under the Northern Ireland Biodiversity Strategy (NIBS). Priority habitats require conservation action due to their decline, rarity and importance. Priority species and habitats are subject to a higher level of protection.

It is acknowledged that by closing the existing farmyard access onto the mainline, travel distances to land farmed on the opposite side of the dual carriageway will be longer. However, closure of the existing access will remove this direct access from this strategic route and any potentially hazardous manoeuvres that would be associated with it. The proposed alternative access to the mainline involves the use of merge and diverge lanes associated with the upgrade of a nearby left in/left out junction, which offers a much safer means of access and concentrates movements to this junction. It is noted that the area of land on the opposite side of the dual carriageway owned by the neighbouring farmer is relatively small when compared to the overall farm holding and it is noted that he has not objected to the published proposals.

It is noted that the neighbouring farmer does not have an existing lane providing direct access to the [redacted] from his farmyard. There is a short section of grassed track serving to access fields from the [redacted], but access from the farmyard to this grassed track would be across existing fields.

It is noted that no other businesses or residents along the [redacted] have objected to the published proposals relating to the accommodation lane.

3. **Noise – Your proposal routes the traffic past homes and businesses, whereas the other route does not. I am particularly concerned about the noise and disturbance that will be caused as your proposal take the traffic past my father's bedroom window at about 20 feet.**

It is noted that no other businesses or residents along the [redacted] have objected to the published proposals relating to the accommodation lane.

Noise

Chapter 12.0 Noise and Vibration of the Environmental Impact Assessment Report (EIAR) presents the assessment of the potential noise impacts associated with the proposed A1 road improvement scheme. The focus of the chapter is on determining the worst-case noise level increases at the nearest sensitive receptors as a result of the proposals, both during construction and during operation within a 300m study area.

Potential noise impacts relating to sensitive receptors within the study area have been assessed in accordance with the UK Highways Agency Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 7 (HD213/11) – Noise & Vibration (2011).

The modelled results indicate that all properties modelled will experience a minor or negligible impact from the proposed road improvement scheme.

In relation to the particular traffic under Option 1, while it is acknowledged that the selection of this route (vehicles accessing and egressing lane to access [redacted]) will increase the number of vehicles which will pass by a number of residential and commercial properties, the volume of traffic along the proposed access lane will be substantially lower than the level of traffic required to generate significant noise impacts at any of these properties. It is noted that the dominant noise generator will continue to be the A1 mainline. The noise predictions at this property (see A1 Junctions Phase 2 EIAR, Volume 3, [redacted] show no change in the year of opening (2021) and the design year (2036) with the proposed development in place. For the year 2021, the predicted noise level is 78.8 dB (A) (dB (A) = Decibel - this is the unit of measurement used for sound pressure levels and noise levels and is quoted as dB). The decibel is a logarithmic scale rather than a linear one. A-weighting is a weighting applied to sound pressure levels so that they correspond to human hearing and this is expressed as dB(A) - it takes a 3dB increase to be audible) with and without the proposed development in place and for the year 2036, the predicted noise level is 80.7dB(A) with and without the proposed development in place.

The Calculation of Road Traffic Noise (CRTN, 1988) describes low traffic flows in the context of calculating traffic noise as road segments with flows of between 50-200 vehicles per hour or between 1,000-4,000 vehicles over 18 hours (06:00 – 24:00). The traffic flows associated with Option 1 are less than the thresholds described in the previous sentence. All of the predicted noise level at this property is coming from the mainline A1 and will do in the future predicted year of 2036 presented in the paragraph above.

The Noise Insulation Regulations (NI) 1995 define the 3 conditions which must be met before noise insulation treatment would be required under the regulations. These are:

- The combined expected maximum traffic noise level, i.e. the relevant noise level, from the new or altered highway together with other traffic in the vicinity must not be less than the specific noise level (68 dB[A] L10 18-hour);

- The relevant noise level is at least 1.0 dB(A) more than prevailing noise level, i.e. the total traffic noise level existing before the works to construct or improve the highway were begun;

- The contribution to the increase in the relevant noise level from the new or altered highway must be at least 1.0 dB(A).

It is expected that any passing traffic (assessment of individual vehicles passing for a few seconds in a road scheme is so sporadic and below the threshold levels detailed it is not something that is considered as reflective of a dominant noise environment) associated with Option 1 will be transient and limited. As the property in question is immediately adjacent to the A1 mainline, the traffic noise coming from Option 1 is so far below that coming from the mainline A1 that are makes no contribution to the predicted noise levels for the years 2021 and 2036 as presented in the paragraphs above. As there is no change in the noise levels with the proposed development in place, the three conditions for noise insulation treatment under the Noise Insulation Regulations (NI) 1995 are not met and this property does not qualify for noise insulation or noise mitigation in the form of barriers.

It is also noted that the effect of noise as a result of this project will continue to be assessed both during and after construction. Post construction monitoring and modelling will be conducted as part of the proposed development contract to ensure that the requirements of the Noise Insulation Regulations (NI) 1995 are adhered to.

Vibration

It is proposed that the surface of the [redacted] will be improved where it currently shows signs of deterioration. With regard to vibration, it is not common for vehicles travelling along a road to generate significant vibration impacts at properties adjacent to the road. The interaction between the rubber tyre and the road will not generate significant vibration levels. However, the resurfacing of the [redacted] will ensure vibration is minimised to the lowest possible levels. It is also noted that this will also act to mitigate any noise impact.

4. **Smell & pollution– Farms have slurry tankers. There have been issues before with the farmer at [redacted] leaving excess slurry on the [redacted]. To have this close to my Father's house and also the [redacted] would be obviously undesirable.**

Smell/Odour/Slurry

There will inevitably be temporary local impacts on properties close to the accommodation works. These impacts may include intermittent transient odours from agricultural vehicles. During the operational phase of the Proposed Development, the area surrounding the site comprises of predominantly agricultural rural land dotted with residential properties. Smell/Odours associated with the existing use is not likely to change significantly as a result of any proposed road alteration or increases in traffic flows. These effects are transient and are only associated with movement of agricultural machinery at certain times of the year.

This section of the [redacted] is currently a public road and will continue to be a public road during the operational phase. If any significant levels of dirt or slurry are spilled onto the road and not cleaned up by those responsible, then this will be an enforcement issue.

It is noted that no other businesses or residents along the [redacted] have objected to the published proposals relating to the accommodation lane.

5. **Safety for pedestrians – When I come to visit with my Grandson we will now have to watch him like a hawk as my Father's house will be surrounded on both sides by roads. There is also a risk to customers of the [redacted] where cars park on both sides of the road and near the junction with [redacted].**

Under current circumstances, the [redacted] is a Public Road with appropriate road width and it is not expected that the provision of the accommodation lane will have any impact on the usability of this road.

It is not expected that there will be any significant increase in traffic volumes as a result of the proposed works in this area. Whilst some additional traffic will be generated by the new access lane, traffic volumes will remain low. There is good visibility to oncoming traffic and appropriate carriageway widths are available, with a footway provided on the western side. It is noted that this road would be similar in nature to any other any other lightly trafficked rural public road. It is noted that all road users should exercise appropriate caution on any public road.

It is again highlighted that Option 1 performs better than Option 2 in terms of safety:

- A private access onto the mainline can be closed under Option 1.

- Given the inherent substandard nature of [redacted], it is considered more appropriate to provide access onto the [redacted]. This takes into consideration:- access lane and junction layout; junction visibility; the nature / geometry / forward visibility of the road onto which the access lane is being provided.

Whilst it is acknowledged that the new access lane is being provided to mitigate impacts on the owners of the farm at [redacted], there are other elements of the proposed development that will offer benefits to the residents of [redacted] including:

- The traffic currently accessing the [redacted] via the northern junction (to be closed under the proposed development), approximately 50m from their property, will be relocated 320m further away from their property to the location of the existing [redacted].
- [redacted] will be upgraded to a Left In/ Left Out arrangement, including the provision of a diverge and merge, which will provide safer access and egress for those using the junction.

On this basis, it is considered that the overall benefit of the proposed development, outweighs any perceived negative impact.

6. **Traffic – Have you considered the additional traffic that will be generated when the [redacted] proceeds with it's plans for a [redacted]? Or if the [redacted] holds another [redacted] on its land? Or if they expand their business in the future?**

Under current circumstances, the [redacted] is a Public Road with appropriate road width and it is not expected that the provision of the accommodation lane will have any impact on the operation of this road.

It is our understanding that the event referred to had traffic management measures agreed with the Department. It is anticipated that any future large public events proposed to be held may require their own permissions and traffic management approvals through the appropriate authorities.

Similarly, any proposed development or commercial ventures would require appropriate planning approval. It is noted that the Planning Approval for an extension to [redacted] has Conditions identifying that in advance of any development commencing, a Travel Plan and Parking Provision must be agreed with the Council to ensure adequate parking provision in the interests of road safety. It is noted the proposed [redacted] development has plans for improved access to the [redacted] and additional parking provision. If delivered, the [redacted] development should improve any parking issues in the area and also improve the access to the [redacted].

It is again highlighted that Option 1 performs better than Option 2 in terms of safety:

- A private access onto the mainline can be closed under Option 1.
- Given the inherent substandard nature of [redacted], it is considered more appropriate to provide access onto the [redacted]. This takes into consideration:- access lane and junction layout; junction visibility; the nature / geometry / forward visibility of the road onto which the access lane is being provided.

Whilst it is acknowledged that the new access lane is being provided to mitigate impacts on the owners of the farm at [redacted], there are other elements of the proposed development that will offer benefits to the residents of [redacted] including:

- The traffic currently accessing the [redacted] via the northern junction (to be closed under the proposed development), approximately 50m from their property, will be relocated 320m further away from their property to the location of the existing southern junction to the [redacted].
- The [redacted] will be upgraded to a Left In/ Left Out arrangement, including the provision of a diverge and merge, which will provide safer access and egress for those using the junction.

On this basis, it is considered that the overall benefit of the proposed development, outweighs any perceived negative impact.

7. **The alternative proposal we would like you to revisit still requires the closure of the central crossing for [redacted]. The alteration of that access to a left in / left out junction only mirrors what you are doing on the opposite side with the [redacted] junction. Neither proposal takes tractors off the A1 altogether, but our preferred proposal removes the requirement for all that large heavy machinery and tankers to pass close by the people who live and work on that stretch of the old A1.**

Following conversations and meetings with representatives from the Department and other interested stakeholders including [redacted], regarding the proposed access lane to serve a neighbouring land owner, an assessment was carried out during 2018 to review the options available. It is noted that the lane is required in order to ensure that future detours endured by the landowner, as a result of the proposed improvement works on the A1 mainline, would be within the policy guidance (RSPPG E038) of approximately 5km.

There were two principal options available, as outlined below:

Option 1: Provide a new access lane from the [redacted] to the existing access lane of the neighbouring landowner, running generally in parallel to the existing A1. This lane would be approximately 240m long. This option requires a small amount of fill at each end to tie in to existing roads/lanes, but can typically follow the existing ground profile for the majority of the route. This option also allows the existing access onto the A1 dual carriageway to be closed. It is noted that this is by the agreement of the landowner. This option requires approximately 580m2 (0.058 hectares) of 3rd party land to be vested.

Option 2: Provide a new access lane from the neighbouring landowner's farmyard to the [redacted], following field boundaries where possible and making use of an existing field gate access onto the [redacted]. This lane would be approximately 350m long. This option would involve a substantial amount of cut and fill in order to provide a suitable gradient over a length of approximately 200m at the farmyard end of the lane. This option requires approximately 140m2 (0.014 hectares) of 3rd party land to be vested.

Both of these options were assessed against a number of factors including but not limited to: safety/ road design; land-take impacts; environmental impacts; costs and following this, Option 1 was considered to be most favourable. The main advantages of Option 1 are identified as follows:

- Taking into consideration construction costs and landowner compensation costs, Option 1 is significantly less expensive (Option 1 is approximately 74% of the cost of Option 2)

- It is considered that Option 1 performs better in terms of safety:

    - A private access onto the mainline can be closed under Option 1, removing any potential hazardous manoeuvres associated with it. The proposed alternative access to the mainline will use merge and diverge lanes associated with the upgrade of a nearby left in/left out junctions. This will offer a much safer means of access for all traffic associated with the farm.
    - Given the inherent substandard nature of [redacted], it is considered more appropriate to provide access onto the [redacted]. This takes into consideration:
        - Access lane and junction layout;

          Under Option 1, the proposed access lane joins the [redacted], which is of appropriate width and geometry. It is noted that the [redacted] was the [redacted] prior to the construction of the existing dual carriageway. Under Option 2, the access lane would connect with the [redacted] at the crest of a hill, where the existing road is of very narrow road width and substandard geometry.

        - Junction visibility;

          Under Option 1, junction visibility is not an issue as the access lane connects to the [redacted]. Under Option 2, 3rd party land would be required to accommodate appropriate visibility splays

        - The nature / geometry / forward visibility of the road onto which the access lane is being provided;

          Under Option 1, the access lane connects to the [redacted] which is of appropriate width and geometry. Under Option 2, the access lane would connect to the [redacted] which is very narrow and is difficult for two vehicles to pass, especially considering the vehicles associated with this proposal would typically involve large agricultural vehicles. The horizontal and vertical geometry is also substandard resulting in steep inclines, tight bends and reduced forward visibility. The Department would wish to avoid creating an access that would intensify movements of large vehicles at a particular point along this route.

- Option 1 will require approximately 580m2 (0.058 hectares) of 3rd party land to be vested. Option 2 will require approximately 140m2 (0.014 hectares) of 3rd party land to be vested. However, Option 1 requires a change in use of approximately 2,290m2 (0.229hectares) of land owned by the famer to accommodate the lane, whereas Option 2 requires a change in use of approximately 5,020m2 (0.502hectares) of land owned by the famer to

accommodate the lane. Taking into consideration the area of landtake as well as impact on existing field size and layout, it is concluded that Option 1 provides least impact.

- Option 1 runs alongside the existing A1 corridor and has minimal environmental impact and requires less removal of habitat when compared to Option 2. Northern Ireland Priority habitats (Hedgerows are Northern Ireland priority habitats) would be lost as result of the proposed access lane (Option 2). Protected species would be directly impacted upon in Option 2. Extended Phase 1 Habitat Survey recorded, categorised and mapped the following habitats within the scheme extents of the left in/left out junctions and road closures; semi-natural broadleaved woodland; broadleaved plantation woodland; mixed plantation woodland; scrub; semi-improved grassland; improved grassland; running water; arable; amenity grassland; hedgerows; and bare ground. Hedgerows are the only Northern Ireland Priority Habitat (NIPH) recorded within the scheme extents of the left in/left out junctions and road closures. Priority habitats include both those listed on Annex I of the Habitats Directive, which is transposed into national law by means of the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as Amended) and those identified under the Northern Ireland Biodiversity Strategy (NIBS). Priority habitats require conservation action due to their decline, rarity and importance. Priority species and habitats are subject to a higher level of protection.

It is acknowledged that by closing the existing farmyard access onto the mainline, travel distances to land farmed on the opposite side of the dual carriageway will be longer. However, closure of the existing access will remove this direct access from this strategic route and any potentially hazardous manoeuvres that would be associated with it. The proposed alternative access to the mainline involves the use of merge and diverge lanes associated with the upgrade of the nearby [redacted] left in/left out, which offers a much safer means of access and concentrates movements to this junction. It is noted that the area of land on the opposite side of the dual carriageway owned by the neighbouring farmer is relatively small when compared to the overall farm holding and it is noted that he has not objected to the published proposals.

It is noted that the neighbouring farmer does not have an existing lane providing direct access to the [redacted] from his farmyard. There is a short section of grassed track serving to access fields from the [redacted], but access from the farmyard to this grassed track would be across existing fields.

It is noted that the suggestion of providing a merge and diverge (similar to the proposals for the [redacted] junction) are not considered appropriate for private accesses. Therefore, this is not considered a viable alternative to the closure of this private access.

It is noted that no other businesses or residents along the [redacted] have objected to the published proposals relating to the accommodation lane.

8. **Should you proceed as planned, I request that you engage with myself and my Father RE the possibility of installing gates / fencing as required to minimise the impact of the changes.**
As no land is being vested on [redacted] property, he will not be entitled to accommodation works. However, [redacted] is entitled to seek compensation under a Part II claim.

Part II of the Land Acquisition and Compensation (NI) Order 1973 includes a right to compensation for reduction in value caused by the use of public works. Commonly referred to as "a Part II claim", it applies to certain "public works" such as highway, aerodrome and other works provided under statutory powers. Compensation is based upon the depreciation in the value of the land due to the "physical factors" caused by the use of the public works. The seven specified physical factors are noise, vibration, smell, fumes, smoke, artificial light, and discharge onto the land of any solid or liquid substance. In addition to decreasing the value of land, development works may cause inconvenience and discomfort to people living in the area.

Any entitlement to compensation under a Part II Claim will be assessed by the District Valuer (Land & Property Services) at that time.

9. **I don't know if your proposal includes the resurfacing of the old A1 stretch past Nos. [redacted] but we feel this is also a necessity as the current road surface would increase and traffic noise only further.**

It is proposed that the surface of the [redacted] will be improved where it currently shows signs of deterioration. With regard to vibration, it is not common for vehicles travelling along a road to generate significant vibration impacts at properties adjacent to the road. The interaction between the rubber tyre and the road will not generate significant vibration levels. However, the resurfacing of the [redacted] will ensure vibration is minimised to the lowest possible levels. It is also noted that this will also act to mitigate any noise impact.

[redacted]

[redacted]

25/07/2019 Communication

I reference your email of 26th June (below) and Thank you for coming to meet with us on 9th July.

As my Father and I said at the conclusion of that meeting, we were minded to let our objections to this proposal stand, given the loose assurances of compensation somewhere down the line, vague assurances of the possibility of getting gates put on at No. [redacted] and the refusal to consider planting or preferably a noise barrier fence between No. [redacted] and the A1.

Having had time to consider and take futher advice, please take this email as confirmation that our objections DO still stand. We have not had sufficient reassurance RE the impact on my Father and his property (notwithstanding other properties) , we also believe that alternative proposals have still not been fully considered and written off, all because of a desire to close just one access on to the A1. Should this lead to a public inquiry, I will be happy to make a representation on behalf of my Father.

I would also like to take this opportunity to ask you what Human indicators have been used in the assessment that was made? If there were bats in the trees at the area under consideration or some rare newt it would be a major headache for you that would legally have to be resolved before the scheme got it's go-ahead. What indicator is being used to capture may Father's discomfort and distress?

Following conversations and meetings with representatives from the Department and other interested stakeholders including [redacted], regarding the proposed access lane to serve a neighbouring land owner, an assessment was carried out during 2018 to review the options available. It is noted that the lane is required in order to ensure that future detours endured by the landowner, as a result of the proposed improvement works on the A1 mainline, would be within the policy guidance (RSPPG E038) of approximately 5km.

There were two principal options available, as outlined below:

Option 1: Provide a new access lane from the [redacted] end of the [redacted] to the existing access lane of the neighbouring landowner, running generally in parallel to the existing A1. This lane would be approximately 240m long. This option requires a small amount of fill at each end to tie in to existing roads/lanes, but can typically follow the existing ground profile for the majority of the route. This option also allows the existing access onto the A1 dual carriageway to be closed. It is noted that this is by the agreement of the landowner. This option requires approximately 580m2 (0.058 hectares) of 3rd party land to be vested.

Option 2: Provide a new access lane from the neighbouring landowner's farmyard to the [redacted], following field boundaries where possible and making use of an existing field gate access onto the [redacted]. This lane would be approximately 350m long. This option would involve a substantial amount of cut and fill in order to provide a suitable gradient over a length of approximately 200m at the farmyard end of the lane. This option requires approximately 140m2 (0.014 hectares) of 3rd party land to be vested.

Both of these options were assessed against a number of factors including but not limited to: safety/ road design; land-take impacts; environmental impacts; costs and following this, Option 1 was considered to be most favourable. The main advantages of Option 1 are identified as follows:

- Taking into consideration construction costs and landowner compensation costs, Option 1 is significantly less expensive (Option 1 is approximately 74% of the cost of Option 2)

- It is considered that Option 1 performs better in terms of safety:

    - A private access onto the mainline can be closed under Option 1, removing any potential hazardous manoeuvres associated with it. The proposed alternative access to the mainline will use merge and diverge lanes associated with the upgrade of a nearby left in/left out junctions. This will offer a much safer means of access for all traffic associated with the farm.
    - Given the inherent substandard nature of [redacted], it is considered more appropriate to provide access onto the [redacted] This takes into consideration:
        - Access lane and junction layout;

          Under Option 1, the proposed access lane joins the [redacted] end of the [redacted] which is of appropriate width and geometry. It is noted that the [redacted] was the [redacted] prior to the construction of the existing dual carriageway. Under Option 2, the access lane would connect with the [redacted] at the crest of a hill, where the existing road is of very narrow road width and substandard geometry.

        - Junction visibility;

          Under Option 1, junction visibility is not an issue as the access lane connects to the [redacted] end of the [redacted]. Under Option 2, 3rd party land would be required to accommodate appropriate visibility splays

        - The nature / geometry / forward visibility of the road onto which the access lane is being provided;

          Under Option 1, the access lane connects to the [redacted] which is of appropriate width and geometry. Under Option 2, the access lane would connect to the [redacted] which is very narrow and is difficult for two vehicles to pass, especially considering the vehicles associated with this proposal would typically involve large agricultural vehicles. The horizontal and vertical geometry is also substandard resulting in steep inclines, tight bends and reduced forward visibility. The Department would wish to avoid creating an access that would intensify movements of large vehicles at a particular point along this route.

- Option 1 will require approximately 580m2 (0.058 hectares) of 3rd party land to be vested. Option 2 will require approximately 140m2 (0.014 hectares) of 3rd party land to be vested. However, Option 1 requires a change in use of approximately 2,290m2 (0.229hectares) of land owned by the famer to accommodate the lane, whereas Option 2 requires a change in use of approximately 5,020m2 (0.502hectares) of land owned by the famer to accommodate the lane. Taking into consideration the area of landtake as well as impact on existing field size and layout, it is concluded that Option 1 provides least impact.

- Option 1 runs alongside the existing A1 corridor and has minimal environmental impact and requires less removal of habitat when compared to Option 2. Northern Ireland Priority habitats (Hedgerows are Northern Ireland priority habitats) would be lost as result of the proposed access lane (Option 2). Protected species would be directly impacted upon in Option 2. Extended Phase 1 Habitat Survey recorded, categorised and mapped the following habitats within the scheme extents of the left in/left out junctions and road closures; semi-natural broadleaved woodland; broadleaved plantation woodland; mixed plantation woodland; scrub; semi-improved grassland; improved grassland; running water; arable; amenity grassland; hedgerows; and bare ground. Hedgerows are the only Northern Ireland Priority Habitat (NIPH) recorded within the scheme extents of the left in/left out junctions and road closures. Priority habitats include both those listed on Annex I of the Habitats Directive, which is transposed into national law by means of the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as Amended) and those identified under the Northern Ireland Biodiversity Strategy (NIBS). Priority habitats require conservation action due to their decline, rarity and importance. Priority species and habitats are subject to a higher level of protection.

It is acknowledged that by closing the existing farmyard access onto the mainline, travel distances to land farmed on the opposite side of the dual carriageway will be longer. However, closure of the existing access will remove this direct access from this strategic route and any potentially hazardous manoeuvres that would be associated with it. The proposed alternative access to the mainline involves the use of merge and diverge lanes associated with the upgrade of the nearby [redacted] left in/left out, which offers a much safer means of access and concentrates movements to this junction. It is noted that the area of land on the opposite side of the dual carriageway owned by the neighbouring farmer is relatively small when compared to the overall farm holding and it is noted that he has not objected to the published proposals.

It is noted that the neighbouring farmer does not have an existing lane providing direct access to the [redacted] from his farmyard. There is a short section of grassed track serving to access fields from the [redacted], but access from the farmyard to this grassed track would be across existing fields.

Accommodation Works

As no land is being vested on [redacted] property, he will not be entitled to accommodation works. However, [redacted] is entitled to seek compensation under a Part II claim.

Part II of the Land Acquisition and Compensation (NI) Order 1973 includes a right to compensation for reduction in value caused by the use of public works. Commonly referred to as "a Part II claim", it applies to certain "public works" such as highway, aerodrome and other works provided under statutory powers. Compensation is based upon the depreciation in the value of the land due to the "physical factors" caused by the use of the public works. The seven specified physical factors are noise, vibration, smell, fumes, smoke, artificial light, and discharge onto the land of any solid or liquid substance. In addition to decreasing the value of land, development works may cause inconvenience and discomfort to people living in the area.

Any entitlement to compensation under a Part II Claim will be assessed by the District Valuer (Land & Property Services) at that time.

Health

In relation to human indicators – human health has been assessed in the EIAR. Chapter 15 (Population and Health) of the EIAR applies a broad socio-economic model of health that encompasses conventional health impacts such as disease, accidents and risk, along with wider health determinants vital to achieving good health and wellbeing such as employment and local amenity.

In this instance, the population and health chapter draws from and builds upon the wider EIAR technical disciplines (most notably: air quality; noise transport; and pedestrians, cyclists, equestrians and community effects), signposting to key sections, and does not seek to repeat text or replicate data from the associated EIAR chapters.

The chapter is further supported by a range of publicly available demographic, health and health care statistics. To keep this chapter concise, a summary of local community and health circumstance is provided within the main body text, with the full data available in Volume III Appendix 15.1 Health Baseline.

Roads (EIA) Regulations (NI) 2017 Article 67 paragraph 8(a), reinforces the consideration of population and health within the regulatory planning process, and sets a requirement for a distinct chapter (as detailed in Chapter 15 of the EIAR) within the EIAR to further communicate how and where population and health is inherently assessed and addressed.

Dfl Roads
Southern Division
29 January 2020

Objection number **OB05**

Name ..... [redacted]

Date Submitted 05/06/2019

NIMVO Map/Plot number ..... N/A

The Department has considered the correspondence in the above objection and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

1. **I am writing to outline my objections to a section of the A1 Junctions Phase 2 project – namely the proposal outlined in your map [redacted] Specifically, I am objecting to the proposal to close the direct A1 access for the farm located at [redacted], and to route its access past Nos. [redacted], and also the [redacted]. My [redacted] Father lives at No. [redacted], and for some 42 years the old A1 leading down to his house has been a dead end.**

   The Department considers it appropriate to make the following statement before addressing the specifics of your objection.

   Development Priorities

   a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
      - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
      - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
      - Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
      - Investment Strategy for NI (ISNI) 2005-2015, published in December 2005;
      - Expanding the Strategic Road Improvement Programme 2015 Consultation Document, published in mid 2006;
      - Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
      - North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
      - Investment Strategy for NI 2008-2018, published in 2008;
      - Investment Delivery Plan for Roads (IDP) 2008, published in 2008;
      - Northern Ireland Executive Budget 2008 -2011, published in 2008;
      - Programme for Government 2008-2011, published in 2008;
      - Northern Ireland Executive Budget 2011 -2015, published in 2011;
      - Programme for Government 2011-2015, published in 2011;
      - Announcement by Finance Minister – Financial Allocations, published in February 2012;
      - The Regional Development Strategy 2035 (RDS 2035), published in March 2012;

- Ensuring a Sustainable Transport Future- A New Approach to Regional Transportation (A New Approach), published in March 2012;
- Investment Strategy for NI 2011- 2021, published in 2012;
- A Fresh Start: The Stormont Agreement and Implementation Plan, published in November 2015;
- Northern Ireland Executive Budget 2016-2017, published in January 2016;
- Draft Programme for Government Framework 2016-2021, published in May 2016;
- NI Executive's Outcomes Delivery Plan 2018-19, published in June 2018.

b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

- Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
- The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
    - Listullycurran Road
    - Gowdystown Road
    - Skeltons Road/Drumneath Road
    - Waringsford Road;
- A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
- Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
- Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
- Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;

- Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
- Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the '5km' rule, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it

[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

2. **I am objecting to the proposal to route farm traffic through here as I am worried about the impact the noise, vibration, dust and pollution from slurry tankers etc will have on my [redacted], as well as his safety and that of others who live and work and visit along this stretch of road.**

Assessment of Options

Following conversations and meetings with representatives from the Department and other interested stakeholders including [redacted], regarding the proposed access lane to serve a neighbouring land owner, an assessment was carried out during 2018 to review the options available. It is noted that the lane is required in order to ensure that future detours endured by the landowner, as a result of the proposed improvement works on the A1 mainline, would be within the policy guidance (RSPPG E038) of approximately 5km.

There were two principal options available, as outlined below:

Option 1: Provide a new access lane from the [redacted] to the existing access lane of the neighbouring landowner, running generally in parallel to the existing A1. This lane would be approximately 240m long. This option requires a small amount of fill at each end to tie in to existing roads/lanes, but can typically follow the existing ground profile for the majority of the route. This option also allows the existing access onto the A1 dual carriageway to be closed. It is noted that this is by the agreement of the landowner. This option requires approximately 580m2 (0.058 hectares) of 3rd party land to be vested.

Option 2: Provide a new access lane from the neighbouring landowner's farmyard to the [redacted], following field boundaries where possible and making use of an existing field gate access onto the [redacted]. This lane would be approximately 350m long. This option would involve a substantial amount of cut and fill in order to provide a suitable gradient over a length of approximately 200m at the farmyard end of the lane. This option requires approximately 140m2 (0.014 hectares) of 3rd party land to be vested.

Both of these options were assessed against a number of factors including but not limited to: safety/ road design; land-take impacts; environmental impacts; costs and following this, Option 1 was considered to be most favourable. The main advantages of Option 1 are identified as follows:

- Taking into consideration construction costs and landowner compensation costs, Option 1 is significantly less expensive (Option 1 is approximately 74% of the cost of Option 2)

- It is considered that Option 1 performs better in terms of safety:

- A private access onto the mainline can be closed under Option 1, removing any potential hazardous manoeuvres associated with it. The proposed alternative access to the mainline will use merge and diverge lanes associated with the upgrade of a nearby left in/left out junctions. This will offer a much safer means of access for all traffic associated with the farm.
- Given the inherent substandard nature of [redacted], it is considered more appropriate to provide access onto the [redacted]. This takes into consideration:
  - Access lane and junction layout;

    Under Option 1, the proposed access lane joins the [redacted], which is of appropriate width and geometry. It is noted that the [redacted] was the [redacted] prior to the construction of the existing dual carriageway. Under Option 2, the access lane would connect with the [redacted] at the crest of a hill, where the existing road is of very narrow road width and substandard geometry.

  - Junction visibility;

    Under Option 1, junction visibility is not an issue as the access lane connects to the [redacted] end of the [redacted]. Under Option 2, 3rd party land would be required to accommodate appropriate visibility splays

  - The nature / geometry / forward visibility of the road onto which the access lane is being provided;

    Under Option 1, the access lane connects to the [redacted] which is of appropriate width and geometry. Under Option 2, the access lane would connect to the [redacted] which is very narrow and is difficult for two vehicles to pass, especially considering the vehicles associated with this proposal would typically involve large agricultural vehicles. The horizontal and vertical geometry is also substandard resulting in steep inclines, tight bends and reduced forward visibility. The Department would wish to avoid creating an access that would intensify movements of large vehicles at a particular point along this route.

- Option 1 will require approximately 580m2 (0.058 hectares) of 3rd party land to be vested. Option 2 will require approximately 140m2 (0.014 hectares) of 3rd party land to be vested. However, Option 1 requires a change in use of approximately 2,290m2 (0.229hectares) of land owned by the famer to accommodate the lane, whereas Option 2 requires a change in use of approximately 5,020m2 (0.502hectares) of land owned by the famer to accommodate the lane. Taking into consideration the area of landtake as well as impact on existing field size and layout, it is concluded that Option 1 provides least impact.

- Option 1 runs alongside the existing A1 corridor and has minimal environmental impact and requires less removal of habitat when compared to Option 2. Northern Ireland Priority habitats (Hedgerows are Northern Ireland priority habitats) would be

lost as result of the proposed access lane (Option 2). Protected species would be directly impacted upon in Option 2. Extended Phase 1 Habitat Survey recorded, categorised and mapped the following habitats within the scheme extents of the left in/left out junctions and road closures; semi-natural broadleaved woodland; broadleaved plantation woodland; mixed plantation woodland; scrub; semi-improved grassland; improved grassland; running water; arable; amenity grassland; hedgerows; and bare ground. Hedgerows are the only Northern Ireland Priority Habitat (NIPH) recorded within the scheme extents of the left in/left out junctions and road closures. Priority habitats include both those listed on Annex I of the Habitats Directive, which is transposed into national law by means of the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as Amended) and those identified under the Northern Ireland Biodiversity Strategy (NIBS). Priority habitats require conservation action due to their decline, rarity and importance. Priority species and habitats are subject to a higher level of protection.

It is acknowledged that by closing the existing farmyard access onto the mainline, travel distances to land farmed on the opposite side of the dual carriageway will be longer. However, closure of the existing access will remove this direct access from this strategic route and any potentially hazardous manoeuvres that would be associated with it. The proposed alternative access to the mainline involves the use of merge and diverge lanes associated with the upgrade of the nearby [redacted] left in/left out, which offers a much safer means of access and concentrates movements to this junction. It is noted that the area of land on the opposite side of the dual carriageway owned by the neighbouring farmer is relatively small when compared to the overall farm holding and it is noted that he has not objected to the published proposals.

It is noted that the neighbouring farmer does not have an existing lane providing direct access to the [redacted] from his farmyard. There is a short section of grassed track serving to access fields from the [redacted], but access from the farmyard to this grassed track would be across existing fields.

It is noted that no other businesses or residents along the [redacted] have objected to the published proposals relating to the accommodation lane.

On this basis, it is considered that the overall benefit of the scheme, outweighs any perceived negative impact.

Noise

Chapter 12.0 Noise and Vibration of the Environmental Impact Assessment Report (EIAR) presents the assessment of the potential noise impacts associated with the proposed A1 road improvement scheme. The focus of the chapter is on determining the worst-case noise level increases at the nearest sensitive receptors as a result of the proposals, both during construction and during operation within a 300m study area.

Potential noise impacts relating to sensitive receptors within the study area have been assessed in accordance with the UK Highways Agency Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 7 (HD213/11) – Noise & Vibration (2011).

The modelled results indicate that all properties modelled will experience a minor or negligible impact from the proposed road improvement scheme.

In relation to the particular traffic under Option 1, while it is acknowledged that the selection of this route (vehicles accessing and egressing lane to access [redacted]) will increase the number of vehicles which will pass by a number of residential and commercial properties, the volume of traffic along the proposed access lane will be substantially lower than the level of traffic required to generate significant noise impacts at any of these properties. It is noted that the dominant noise generator will continue to be the A1 mainline. The noise predictions at this property (see A1 Junctions Phase 2 EIAR, Volume 3, Appendix 12.2, [redacted], [redacted]) show no change in the year of opening (2021) and the design year (2036) with the proposed development in place. For the year 2021, the predicted noise level is 78.8 dB (A) (dB (A) = Decibel - this is the unit of measurement used for sound pressure levels and noise levels and is quoted as dB). The decibel is a logarithmic scale rather than a linear one. A-weighting is a weighting applied to sound pressure levels so that they correspond to human hearing and this is expressed as dB(A) - it takes a 3dB increase to be audible) with and without the proposed development in place and for the year 2036, the predicted noise level is 80.7dB(A) with and without the proposed development in place.

The Calculation of Road Traffic Noise (CRTN, 1988) describes low traffic flows in the context of calculating traffic noise as road segments with flows of between 50-200 vehicles per hour or between 1,000-4,000 vehicles over 18 hours (06:00 – 24:00). The traffic flows associated with Option 1 are less than the thresholds described in the previous sentence. All of the predicted noise level at this property is coming from the mainline A1 and will do in the future predicted year of 2036 presented in the paragraph above.

The Noise Insulation Regulations (NI) 1995 define the 3 conditions which must be met before noise insulation treatment would be required under the regulations. These are:

- The combined expected maximum traffic noise level, i.e. the relevant noise level, from the new or altered highway together with other traffic in the vicinity must not be less than the specific noise level (68 dB[A] L10 18-hour);

- The relevant noise level is at least 1.0 dB(A) more than prevailing noise level, i.e. the total traffic noise level existing before the works to construct or improve the highway were begun;

- The contribution to the increase in the relevant noise level from the new or altered highway must be at least 1.0 dB(A).

It is expected that any passing traffic (assessment of individual vehicles passing for a few seconds in a road scheme is so sporadic and below the threshold levels detailed it is not something that is considered as reflective of a dominant noise environment) associated with Option 1 will be transient and limited. As the property in question is immediately adjacent to the A1 mainline, the traffic noise coming from Option 1 is so far below that coming from the mainline A1 that are makes no contribution to the predicted noise levels for the years 2021 and 2036 as presented in the paragraphs above. As there is no change in the noise levels with the proposed development in place, the three conditions for noise insulation treatment under the Noise Insulation Regulations (NI) 1995 are not met and this property does not qualify for noise insulation or noise mitigation in the form of barriers.

It is also noted that the effect of noise as a result of this project will continue to be assessed both during and after construction. Post construction monitoring and modelling will be conducted as part of the scheme contract to ensure that the requirements of the Noise Insulation Regulations (NI) 1995 are adhered to.

Vibration

It is proposed that the surface of the [redacted] will be improved where it currently shows signs of deterioration. With regard to vibration, it is not common for vehicles travelling along a road to generate significant vibration impacts at properties adjacent to the road. The interaction between the rubber tyre and the road will not generate significant vibration levels. However, the resurfacing of the [redacted] will ensure vibration is minimised to the lowest possible levels. It is also noted that this will also act to mitigate any noise impact.

Dust

Concentration-based limit values and objectives have been set for the PM10 suspended particle fraction, but no statutory or official numerical air quality criterion for dust annoyance has been set at a UK, European or World Health Organisation (WHO) level. Construction dust assessments have tended to be risk based, focusing on the appropriate measures to be used to keep dust impacts at an acceptable level. During the construction phase there will be associated air quality and dust impacts that are typical of such a Proposed Development. A series of mitigation measures have been detailed in the EIAR with respect to dust control. With such mitigation in place, the assessment carried out has shown that any off-site impacts from dust emissions during the construction phase will be not significant. There are no predicted significant residual impacts from construction dust from the Proposed Development.

During the operation of the Proposed Development, based on the air quality assessment undertaken at this stage, it is predicted that pollutant concentrations following construction of the Proposed Development would remain well below the National Air Quality Strategy (NAQS) limit values (this includes particulates). With regard to dust, there will inevitably be some temporary local impacts on properties close to the proposed access lane. These impacts will include potential increase in fugitive dust. These effects are transient and limited.

Smell/Odour/Slurry

There will inevitably be temporary local impacts on properties close to the proposed access lane. These impacts may include intermittent transient odours from agricultural vehicles. During the operational phase of the Proposed Development, the area surrounding the site comprises of predominantly agricultural rural land dotted with residential properties. Smell/Odours associated with the existing use is not likely to change significantly as a result of any proposed road alteration or increases in traffic flows. These effects are transient and are only associated with movement of agricultural machinery at certain times of the year.

This section of the [redacted] is currently a public road and will continue to be a public road during the operational phase. If any significant levels of dirt or slurry are spilled onto the road and not cleaned up by those responsible, then this will be an enforcement issue.

Health

In relation to human indicators – human health has been assessed in the EIAR. Chapter 15 (Population and Health) of the EIAR applies a broad socio-economic model of health that encompasses conventional health impacts such as disease, accidents and risk, along with wider health determinants vital to achieving good health and wellbeing such as employment and local amenity.

In this instance, the population and health chapter draws from and builds upon the wider EIAR technical disciplines (most notably: air quality; noise transport; and pedestrians, cyclists, equestrians and community effects), signposting to key sections, and does not seek to repeat text or replicate data from the associated EIAR chapters.

The chapter is further supported by a range of publicly available demographic, health and health care statistics. To keep this chapter concise, a summary of local community and health circumstance is provided within the main body text, with the full data available in Volume III Appendix 15.1 Health Baseline.

Roads (EIA) Regulations (NI) 2017 Article 67 paragraph 8(a), reinforces the consideration of population and health within the regulatory planning process, and sets a requirement for a distinct chapter (as detailed in Chapter 15 of the EIAR) within the EIAR to further communicate how and where population and health is inherently assessed and addressed.

Safety

Under current circumstances, the [redacted] is a Public Road with appropriate road width and it is not expected that the provision of the accommodation lane will have any impact on the usability of this road.

It is not expected that there will be any significant increase in traffic volumes as a result of the proposed works in this area. Whilst some additional traffic will be generated by the new access lane, traffic volumes will remain low. There is good visibility to oncoming traffic and appropriate carriageway widths are available, with a footway provided on the western side. It is noted that this road would be similar in nature to any other any other lightly trafficked rural public road. It is noted that all road users should exercise appropriate caution on any public road.

It is again highlighted that Option 1 performs better than Option 2 in terms of safety:

- A private access onto the mainline can be closed under Option 1.
- Given the inherent substandard nature of [redacted], it is considered more appropriate to provide access onto the [redacted]. This takes into consideration:- access lane and junction layout; junction visibility; the nature / geometry / forward visibility of the road onto which the access lane is being provided.

Whilst it is acknowledged that the new access lane is being provided to mitigate impacts on the owners of the [redacted], there are other elements of the proposed development that will offer benefits to the residents of [redacted] including:

- The traffic currently accessing the [redacted] (to be closed under the proposed development), approximately 50m from their property, will be relocated 320m further away from their property to the location of the existing [redacted].
- The [redacted] will be upgraded to a Left In/ Left Out arrangement, including the provision of a diverge and merge, which will provide safer access and egress for those using the junction.

On this basis, it is considered that the overall benefit of the proposed development, outweighs any perceived negative impact.

3. **I know you will have received a letter / email from my father outlining detailed objections to the proposal, and I will not repeat them all here, but I stand by those detailed objections also.**

I know there is an alternative route you could consider, where the farm's A1 access is kept open, albeit as a left in / left out junction with the centre access closed. This would allow the easiest and shortest access to the farmer's fields over on the [redacted] and also the easy access for milk tankers and other traffic. The farmer's fields on [redacted] could be accessed directly using the existing farm lane (which is currently in use by the farmer anyway!), removing the need for any additional traffic to travel past the houses and businesses along the old A1 stretch. Surely this makes more sense and works out cheaper as well?

Assessment of Options

Following conversations and meetings with representatives from the Department and other interested stakeholders including [redacted], regarding the proposed access lane to serve a neighbouring land owner, an assessment was carried out during 2018 to review the options available. It is noted that the lane is required in order to ensure that future detours endured by the landowner, as a result of the proposed improvement works on the A1 mainline, would be within the policy guidance (RSPPG E038) of approximately 5km.

There were two principal options available, as outlined below:

Option 1: Provide a new access lane from the [redacted] end of the [redacted] to the existing access lane of the neighbouring landowner, running generally in parallel to the existing A1. This lane would be approximately 240m long. This option requires a small amount of fill at each end to tie in to existing roads/lanes, but can typically follow the existing ground profile for the majority of the route. This option also allows the existing access onto the A1 dual carriageway to be closed. It is noted that this is by the agreement of the landowner. This option requires approximately 580m2 (0.058 hectares) of 3rd party land to be vested.

Option 2: Provide a new access lane from the neighbouring landowner's farmyard to the [redacted], following field boundaries where possible and making use of an existing field gate access onto the [redacted]. This lane would be approximately 350m long. This option would involve a substantial amount of cut and fill in order to provide a suitable gradient over a length of approximately 200m at the farmyard end of the lane. This option requires approximately 140m2 (0.014 hectares) of 3rd party land to be vested.

Both of these options were assessed against a number of factors including but not limited to: safety/ road design; land-take impacts; environmental impacts; costs and following this, Option 1 was considered to be most favourable. The main advantages of Option 1 are identified as follows:

- Taking into consideration construction costs and landowner compensation costs, Option 1 is significantly less expensive (Option 1 is approximately 74% of the cost of Option 2)

- It is considered that Option 1 performs better in terms of safety:

    - A private access onto the mainline can be closed under Option 1, removing any potential hazardous manoeuvres associated with it. The proposed alternative access to the mainline will use merge and diverge lanes associated with the upgrade of a nearby left in/left out junctions. This will offer a much safer means of access for all traffic associated with the farm.
    - Given the inherent substandard nature of [redacted], it is considered more appropriate to provide access onto the [redacted]. This takes into consideration:
        - Access lane and junction layout;

          Under Option 1, the proposed access lane joins the [redacted], which is of appropriate width and geometry. It is noted that the [redacted] was the [redacted] prior to the construction of the existing dual carriageway. Under Option 2, the access lane would connect with the [redacted] at the crest of a hill, where the existing road is of very narrow road width and substandard geometry.

        - Junction visibility;

          Under Option 1, junction visibility is not an issue as the access lane connects to the [redacted]. Under Option 2, 3rd party land would be required to accommodate appropriate visibility splays

        - The nature / geometry / forward visibility of the road onto which the access lane is being provided;

          Under Option 1, the access lane connects to the [redacted] which is of appropriate width and geometry. Under Option 2, the access lane would connect to the [redacted] which is very narrow and is difficult for two vehicles to pass, especially considering the vehicles associated with this proposal would typically involve large agricultural vehicles. The horizontal and vertical geometry is also substandard resulting in steep inclines, tight bends and reduced forward visibility. The Department would wish to avoid creating an access that would intensify movements of large vehicles at a particular point along this route.

- Option 1 will require approximately 580m2 (0.058 hectares) of 3rd party land to be vested. Option 2 will require approximately 140m2 (0.014 hectares) of 3rd party land

to be vested. However, Option 1 requires a change in use of approximately 2,290m2 (0.229hectares) of land owned by the famer to accommodate the lane, whereas Option 2 requires a change in use of approximately 5,020m2 (0.502hectares) of land owned by the famer to accommodate the lane. Taking into consideration the area of landtake as well as impact on existing field size and layout, it is concluded that Option 1 provides least impact.

- Option 1 runs alongside the existing A1 corridor and has minimal environmental impact and requires less removal of habitat when compared to Option 2. Northern Ireland Priority habitats (Hedgerows are Northern Ireland priority habitats) would be lost as result of the proposed access lane (Option 2). Protected species would be directly impacted upon in Option 2. Extended Phase 1 Habitat Survey recorded, categorised and mapped the following habitats within the scheme extents of the left in/left out junctions and road closures; semi-natural broadleaved woodland; broadleaved plantation woodland; mixed plantation woodland; scrub; semi-improved grassland; improved grassland; running water; arable; amenity grassland; hedgerows; and bare ground. Hedgerows are the only Northern Ireland Priority Habitat (NIPH) recorded within the scheme extents of the left in/left out junctions and road closures. Priority habitats include both those listed on Annex I of the Habitats Directive, which is transposed into national law by means of the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as Amended) and those identified under the Northern Ireland Biodiversity Strategy (NIBS). Priority habitats require conservation action due to their decline, rarity and importance. Priority species and habitats are subject to a higher level of protection.

It is acknowledged that by closing the existing farmyard access onto the mainline, travel distances to land farmed on the opposite side of the dual carriageway will be longer. However, closure of the existing access will remove this direct access from this strategic route and any potentially hazardous manoeuvres that would be associated with it. The proposed alternative access to the mainline involves the use of merge and diverge lanes associated with the upgrade of the nearby [redacted] left in/left out, which offers a much safer means of access and concentrates movements to this junction. It is noted that the area of land on the opposite side of the dual carriageway owned by the neighbouring farmer is relatively small when compared to the overall farm holding and it is noted that he has not objected to the published proposals.

It is noted that the neighbouring farmer does not have an existing lane providing direct access to the [redacted] from his farmyard. There is a short section of grassed track serving to access fields from the [redacted] but access from the farmyard to this grassed track would be across existing fields.

It is noted that no other businesses or residents along the [redacted] have objected to the published proposals relating to the accommodation lane.

Dfl Roads
Southern Division
29 January 2020

Objection number **OB06**

Name ..... [redacted]

Date Submitted 09/06/2019

NIMVO Map/Plot number ..... N/A

The Department has considered the correspondence in the above objection and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

1. **RE the proposal to close the direct A1 access for [redacted] and route the resulting farm traffic via the stretch of old A1 that services numbers [redacted] and [redacted] –**

   I wish to register my objections to the proposal, ask you to reconsider and revisit the alternative route which I know has been suggested to you by my [redacted].

   The Department considers it appropriate to make the following statement before addressing the specifics of your objection.

   Development Priorities

   a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
      - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
      - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
      - Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
      - Investment Strategy for NI (ISNI) 2005-2015, published in December 2005;
      - Expanding the Strategic Road Improvement Programme 2015 Consultation Document, published in mid 2006;
      - Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
      - North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
      - Investment Strategy for NI 2008-2018, published in 2008;
      - Investment Delivery Plan for Roads (IDP) 2008, published in 2008;
      - Northern Ireland Executive Budget 2008 -2011, published in 2008;
      - Programme for Government 2008-2011, published in 2008;
      - Northern Ireland Executive Budget 2011 -2015, published in 2011;
      - Programme for Government 2011-2015, published in 2011;
      - Announcement by Finance Minister – Financial Allocations, published in February 2012;

- The Regional Development Strategy 2035 (RDS 2035), published in March 2012;
- Ensuring a Sustainable Transport Future- A New Approach to Regional Transportation (A New Approach), published in March 2012;
- Investment Strategy for NI 2011- 2021, published in 2012;
- A Fresh Start: The Stormont Agreement and Implementation Plan, published in November 2015;
- Northern Ireland Executive Budget 2016-2017, published in January 2016;
- Draft Programme for Government Framework 2016-2021, published in May 2016;
- NI Executive's Outcomes Delivery Plan 2018-19, published in June 2018.

b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

- Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
- The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
    - Listullycurran Road
    - Gowdystown Road
    - Skeltons Road/Drumneath Road
    - Waringsford Road;
- A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
- Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
- Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
- Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;

- Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
- Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the '5km' rule, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it

[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

2. **I visit my Uncle very regularly, especially since my Auntie [redacted] last year. I usually visit him once a week with my [redacted] and they love to play around his house and in the garden while we are there. The A1 is an obvious hazard and is well separated from [redacted] property, but I have huge concerns about the safety implications if that old stretch of (currently unused) road becomes a through route for milk tankers, tractors, trailers, slurry tankers as well as cars etc – are you aware they held an event on the [redacted] in May 2019 that had over 1000+ visitors in a day? What happens when the [redacted] builds it's [redacted]?**

Assessment of Options

Following conversations and meetings with representatives from the Department and other interested stakeholders including [redacted], regarding the proposed access lane to serve a neighbouring land owner, an assessment was carried out during 2018 to review the options available. It is noted that the lane is required in order to ensure that future detours endured by the landowner, as a result of the proposed improvement works on the A1 mainline, would be within the policy guidance (RSPPG E038) of approximately 5km.

There were two principal options available, as outlined below:

Option 1: Provide a new access lane from the [redacted] to the existing access lane of the neighbouring landowner, running generally in parallel to the existing A1. This lane would be approximately 240m long. This option requires a small amount of fill at each end to tie in to existing roads/lanes, but can typically follow the existing ground profile for the majority of the route. This option also allows the existing access onto the A1 dual carriageway to be closed. It is noted that this is by the agreement of the landowner. This option requires approximately 580m2 (0.058 hectares) of 3rd party land to be vested.

Option 2: Provide a new access lane from the neighbouring landowner's farmyard to the [redacted], following field boundaries where possible and making use of an existing field gate access onto the [redacted]. This lane would be approximately 350m long. This option would involve a substantial amount of cut and fill in order to provide a suitable gradient over a length of approximately 200m at the farmyard end of the lane. This option requires approximately 140m2 (0.014 hectares) of 3rd party land to be vested.

Both of these options were assessed against a number of factors including but not limited to: safety/ road design; land-take impacts; environmental impacts; costs and following this, Option 1 was considered to be most favourable. The main advantages of Option 1 are identified as follows:

- Taking into consideration construction costs and landowner compensation costs, Option 1 is significantly less expensive (Option 1 is approximately 74% of the cost of Option 2)

- It is considered that Option 1 performs better in terms of safety:

    - A private access onto the mainline can be closed under Option 1, removing any potential hazardous manoeuvres associated with it. The proposed alternative access to the mainline will use merge and diverge lanes associated with the upgrade of a nearby left in/left out junctions. This will offer a much safer means of access for all traffic associated with the farm.
    - Given the inherent substandard nature of [redacted], it is considered more appropriate to provide access onto the [redacted]. This takes into consideration:
        - Access lane and junction layout;

          Under Option 1, the proposed access lane joins the [redacted] which is of appropriate width and geometry. It is noted that the [redacted] was the [redacted] prior to the construction of the existing dual carriageway. Under Option 2, the access lane would connect with the [redacted] at the crest of a hill, where the existing road is of very narrow road width and substandard geometry.

        - Junction visibility;

          Under Option 1, junction visibility is not an issue as the access lane connects to the [redacted]. Under Option 2, 3rd party land would be required to accommodate appropriate visibility splays

        - The nature / geometry / forward visibility of the road onto which the access lane is being provided;

          Under Option 1, the access lane connects to the [redacted] which is of appropriate width and geometry. Under Option 2, the access lane would connect to the [redacted] which is very narrow and is difficult for two vehicles to pass, especially considering the vehicles associated with this proposal would typically involve large agricultural vehicles. The horizontal and vertical geometry is also substandard resulting in steep inclines, tight bends and reduced forward visibility. The Department would wish to avoid creating an access that would intensify movements of large vehicles at a particular point along this route.

- Option 1 will require approximately 580m2 (0.058 hectares) of 3rd party land to be vested. Option 2 will require approximately 140m2 (0.014 hectares) of 3rd party land to be vested. However, Option 1 requires a change in use of approximately 2,290m2 (0.229hectares) of land owned by the famer to accommodate the lane, whereas Option 2 requires a change in use of approximately 5,020m2 (0.502hectares) of land owned by the famer to accommodate the lane. Taking into consideration the area of

landtake as well as impact on existing field size and layout, it is concluded that Option 1 provides least impact.

- Option 1 runs alongside the existing A1 corridor and has minimal environmental impact and requires less removal of habitat when compared to Option 2. Northern Ireland Priority habitats (Hedgerows are Northern Ireland priority habitats) would be lost as result of the proposed access lane (Option 2). Protected species would be directly impacted upon in Option 2. Extended Phase 1 Habitat Survey recorded, categorised and mapped the following habitats within the scheme extents of the left in/left out junctions and road closures; semi-natural broadleaved woodland; broadleaved plantation woodland; mixed plantation woodland; scrub; semi-improved grassland; improved grassland; running water; arable; amenity grassland; hedgerows; and bare ground. Hedgerows are the only Northern Ireland Priority Habitat (NIPH) recorded within the scheme extents of the left in/left out junctions and road closures. Priority habitats include both those listed on Annex I of the Habitats Directive, which is transposed into national law by means of the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as Amended) and those identified under the Northern Ireland Biodiversity Strategy (NIBS). Priority habitats require conservation action due to their decline, rarity and importance. Priority species and habitats are subject to a higher level of protection.

It is acknowledged that by closing the existing farmyard access onto the mainline, travel distances to land farmed on the opposite side of the dual carriageway will be longer. However, closure of the existing access will remove this direct access from this strategic route and any potentially hazardous manoeuvres that would be associated with it. The proposed alternative access to the mainline involves the use of merge and diverge lanes associated with the upgrade of the nearby [redacted] left in/left out, which offers a much safer means of access and concentrates movements to this junction. It is noted that the area of land on the opposite side of the dual carriageway owned by the neighbouring farmer is relatively small when compared to the overall farm holding and it is noted that he has not objected to the published proposals.

It is noted that the neighbouring farmer does not have an existing lane providing direct access to the [redacted] from his farmyard. There is a short section of grassed track serving to access fields from the [redacted], but access from the farmyard to this grassed track would be across existing fields.

<u>Safety</u>

Under current circumstances, the [redacted] is a Public Road with appropriate road width and it is not expected that the provision of the accommodation lane will have any impact on the usability of this road.

It is not expected that there will be any significant increase in traffic volumes as a result of the proposed works in this area. Whilst some additional traffic will be generated by the new access lane, traffic volumes will remain low. There is good visibility to oncoming traffic and appropriate carriageway widths are available, with a footway provided on the western side. It is noted that this road would be similar in nature to any other any other lightly trafficked rural

public road. It is noted that all road users should exercise appropriate caution on any public road.

It is again highlighted that Option 1 performs better than Option 2 in terms of safety:

- A private access onto the mainline can be closed under Option 1.
- Given the inherent substandard nature of [redacted], it is considered more appropriate to provide access onto the [redacted]. This takes into consideration:- access lane and junction layout; junction visibility; the nature / geometry / forward visibility of the road onto which the access lane is being provided.

Whilst it is acknowledged that the new access lane is being provided to mitigate impacts on the owners of the farm at [redacted], there are other elements of the proposed development that will offer benefits to the residents of [redacted] including:

- The traffic currently accessing the [redacted] via the northern junction (to be closed under the proposed development), approximately 50m from their property, will be relocated 320m further away from their property to the location of the existing [redacted].
- The [redacted] will be upgraded to a Left In/ Left Out arrangement, including the provision of a diverge and merge, which will provide safer access and egress for those using the junction.

On this basis, it is considered that the overall benefit of the proposed development, outweighs any perceived negative impact.

Traffic

Under current circumstances, the [redacted] is a Public Road with appropriate road width and it is not expected that the provision of the accommodation lane will have any impact on the operation of this road.

It is our understanding that the event referred to had traffic management measures agreed with the Department. It is anticipated that any future large public events proposed to be held may require their own permissions and traffic management approvals through the appropriate authorities.

Similarly, any proposed development or commercial ventures would require appropriate planning approval. It is noted that the Planning Approval for an extension to [redacted] has Conditions identifying that in advance of any development commencing, a Travel Plan and Parking Provision must be agreed with the Council to ensure adequate parking provision in the interests of road safety. It is noted the proposed [redacted] development has plans for improved access to the [redacted] and additional parking provision. If delivered, the [redacted] development should improve any parking issues in the area and also improve the access to the [redacted].

3. **We all welcome the A1 upgrades, they're supposed to be safety driven, yet your proposal makes it a lot less safe for the people who live along the old A1. All you need to do is close the reservation as planned, keep open the existing farm access and make slip roads, like you are doing elsewhere. The farmer can continue to use his back lane to access his fields on the [redacted]. Then no farm traffic needs to go on the old part of the road at all.**

   Please look at the alternatives before you go ahead with this. No-one along that stretch wants this proposal to go ahead. It'll make Uncle [redacted] life unbearable; he'll be wedged in between 2 roads – I know he'll not want to stay there, and the changes will probably make his home unsaleable.

   There IS another way to do this, one that doesn't upset all these people and makes a lot more sense for access to the farmer's lands. Another way that doesn't disadvantage anyone.

   Assessment of Options

   Following conversations and meetings with representatives from the Department and other interested stakeholders including [redacted], regarding the proposed access lane to serve a neighbouring land owner, an assessment was carried out during 2018 to review the options available. It is noted that the lane is required in order to ensure that future detours endured by the landowner, as a result of the proposed improvement works on the A1 mainline, would be within the policy guidance (RSPPG E038) of approximately 5km.

   There were two principal options available, as outlined below:

   Option 1: Provide a new access lane from the [redacted] to the existing access lane of the neighbouring landowner, running generally in parallel to the existing A1. This lane would be approximately 240m long. This option requires a small amount of fill at each end to tie in to existing roads/lanes, but can typically follow the existing ground profile for the majority of the route. This option also allows the existing access onto the A1 dual carriageway to be closed. It is noted that this is by the agreement of the landowner. This option requires approximately 580m2 (0.058 hectares) of 3rd party land to be vested.

   Option 2: Provide a new access lane from the neighbouring landowner's farmyard to the [redacted] following field boundaries where possible and making use of an existing field gate access onto the [redacted]. This lane would be approximately 350m long. This option would involve a substantial amount of cut and fill in order to provide a suitable gradient over a length of approximately 200m at the farmyard end of the lane. This option requires approximately 140m2 (0.014 hectares) of 3rd party land to be vested.

   Both of these options were assessed against a number of factors including but not limited to: safety/ road design; land-take impacts; environmental impacts; costs and following this, Option 1 was considered to be most favourable. The main advantages of Option 1 are identified as follows:

   - Taking into consideration construction costs and landowner compensation costs, Option 1 is significantly less expensive (Option 1 is approximately 74% of the cost of Option 2)

   - It is considered that Option 1 performs better in terms of safety:

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- Given the inherent substandard nature of [redacted], it is considered more appropriate to provide access onto the [redacted]. This takes into consideration:
  - Access lane and junction layout;

    Under Option 1, the proposed access lane joins the [redacted], which is of appropriate width and geometry. It is noted that the [redacted] was the [redacted] prior to the construction of the existing dual carriageway. Under Option 2, the access lane would connect with the [redacted] at the crest of a hill, where the existing road is of very narrow road width and substandard geometry.

  - Junction visibility;

    Under Option 1, junction visibility is not an issue as the access lane connects to the [redacted]. Under Option 2, 3rd party land would be required to accommodate appropriate visibility splays

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- Option 1 will require approximately 580m2 (0.058 hectares) of 3rd party land to be vested. Option 2 will require approximately 140m2 (0.014 hectares) of 3rd party land to be vested. However, Option 1 requires a change in use of approximately 2,290m2 (0.229hectares) of land owned by the famer to accommodate the lane, whereas Option 2 requires a change in use of approximately 5,020m2 (0.502hectares) of land owned by the famer to accommodate the lane. Taking into consideration the area of landtake as well as impact on existing field size and layout, it is concluded that Option 1 provides least impact.

- Option 1 runs alongside the existing A1 corridor and has minimal environmental impact and requires less removal of habitat when compared to Option 2. Northern Ireland Priority habitats (Hedgerows are Northern Ireland priority habitats) would be

lost as result of the proposed access lane (Option 2). Protected species would be directly impacted upon in Option 2. Extended Phase 1 Habitat Survey recorded, categorised and mapped the following habitats within the scheme extents of the left in/left out junctions and road closures; semi-natural broadleaved woodland; broadleaved plantation woodland; mixed plantation woodland; scrub; semi-improved grassland; improved grassland; running water; arable; amenity grassland; hedgerows; and bare ground. Hedgerows are the only Northern Ireland Priority Habitat (NIPH) recorded within the scheme extents of the left in/left out junctions and road closures. Priority habitats include both those listed on Annex I of the Habitats Directive, which is transposed into national law by means of the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as Amended) and those identified under the Northern Ireland Biodiversity Strategy (NIBS). Priority habitats require conservation action due to their decline, rarity and importance. Priority species and habitats are subject to a higher level of protection.

It is acknowledged that by closing the existing farmyard access onto the mainline, travel distances to land farmed on the opposite side of the dual carriageway will be longer. However, closure of the existing access will remove this direct access from this strategic route and any potentially hazardous manoeuvres that would be associated with it. The proposed alternative access to the mainline involves the use of merge and diverge lanes associated with the upgrade of the nearby [redacted] left in/left out, which offers a much safer means of access and concentrates movements to this junction. It is noted that the area of land on the opposite side of the dual carriageway owned by the neighbouring farmer is relatively small when compared to the overall farm holding and it is noted that he has not objected to the published proposals.

It is noted that the neighbouring farmer does not have an existing lane providing direct access to the [redacted] from his farmyard. There is a short section of grassed track serving to access fields from the [redacted], but access from the farmyard to this grassed track would be across existing fields.

It is noted that the suggestion of providing a merge and diverge (similar to the proposals for the minor roads along the proposed development length) are not considered appropriate for private accesses. Therefore, this is not considered a viable alternative to the closure of this private access.

It is noted that no other businesses or residents along the [redacted] have objected to the published proposals relating to the accommodation lane.

Dfl Roads
Southern Division
29 January 2020

Objection number **OB07**

Name..... [redacted]

Date Submitted 01/07/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above objection however a formal response is not required

1. **I wish to object to the opening of the discussed stretch of A1. This would mean the tractors and farm machinery would still be coming up and down the hill beside my property. I really don't see the logic in this when the yellow line already existing would make more sense.**

After further discussions, [redacted] formally withdrew her objection.

Objection number **OB08**

Name ..... [redacted]

Date Submitted 20/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above objection however a formal response is not required

1. **I currently have sole ingress/egress to my property and the proposal to have a shared public lane I believe will devalue my home.**

2. **The new proposal enables future access to be applied for and possibly granted to the adjacent landowner, to move cattle and or farming machinery up and down this road which again would devalue my property. Reason being that heavy vehicles and or cattle could soil the road which currently isn't an issue with my entrance today. It could also create instances where gaining access or egress to my property could be blocked due to other vehicles or such obstructions being on this public lane.**

3. **The proposed changes I believe provides increased security risks to my home due to members of the public being able to come up the road to my home which will now be more secluded due to the closure of my current entrance.If I owned the sole access to this lane I would be able to put gates to prevent access from member of the public entering this lane from the point it meets** [redacted] **and hence leaving my home more secure.**

After further discussions, [redacted] formally withdrew his objection.

Objection number **OB09**

Name..... [redacted]

Date Submitted 19/06/2019

NIMVO Map/Plot number..... [redacted]

The Department has considered the correspondence in the above objection and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

(Where an issue is referred to more than once within your submission or where issues raised relate to a similar topic, in the interests of completeness, the explanatory text within the response has been repeated for each issue)

1. **I am writing to object in relation to the Notice of Intention to Vest.**

The Department considers it appropriate to make the following statement before addressing the specifics of your objection.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
   - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
   - Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
   - Investment Strategy for NI (ISNI) 2005-2015, published in December 2005;
   - Expanding the Strategic Road Improvement Programme 2015 Consultation Document, published in mid 2006;
   - Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
   - North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
   - Investment Strategy for NI 2008-2018, published in 2008;
   - Investment Delivery Plan for Roads (IDP) 2008, published in 2008;
   - Northern Ireland Executive Budget 2008 -2011, published in 2008;
   - Programme for Government 2008-2011, published in 2008;
   - Northern Ireland Executive Budget 2011 -2015, published in 2011;
   - Programme for Government 2011-2015, published in 2011;
   - Announcement by Finance Minister – Financial Allocations, published in February 2012;
   - The Regional Development Strategy 2035 (RDS 2035), published in March 2012;
   - Ensuring a Sustainable Transport Future- A New Approach to Regional Transportation (A New Approach), published in March 2012;
   - Investment Strategy for NI 2011- 2021, published in 2012;

- A Fresh Start: The Stormont Agreement and Implementation Plan, published in November 2015;
- Northern Ireland Executive Budget 2016-2017, published in January 2016;
- Draft Programme for Government Framework 2016-2021, published in May 2016;
- NI Executive's Outcomes Delivery Plan 2018-19, published in June 2018.

b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

- Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
- The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
    - Listullycurran Road
    - Gowdystown Road
    - Skeltons Road/Drumneath Road
    - Waringsford Road;
- A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
- Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
- Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
- Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;
- Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
- Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the '5km' rule, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.
A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft

[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

2. **The notice and map have highlighted almost all of the mature tree section along the south side boundary of our property. This was surprising following two meetings and a site meeting with both yourselves and your design consultants RPS, assuring us that given the height difference of our property and the road to the new bridge, there would be no need to vest or grade the existing height of our boundary.**

The Department can confirm that assurances were never given that there would be no need to vest the existing boundary. In fact, correspondence was issued dated 5 September 2018 highlighting the proposed land to be vested as part of the NIMVO process. Subsequent to this written correspondence, Mr Conor Doonan of RPS-Sweco spoke with [redacted] by telephone on 24/09/2018. [redacted] raised concerns at that stage regarding the proposed need to vest land and the potential for loss of trees. RPS-Sweco checked the design and confirmed by telephone on 24/09/2018 that there is a likelihood for a small number of trees to be lost close to the back entrance, where the proposed realigned [redacted] ties into the existing road. It was also noted that the hedgeline along the A1 would be removed and replaced with whips (small hedge plants). It was noted that efforts would be made to avoid impacting the septic tank, and that any impact would be covered under accommodation works. [redacted] said that she would speak to [redacted], but was generally content. RPS-Sweco did not receive any follow up correspondence from [redacted] prior to the NIMVO being published.

3. **Whilst I have no objection to the vesting of the verge and hedge along the east facing boundary of the property, as was explained it is essential for the off ramp slip lane, I strongly object to the highlighted area along the [redacted] for the following reasons:**

The Department has endeavoured to minimise impact on your property within the constraints of delivering the proposed development objectives. However, it is acknowledged that a small number of trees may be affected near your rear entrance at the tie-in between the proposed realigned [redacted] and the existing [redacted] and adjacent to your front driveway. The loss of trees at your front access is unavoidable as the existing driveway needs to be realigned to tie in with the proposed alignment of the [redacted] The loss of trees at your rear access is considered unavoidable on the basis that appropriate sightlines from your rear access and appropriate verge widths are provided. It is noted that the impact on your existing trees has been mitigated by providing a reduced proposed verge width of 1m as opposed to 2.5m and relaxed sightlines. It is noted that the proposed sightlines and verge width will be an improvement from the existing scenario and should therefore offer you safer access to the Public Road. It is also noted that from this point, the proposed alignment of the [redacted] sweeps further away from your property than the existing road which could also be considered as betterment.

- **The loss of mature trees**

The existing hedgerow and some mature trees adjacent to the [redacted] will be removed where considered necessary, as part of the proposed realignment works but this will

be minimised as much as possible and through discussions with you, the Department has minimised the loss of trees through design amendments. The mitigation measures to address the landscape and visual effects associated with each of the new Junctions being provided as part of the proposed development are illustrated in Volume II [redacted]

Mitigation measures include sympathetic design of the road and associated landscaping to help integrate the road into the surrounding landscape, providing adequate and appropriate screen planting as detailed. The main aims of landscape mitigation are:

- To provide mitigation measures that help to avoid, reduce or remedy any significant landscape and visual impacts arising from elements within the proposed development.
- To ensure the physical and visual integration of the proposed development and associated features into the surrounding landscape.
- To provide screening to avoid, reduce or remedy visual intrusion at residential properties and to address any negative aspects regarding the visual impact of the proposed development.
- To provide replacement planting for woodland and hedgerows lost due to the proposed development.
- Mitigation should be in keeping with the existing landscape. Therefore, mass planting of roadside screening woodland will be acceptable and beneficial to the landscape. In instances where small corners of fields are disrupted the intention would be to plant them and provide small wooded clumps to break up the visible mass of the proposed development where appropriate.
- Mass native planting will be used to integrate the scheme into its setting. Extensive areas of new native planting consisting of a mix of woodland and shrub only species would be inter-planted with areas of more irregular plant spacing which would give greater variety and provide increased biodiversity and habitat.
- Areas would vary from new woodland belts, screening woodland (with a percentage of native/ non-native evergreen species) to low scrub. Planting would be of native provenance throughout and of local native provenance as far as possible.
- The following typical species would be used within areas of woodland planting: Oak (Quercus spp.), Common Alder (Alnus glutinosa), Birch (Betula pubescens), Rowan (Sorbus aucuparia), Blackthorn (Prunus spinosa), Hawthorn (Crataegus monogyna), Willow spp (Salix spp), Hazel (Corylus avellana), Common Elder (Sambucus nigra), Guelder Rose (Viburnum opulus) and Holly (Ilex aquifolium).
- Hedge lines broken by the proposed development would be connected with new planting proposals and boundaries of the project area either linking to mass planted areas or new hedgerow planting along boundaries.

Individual tree planting using the core native species listed above shall include standard (2.5–3.0 m) and heavy standard (3.5–4.25 m) trees located to provide specific screening and early visual effect.

The Department would wish to explore proposed boundary treatment options further with you in an attempt to reduce any perceived loss of privacy and enjoyment. On this basis, an arboriculturist survey and additional topographical survey have been procured to further

inform this assessment. It is noted from the arboriculturist report that the findings could not confirm at this stage whether specific trees could be retained – this could only be confirmed at construction when excavation works are being carried out and trees are assessed again at that stage. On that basis, the Department cannot commit to modifying the proposed vesting boundary at this stage, however, every effort will be made to ensure that trees are retained where possible during the construction phase and that any surplus land post construction is returned to you.

- **Noise pollution as a consequence of the trees being removed**

In terms of noise mitigation, trees are not considered to be an effective barrier to noise as the noise travels through the spaces in the trees.

- **The visual impact because of the loss of these trees**

As part of the Environmental Impact Assessment Report a Landscape and Visual Impact Assessment (LVIA) was completed to identify and determine the effects on landscape character, landscape features, visual receptors and visual amenity as a result of works associated with the proposed development. Assessment of effects has been undertaken for Construction Stage and Operational Stage of the proposed development. The effects have also been assessed before and after successful implementation and establishment of mitigation (planting).

Predicted Effects during Construction:
Temporary construction phase activities associated with site clearance and implementation of the proposed development will be visible within the view. The existing hedgerow and a number of mature trees adjacent to the [redacted] will be removed as part of the proposed realignment works. Construction activities associated with the formation of embankments and over bridge will be visible at middle distance within the view as a consequence of vegetation removal.

Predicted Effects during Operation
It is predicted that the embankments and over bridge associated with the proposed development of [redacted] will be visible, partially filtered by intervening field boundary vegetation. Realignment works associated with [redacted] will be visible at distance within the centre of the view. New lighting column elevation will also be visible within the view.

Magnitude of Impact:
The magnitude of visual impact during the construction phase of the proposed development is considered to be localised and large. The magnitude of visual impact during the operational phase is considered to be large. *(Please refer to EIAR Volume I Chapter 6 – Landscape and Visual, Table 6.2. For convenience the definition of large is included here: Total loss or addition or/ very substantial loss or addition of key elements / features / patterns of the baseline, i.e., pre-development landscape and/ or introduction of dominant, uncharacteristic elements with the attributes of the receiving landscape).*

Significance of Effect:

Major to substantial, adverse temporary effect during the construction phase of the proposed development. Major to substantial assessed as significant, long-term effect during the operational phase of the proposed development prior to establishment of mitigation. *(Please refer to EIAR Volume I Chapter 6 – Landscape and Visual, Table 6.5 which details significance of effect).*

For predicted impacts please refer to EIAR Volume II; [redacted]).

For landscape mitigation plans please refer to EIAR Volume II; [redacted].

- **The loss of amenity**

The assessment of effects on views is an assessment of how the introduction of the proposal will affect views throughout the study area. Assessment of visual effects therefore needs to consider: Direct impacts of the proposal upon views of the landscape through intrusion or obstruction; the reaction of viewers who may be affected, e. g. residents, walkers, road users and the overall impact on visual amenity. Viewpoints have been selected to meet the following criteria, with locations illustrated in Figure 6.7 to Figure 6.18 inclusive contained within Volume II of the EIAR:

- A balance of viewpoints from where main direction of view is towards the proposed development;
- A range of views of the proposed development covering the extent of the study area. Selected viewpoints have all been located within the study area associated with the proposed development;
- A proportion representing areas known to be available to the community where people may frequently congregate; and
- Locations of interest e.g. settlements.

A Landscape and Visual Impact Assessment (LVIA) was completed to identify and determine the effects on landscape character, landscape features, visual receptors and visual amenity as a result of works associated with the proposed development. Assessment of effects has been undertaken for Construction Stage and Operational Stage of the proposed development. The effects have also been assessed before and after successful implementation and establishment of mitigation (planting).

It is acknowledged that the proposed development could cause either a deterioration or improvement to landscape and visual amenity (DMRB Volume 11, Section 3, Part 5) and where appropriate references to 'adverse' or 'beneficial' effects have been identified. The visual impact of the Proposed Development has been predicted with and without mitigation (proposed planting) in place. Figure 6.65 Residential Visual Impact within Volume II of the EIAR details the assessed impact as 'major to substantial' adverse before mitigation and 'moderate to major' after mitigation (Property Reference 221). *(Please refer to EIAR Volume I Chapter 6 – Landscape and Visual, Table 6.5 which details significance of effect).*

The mitigation measures to address the landscape and visual effects associated with each of the new Junctions being provided as part of the proposed development are illustrated in Volume II [redacted]

- **The loss of shelter**

It is presumed that this means loss of some trees and the associated amenity aspect. These have been addressed in the associated points.

The existing hedgerow and some mature trees adjacent to the [redacted] will be removed where considered necessary, as part of the proposed realignment works but this will be minimised as much as possible and through discussions with you, the Department has minimised the loss of trees through design amendments. The mitigation measures to address the landscape and visual effects associated with each of the new Junctions being provided as part of the proposed development are illustrated in Volume II [redacted]

- **The impact not just on ourselves and the property but also on our paying guests as tourist accommodation provider.**

The reaction of viewers who may be affected have been considered in the assessment and this is addressed in responses to the previous bullet points on "loss of mature trees", "The visual impact because of the loss of these trees" and "the loss of amenity".

A Landscape and Visual Impact Assessment (LVIA) was completed to identify and determine the effects on landscape character, landscape features, visual receptors and visual amenity as a result of works associated with the proposed development. Assessment of effects has been undertaken for Construction Stage and Operational Stage of the proposed development. The effects have also been assessed before and after successful implementation and establishment of mitigation (planting).

It is acknowledged that the proposed development could cause either a deterioration or improvement to landscape and visual amenity (DMRB Volume 11, Section 3, Part 5) and where appropriate references to 'adverse' or 'beneficial' effects have been identified. The visual impact of the Proposed Development has been predicted with and without mitigation (proposed planting) in place. [redacted] Residential Visual Impact within Volume II of the EIAR details the assessed impact as 'major to substantial' adverse before mitigation and 'moderate to major' after mitigation [redacted] *(Please refer to EIAR Volume I Chapter 6 – Landscape and Visual, Table 6.5 which details significance of effect).*

The mitigation measures to address the landscape and visual effects associated with each of the new Junctions being provided as part of the proposed development are illustrated in Volume II [redacted]

- **Wildlife, squirrels, rabbits and bats in particular are enjoyed by our family and guests and add to the country appeal.**

The impact of the proposed development on ecology and nature conservation is reported in Chapter 9 Biodiversity in Volume 1 of the EIAR. The scope of this assessment included consultation, desk study and field survey including an Extended Phase 1 Habitat Survey. The survey was extended to include further information on the potential of the habitats identified to support species protected by law or of natural heritage importance. Specific surveys were also carried out for bats, badgers and birds.

The Department accepts that there would be the loss of a range of habitat types, regarded as being of local importance. With implementation of the mitigation and enhancement measures proposed in sub-section 9.6 of the EIAR, the residual impact on local habitats and their associated wildlife should be minimal, as the introduction of additional vegetation in newly planted areas using native species would provide new habitats.

- **Our property value will be affected as a result a mature site, with trees is always more attractive.**

The Department is unable to comment on compensation matters, as these are subject to negotiation with the District Valuer (Land & Property Services (LPS)).

Compensation following compulsory acquisition of land is based on the principle of equivalence. The landowner should be no worse off in financial terms after the acquisition than before. The District Valuer (Land & Property Services (LPS)) acts on behalf of the Department to assess fair and equitable compensation following negotiation with the claimant and/or the claimant's agent. This may include land lost to a new road, compensation for the injurious affection, devaluation of property and compensation for other pertinent issues. Reasonable agents fees will also be recoverable. In the event that the District Valuer and you or your agent are unable to agree the compensation due, the subject of compensation can be referred to the Lands Tribunal for determination.

Information on compulsory purchase and compensation in relation to road schemes can be found via the following link –
https://www.finance-ni.gov.uk/publications/compulsory-purchase-and-compensation-guides.

Guidelines for the Acquisition of Land/Property for Major Road Development in Northern Ireland can be found via the following link –

https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/dfi-roads-guidelines-for-the-acquisition-of-land-property-for-major-road-development-in-northern-ireland.pdf

Dfl Roads
Southern Division
29 January 2020

Objection number **OB10**

Name ..... [redacted]

Date Submitted 26/06/2019

NIMVO Map/Plot number ..... [redacted]

The Department has considered the correspondence in the above objection and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

(Where an issue is referred to more than once within your submission or where issues raised relate to a similar topic, in the interests of completeness, the explanatory text within the response has been repeated for each issue)

1. **On behalf of our clients we wish to object to the above mentioned scheme on the following grounds: Our client's family have owned the farm for over [redacted] and currently operate an [redacted] intensive dairy farming enterprise at the above mentioned property.**

The Department considers it appropriate to make the following statement before addressing the specifics of your objection.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
   - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
   - Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
   - Investment Strategy for NI (ISNI) 2005-2015, published in December 2005;
   - Expanding the Strategic Road Improvement Programme 2015 Consultation Document, published in mid 2006;
   - Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
   - North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
   - Investment Strategy for NI 2008-2018, published in 2008;
   - Investment Delivery Plan for Roads (IDP) 2008, published in 2008;
   - Northern Ireland Executive Budget 2008 -2011, published in 2008;
   - Programme for Government 2008-2011, published in 2008;
   - Northern Ireland Executive Budget 2011 -2015, published in 2011;
   - Programme for Government 2011-2015, published in 2011;
   - Announcement by Finance Minister – Financial Allocations, published in February 2012;
   - The Regional Development Strategy 2035 (RDS 2035), published in March 2012;

- Ensuring a Sustainable Transport Future- A New Approach to Regional Transportation (A New Approach), published in March 2012;
- Investment Strategy for NI 2011- 2021, published in 2012;
- A Fresh Start: The Stormont Agreement and Implementation Plan, published in November 2015;
- Northern Ireland Executive Budget 2016-2017, published in January 2016;
- Draft Programme for Government Framework 2016-2021, published in May 2016;
- NI Executive's Outcomes Delivery Plan 2018-19, published in June 2018.

b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

- Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
- The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
    - Listullycurran Road
    - Gowdystown Road
    - Skeltons Road/Drumneath Road
    - Waringsford Road;
- A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
- Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
- Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
- Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;
- Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;

- Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the '5km' rule, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

2. **At present the farmstead is laid out in such a way that the enterprise is worked entirely by the family with no additional labour required. Due to the proposed scheme the vesting of land and stopping up orders at key crossing points this will have a significant impact on the day to day running of the business. This will have a further knock on effect and significant impact on the value of our clients' property/lands.**

The Department has considered the potential impacts on the farm holding and believes that the design being brought forward is appropriate to serve the needs of the farm within the constraints of the proposed development process i.e. resultant detours have been mitigated to comply with policy guidance (RSPPG E038) of approximately 5km. Re-routing of traffic due to closure of the central reservation and will cause small increases in traffic flows in some sections and longer times for some journeys. The increase in journey length is aimed to be kept under 5kms and is set against the enhanced overall safety and reliability of the network by removing delay from right-turning vehicles and a reduction in accidents.

It is acknowledged that the area of landtake is minimal ([redacted]) in comparison to the entire land area associated with the farm ([redacted]] – as noted under this objection). Guidelines for the Acquisition of Land/Property for Major Road Development in Northern Ireland can be found via the following link – https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/dfi-roads-guidelines-for-the-acquisition-of-land-property-for-major-road-development-in-northern-ireland.pdf

The assessment of impact on land use has been undertaken in accordance with the requirements of the typical standards used for road design, The Design Manual for Roads and Bridges, reference DMRB 11.3.6 Land Use. The assessment covers the impacts arising from loss and severance of agricultural land.

The potential impacts that the proposed development may have on agriculture are primarily related to the type of farming practised in the area, the intensity with which the enterprise is farmed and the farm requirement for safe access to lands alongside and/or across the A1. The proposed development will have a neutral effect on agriculture from a national or regional perspective.

The inability to access lands directly across the central median and requirement for increased journeys lengths for landowners has been considered and assessed in the EIAR. The impact assessment has been considered on a whole farm basis, where possible, while remaining cognisant of the potential impact the proposed development will have from a field by field perspective. A comprehensive schedule of accommodation works and mitigation measures will be developed through dialogue with landowners directly impinged by the road project.

With regards to disturbance caused by the closure of the central reserve gaps, [redacted] that in its day to day management of farm operations has to make a considerable number of journeys with agricultural vehicles along public roads. A portion of these journeys entail the crossing of the central reserve of the A1, which is recognised by [redacted] as a dangerous manoeuvre.
The proposed Project, while it will increase the journey time for a portion of the total number of journeys undertaken in the management of these extensive farming operations, will greatly enhance the safety of both the farm operators and other road users.

The [redacted] farm operations use [redacted] which serve a [redacted]. To manage their farming operations requires travel between these facilities including numerous journeys across the A1 which has been estimated by [redacted] at approximately 1,000 journeys per year.

The provision of the proposed accommodation lane connecting the farm to the [redacted] will have the added benefit of providing an alternative route which avoids using the A1 for slow moving agricultural traffic associated with the farm to access lands on the opposite side of the carriageway. It is considered that this is a betterment from the current arrangement where any slow-moving vehicles wishing to access lands on the opposite side of the carriageway have to interact with high-speed, strategic traffic on the A1 mainline, creating a significant safety issue.

Compensation

The Department is unable to comment on compensation matters, as these are subject to negotiation with the District Valuer (Land & Property Services (LPS)).

Compensation following compulsory acquisition of land is based on the principle of equivalence. The landowner should be no worse off in financial terms after the acquisition than before. The District Valuer (Land & Property Services (LPS)) acts on behalf of the Department to assess fair and equitable compensation following negotiation with the claimant and/or the claimant's agent. This may include land lost to a new road, compensation for the injurious affection, devaluation of property and compensation for other pertinent issues. Reasonable agents fees will also be recoverable. In the event that the District Valuer and you or your agent are unable to agree the compensation due, the subject of compensation can be referred to the Lands Tribunal for determination.

Information on compulsory purchase and compensation in relation to road schemes can be found via the following link –
https://www.finance-ni.gov.uk/publications/compulsory-purchase-and-compensation-guides.

3. **An over bridge from the highest point currently on our clients' property at [redacted] must be provided in order for [redacted] to a continue farming the holding. If not, it will have a significant effect on their farm business, and it is the only way to remove slow moving agricultural traffic from the carriageway. Precedent for this has already been set on other recent dualling and motorway schemes such as the A26 near Glarryford, A6 at Toome and on the M1 motorway near the Tannamore Park and Ride where**

bridges have been provided to solve similar access problems. Our clients' farm enterprise will be subject to additional travelling time and costs in order to access both their lands and property. The agricultural land is split approximately 60/40 across the main carriageway with our client's largest silo located across the main carriageway also. Regular journeys are made across the carriageway daily and with the closing up of crossing points this will result in longer journey times, increased costs such as fuel expenditure, machinery maintenance and labour which result in higher costs for the farming enterprise. An estimate of the number of trips the farming operation makes across the A1 is approximately 1000 per annum. The proposed works will only add to the length of these trips and their cost but importantly for road safety the proposed scheme does little to reduce the amount of slow moving agricultural vehicles used for silage harvesting, slurry spreading and cropping. These slow moving vehicles will increase congestion and the risk of collision both on the A1 and on the associated minor roads such as the [redacted]

The proposed A1 Junctions Phase 2 road improvement scheme is essentially a safety driven scheme, with the main objective being to close up all gaps in the central reserve of the dual carriageway. Accident statistics have been considered and are a catalyst for the proposed improvements - approximately 45% of all recorded mainline accidents occur in the vicinity of central reserve gaps[2]. A number of selected minor road junctions are to be permanently closed up and the remainder will be modified to left in/left out arrangements.

In the case of [redacted], the Department is proposing to convert the existing junction to a left in/left out arrangement and to close up the current gap in the central reserve. The impact on [redacted] current farming activities/movements has been assessed as moderate as a consequence of these works. Whilst the proposed scheme will have no impact on animal movements or welfare, it is acknowledged that some vehicular movements across the A1 mainline will be affected. It is noted that the [redacted] across the A1 carriageway connecting [redacted] – this was installed to serve the farm when the dual carriageway was originally constructed. It is capable of catering for livestock and smaller vehicles, however it is not suitable for large agricultural equipment. It is noted that this [redacted] will be retained as part of the proposed development. Current access for livestock and smaller vehicles will therefore be unaffected by the proposed works. It is however acknowledged that the [redacted] use existing gaps in the central reserve of the A1 when accessing lands on the opposite side of the carriageway by larger vehicles.

The primary impact on [redacted] farming operations will be an increased journey length as a consequence of the removal of right turn vehicle movement across the central reserve at the [redacted] with the A1. Currently large, slow moving agricultural vehicles use gaps in the central reserve to cross the A1 mainline to get to and from the fields at the other side of the dual carriageway. This is a hazardous manoeuvre on this high-speed carriageway, with its inherent sub-standard alignment, visibility and narrow central reserve widths at various locations. The proposed development is designed to eradicate these and similar hazardous cross-carriageway manoeuvres.

A number of options to mitigate the increased journey length that would be incurred as a result of the proposed development was assessed during 2017 and was given further

[2]A1 Junctions Phase 2 -Stage 3 Scheme Assessment Report –2.10.2

consideration throughout 2018. Overbridge options have been assessed are significantly more expensive than the accommodation lane option. They also impact on a number of other properties and they are not considered economically viable for this proposed development. The proposed accommodation lane option, which connects the farm to the [redacted], is the most economically viable option and ensures that increased journey lengths fall within the Department's recommendation as outlined in RSPPG E038 (i.e. a maximum round trip distance of approximately 5km).

The provision of the proposed accommodation lane connecting the farm to the [redacted] will have the added benefit of providing an alternative route which avoids using the A1 for slow moving agricultural traffic associated with the farm to access lands on the opposite side of the carriageway. It is acknowledged that under the current arrangement, this is not possible and any slow-moving vehicles wishing to access lands on the opposite side of the carriageway have to use the A1 mainline, creating a significant safety issue.

It is considered that the existing farm is already severed by the existing A1 mainline. Severance issues will have been considered at the time of construction of the original dual carriageway and it is noted that a [redacted] was provided at that time. On that basis, the proposed development is very different to those identified above as severance has already occurred. It is acknowledged that existing gaps in the central reserve (at junctions and other locations) allowing cross-carriageway movement are being closed up which will result in subsequent increased journey length for all road users, but these works are to be carried out on land already owned by the Department (i.e. the central reserve).

With regard to previous DfI schemes, cases for underpasses have been heard at Public Inquiry. It is noted that, in some cases, whilst the Public Inquiry Inspector's Report concluded that the Department's proposals were appropriate and that agricultural underpasses were not justifiable, the provision of underpasses has been subsequently reconsidered when compensation values were being re-evaluated. On some schemes, underpasses have been provided at Construction Stage when the revised compensation values determined that the provision of an underpass became cost neutral to the Department.

Compensation

The Department is unable to comment on compensation matters, as these are subject to negotiation with the District Valuer (Land & Property Services (LPS)).

Compensation following compulsory acquisition of land is based on the principle of equivalence. The landowner should be no worse off in financial terms after the acquisition than before. The District Valuer (Land & Property Services (LPS)) acts on behalf of the Department to assess fair and equitable compensation following negotiation with the claimant and/or the claimant's agent. This may include land lost to a new road, compensation for the injurious affection, devaluation of property and compensation for other pertinent issues. Reasonable agents fees will also be recoverable. In the event that the District Valuer and you or your agent are unable to agree the compensation due, the subject of compensation can be referred to the Lands Tribunal for determination.

Information on compulsory purchase and compensation in relation to road schemes can be found via the following link – https://www.finance-ni.gov.uk/publications/compulsory-purchase-and-compensation-guides.

4. **The proposed works run in close proximity to our client's dwelling house increasing the level of noise pollution endured by the property. At present, no assurances have been made that this will be mitigated. Our clients request that noise readings are taken at the individual property, not solely on an overall scheme basis, both prior and post construction to determine same and the results to be submitted to our clients. The proposed works will also have a substantial effect on the value of dwelling house, will decrease the overall level of privacy enjoyed by the property and force greater detours of travel to and from the property due to the left in left out at the** [redacted]

Noise and Vibration

Noise monitoring (undertaken with reference to appropriate guidance as set out in Section 12.2 of Chapter 12.0 Noise and Vibration of the submitted EIAR) was conducted in the vicinity of the proposed road improvement scheme in order to characterise the noise environment from the existing road. The purpose of the noise monitoring survey was to record noise levels adjacent to the existing road, in order to validate the noise predictions included in the noise model. A noise modelling software package CadnaA was used to map the proposed development for the Baseline, Do Minimum (road improvement scheme does not go ahead) and Do Something scenarios (road improvement scheme does go ahead).

The property in question is located on [redacted] in close proximity to the A1 mainline road. On account of the very large difference between traffic flows along the existing A1 and [redacted], traffic noise from the A1 is by far the more dominant noise source at this property. Traffic flow changes along the A1 as a result of the proposed development will be very low and this is reflected in the predicted traffic noise levels in this location.

The assessment indicates that this property will experience a "negligible" change in noise levels in 2021 and "no change" in 2036 on the basis of the noise modelling exercise completed at this location. In addition to this, predicted noise levels at none of the modelled locations satisfy the conditions required for compensation as set out in the Noise Insulation Regulations (Northern Ireland) 1995.

As part of the contract for this proposed development, noise monitoring and modelling will be completed once the proposed development is built to ensure that there will be no significant noise impact at this property and that the requirements of the Noise Insulation Regulations (NI) 1995 are adhered to.

Devaluation of Property

The Department is unable to comment on compensation matters, as these are subject to negotiation with the District Valuer (Land & Property Services (LPS)).

Compensation following compulsory acquisition of land is based on the principle of equivalence. The landowner should be no worse off in financial terms after the acquisition than before. The District Valuer (Land & Property Services (LPS)) acts on behalf of the Department to assess fair and equitable compensation following negotiation with the claimant and/or the claimant's agent. This may include land lost to a new road, compensation for the injurious affection, devaluation of property and compensation for other pertinent issues. Reasonable agents fees will also be recoverable. In the event that the District Valuer and you or your agent are unable to agree the compensation due, the subject of compensation can be referred to the Lands Tribunal for determination.

Information on compulsory purchase and compensation in relation to road schemes can be found via the following link – https://www.finance-ni.gov.uk/publications/compulsory-purchase-and-compensation-guides.

Detours / Increased Journey Lengths

The Department has developed the proposals in line with guidance contained within RSPPG E038 which states the following under Paragraph 2.2.2.2:

"...private accesses, developments and little used minor or unclassified roads shall generally... be restricted left in / left out with turning facilities provided at major / minor road junctions. A round trip of approximately 5km should be considered acceptable for private accesses, developments and little used minor or unclassified roads along dual carriageways."

It is acknowledged that the proposals being brought forward will inevitably result in a short increase in journey length for some road users. However, it is considered that the overall safety benefits that will be gained by the closure of all central reserve gaps within the proposed development extents will outweigh any minor impact suffered as a result of the potential increase in journey lengths.

The provision of the proposed accommodation lane connecting the farm to the [redacted] will have the added benefit of providing an alternative route which avoids using the A1 for slow moving agricultural traffic associated with the farm to access lands on the opposite side of the carriageway. It is considered that this is a betterment from the current arrangement where any slow-moving vehicles wishing to access lands on the opposite side of the carriageway have to interact with high-speed, strategic traffic on the A1 mainline, creating a significant safety issue.

Currently large, slow moving agricultural vehicles use gaps in the central reserve to cross the A1 mainline to get to and from the fields at the other side of the dual carriageway. This is a hazardous manoeuvre on this high-speed carriageway, with its inherent sub-standard alignment, visibility and narrow central reserve widths at various locations. The proposed development is designed to eradicate these and similar hazardous cross-carriageway manoeuvres.

Privacy and Amenity

Localised minor direct (assessed as not significant) long-term effects are predicted to be experienced during the operational phase of the north bound and south bound left in/left

outs. The EIAR Volume II Figures [redacted] details the assessed impact at the property. The assessment predicts a minor pre-establishment impact (long-term effect during the operational phase of the proposed development prior to establishment of mitigation) and no impact after establishment of vegetation.

The Department is content that boundary treatments specified such as, hedging and planting commitments contained in the EIAR at Volume II Figure 6.91 would help reduce any loss of privacy when the proposed development opens to traffic and through time.

Monitoring of implemented mitigation measures shall be carried out in accordance with DMRB Volume 10; Environmental Design and Management; Section 3; Landscape Management and the relevant sections of Volume 1; Specification for Highway Works; Series 3000 Landscape and Ecology to ensure that the proposed mitigation measures become well established and aid the integration of new elements associated with the proposed development into the surrounding landscape.

The Department would wish to discuss proposed boundary treatment options further with [redacted] in an attempt to reduce any loss of visual enjoyment and amenity, and in particular the shrubbery.

5. **The proposed left in left out slip road to the main carriageway from the [redacted] creates problems for slow moving farm machinery to merge onto the main carriageway due to the speed of the oncoming traffic. The proposed left in left out slip road from the main carriageway to the [redacted] is forcing fast moving traffic through our client's farmyard. The farm has grown to either side of the road with 3-4 upper and lower exits from yards/buildings and fields within the first 350 yards of the A1 all onto almost single file road. With traffic passing between the farmyards regularly this creates an increased risk with fast moving traffic coming off the carriageway and into the farm yard quickly from the carriageway exit. The proposed left in left out slip road from the main carriageway to the [redacted] is forcing fast moving traffic towards our client's underpass which is already a blind exit for smaller agricultural machinery, adding the fact that traffic will be able to come off at a lesser angle than 90 degrees means faster traffic entering the [redacted], increasing chances of a collision entering or exiting the underpass.**

Slow-moving agricultural vehicles

The provision of the proposed accommodation lane connecting the farm to the [redacted] will have the added benefit of providing an alternative route which avoids using the A1 for slow moving agricultural traffic associated with the farm to access lands on the opposite side of the carriageway. It is considered that this is a betterment from the current arrangement where any slow-moving vehicles wishing to access lands on the opposite side of the carriageway have to interact with high-speed, strategic traffic on the A1 mainline, creating a significant safety issue.

Currently large, slow moving agricultural vehicles use gaps in the central reserve to cross the A1 mainline to get to and from the fields at the other side of the dual carriageway. This is a hazardous manoeuvre on this high-speed carriageway, with its inherent sub-standard alignment, visibility and narrow central reserve widths at various locations. The proposed

development is designed to eradicate these and similar hazardous cross-carriageway manoeuvres.

Proposed Left In/Left Out Junction Layout

[redacted] is a Public Road and therefore does constitute part of the farmyard. The main benefit provided by the introduction of a diverge lane as part of the upgraded junction arrangement, is such to allow vehicles the opportunity to exit the mainline traffic stream sooner and adjust their speed accordingly to negotiate the left turn safely, avoiding undue pressure from high-speed mainline traffic to the rear. It is also noted that the proposed 15m diverging radius is consistent with the existing priority junction exit radius from the mainline to the side road. On this basis, it is not expected that vehicles exiting the mainline will do so at any greater speed than currently.

6. **The speed limit on the A1 carriageway changes regularly between 60 and 70mph. it is currently 70mph surrounding our client's property and creates a greater risk of collision between slow moving agricultural machinery and traffic. We would suggest reducing the present speed limit below 70mph for this stretch of carriageway. Our client is concerned that the proposed scheme will only take place in part with the minor stopping up order works taking place and the overall road improvement scheme not. This would have a great impact on our clients with no accommodation works provided for the stopping up orders yet causing major disruption to their farming enterprise. In conclusion our clients strongly object to the proposed scheme but are willing to explore further the previous discussions on proposed solutions for their access across the A1 in particular the proposals for an overbridge.**

It is acknowledged that the [redacted] recognises the risk associated with the interaction between mainline traffic and agricultural traffic, however, it is noted that the speed limits along the A1 are set by the PSNI. There is potential for the speed limit along the A1 to be reviewed following the completion of the proposed development. It is noted that the proposed infrastructure has been designed in accordance with the DMRB and to a mainline design speed of 120kph, which is consistent with the mainline national speed limit.

The provision of the proposed accommodation lane connecting the farm to the [redacted] will have the added benefit of providing an alternative route which avoids using the A1 for slow moving agricultural traffic associated with the farm to access lands on the opposite side of the carriageway. It is considered that this is a betterment from the current arrangement where any slow-moving vehicles wishing to access lands on the opposite side of the carriageway have to interact with high-speed, strategic traffic on the A1 mainline, creating a significant safety issue.

Currently large, slow moving agricultural vehicles use gaps in the central reserve to cross the A1 mainline to get to and from the fields at the other side of the dual carriageway. This is a hazardous manoeuvre on this high-speed carriageway, with its inherent sub-standard alignment, visibility and narrow central reserve widths at various locations. The proposed development is designed to eradicate these and similar hazardous cross-carriageway manoeuvres.

The overbridge option has been assessed and it is not economically viable for this proposed development. The proposed accommodation lane option, which connects the farm to the [redacted], is the most economically viable option.

The Department is unable to comment on compensation matters, as these are subject to negotiation with the District Valuer (Land & Property Services (LPS)).

Compensation following compulsory acquisition of land is based on the principle of equivalence. The landowner should be no worse off in financial terms after the acquisition than before. The District Valuer (Land & Property Services (LPS)) acts on behalf of the Department to assess fair and equitable compensation following negotiation with the claimant and/or the claimant's agent. This may include land lost to a new road, compensation for the injurious affection, devaluation of property and compensation for other pertinent issues. Reasonable agents fees will also be recoverable. In the event that the District Valuer and you or your agent are unable to agree the compensation due, the subject of compensation can be referred to the Lands Tribunal for determination.

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Dfl Roads
Southern Division
29 January 2020

Objection number **OB11**

Name..... [redacted] (MacCorkell Legal & Commercial Solicitors)

Date Submitted 08/04/2019

NIMVO Map/Plot number..... [redacted]

The Department has considered the correspondence in the above objection and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

(Where an issue is referred to more than once within your submission or where issues raised relate to a similar topic, in the interests of completeness, the explanatory text within the response has been repeated for each issue)

1. **There has been consultation between representatives of DfI Roads, their Consultants RPS and myself from the early stage in developing these proposals. I have been willing to accept the vesting of the [redacted] land where reasonable and necessary in the interest of the greater public benefit.**

The Department notes [redacted] comment.

The Department considers it appropriate to make the following statement before addressing the specifics of your objection.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
   - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
   - Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
   - Investment Strategy for NI (ISNI) 2005-2015, published in December 2005;
   - Expanding the Strategic Road Improvement Programme 2015 Consultation Document, published in mid 2006;
   - Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
   - North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
   - Investment Strategy for NI 2008-2018, published in 2008;
   - Investment Delivery Plan for Roads (IDP) 2008, published in 2008;
   - Northern Ireland Executive Budget 2008 -2011, published in 2008;
   - Programme for Government 2008-2011, published in 2008;
   - Northern Ireland Executive Budget 2011 -2015, published in 2011;
   - Programme for Government 2011-2015, published in 2011;

- Announcement by Finance Minister – Financial Allocations, published in February 2012;
- The Regional Development Strategy 2035 (RDS 2035), published in March 2012;
- Ensuring a Sustainable Transport Future- A New Approach to Regional Transportation (A New Approach), published in March 2012;
- Investment Strategy for NI 2011- 2021, published in 2012;
- A Fresh Start: The Stormont Agreement and Implementation Plan, published in November 2015;
- Northern Ireland Executive Budget 2016-2017, published in January 2016;
- Draft Programme for Government Framework 2016-2021, published in May 2016;
- NI Executive's Outcomes Delivery Plan 2018-19, published in June 2018.

b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

- Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
- The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
    - Listullycurran Road
    - Gowdystown Road
    - Skeltons Road/Drumneath Road
    - Waringsford Road;
- A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
- Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
- Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
- Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;

- Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
- Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the '5km' rule, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be

[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

2. **I was not consulted on the addition of parking areas incorporating a bus turning area cut into the hillside on the eastern approach of the [redacted] I am objecting solely to this particular aspect of the proposal for engineering reasons that it could be better sited and, that future development of bus services does not appear to have been fully taken into account.**

Siting of bus stop

The location of the proposed bus stop was given detailed consideration. The following factors were taken into consideration when siting the bus stop at the proposed Compact Grade Separated Junction (CGSJ):

- Proximity of the bus stop access/egress from the junction with the mainline (i.e. it was not considered appropriate to locate the bus stop too close to the mainline as this could lead to conflict with vehicles exiting the mainline)
- Proximity of the bus stop to nearby residential properties – it was considered appropriate to maximise this distance in order to minimise impact on amenity
- Visibility available from bus stop access/egress – this precluded the siting of the bus stop on the inside bend of the CGSJ Connector Road
- Proximity of the bus stop to the Connector Road – ideally, the bus stop should be sited at a suitable location along the Connector Road (as opposed to some a distance along a minor road connection) in order to maximise accessibility and turnaround efficiency for Translink services
- Proximity of the bus stop access/egress to other junctions along the Connector Road – ideally, the bus stop should be sited in conjunction with another access point in order to avoid additional conflict points being created along the Connector Road.
- Landtake – consideration given to required area of landtake
- Suitability of location from an Engineering perspective
- Suitability of location with consideration of potential environmental effects

Taking all of these factors into consideration, it was considered appropriate to site the bus stop at the location proposed. It is acknowledged that this does require additional cutting earthworks, however, it was considered that road safety would be compromised at the alternative locations considered.

Consultation

The proposed bus stop location was presented at the Public Consultation event in February 2018. [redacted] attended the exhibition in Dromore. A number of landtake issues were discussed with [redacted] including the alignment of the [redacted] and the Bus Stop location. It is acknowledged that [redacted] requested that the land take impact associated with the bus stop should be considered and reduced if possible. The rationale

behind the proposed bus stop location was explained i.e. it is not desirable to move the access/egress points of the bus stop any closer to the A1 Mainline junction on safety grounds, due to fast moving traffic exiting the A1. On this basis, the Department proceeded with the proposed location of the bus stop. This design was further presented to [redacted] during a round of consultation with all affected landowners in September 2018, identifying the proposed vesting boundaries under consideration. No responses were received from [redacted] as a result of this round of consultation. On that basis, the Department proceeded to draft vesting orders with the current plans. After the draft vesting order was published in March 2019, [redacted] requested a meeting in order to discuss his concerns regarding the proposed bus stop location. A meeting was held and again the rationale behind the location of the bus stop was explained. It is the Department's view that the proposed location for the bus stop is preferable in terms of road safety.

Future development of bus stop

Consultation with Translink has confirmed that the bus stop is intended only to serve local bus services and has been designed for this purpose. It is not a Park and Ride facility and is not intended to be utilised for arterial routes to Belfast or Dublin. The Department is currently working on a separate Park & Ride Strategy to cater for Translink Goldline services along this route, which is outside the scope of this Project. On that basis, it is not expected that there would be any future development of this bus stop.

3. **I am questioning why the bus pick up facility has to be built on the steep upper side of the new link road running south east off the [redacted] and not on the flat ground on lower side of the link road. See the attached PDF Drawing.**

(extract of submitted pdf)

The location of the proposed bus stop was given detailed consideration. The following factors were taken into consideration when siting the bus stop at the proposed Compact Grade Separated Junction (CGSJ):

- Proximity of the bus stop access/egress from the junction with the mainline (i.e. it was not considered appropriate to locate the bus stop too close to the mainline as this could lead to conflict with vehicles exiting the mainline)
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- Landtake – consideration given to required area of landtake
- Suitability of location from an Engineering perspective
- Suitability of location with consideration of potential environmental effects

Taking all of these factors into consideration, it was considered appropriate to site the bus stop at the location proposed. It is considered that road safety would be compromised at the alternative locations considered.

If the bus stop was sited as shown on the attached sketch, this would unnecessarily move traffic movements associated with the bus stop closer to the mainline junction. It was not considered appropriate to do this as this could lead to conflicting and hazardous manoeuvres between vehicles exiting the mainline and those using the bus stop.

The Department is unable to comment on compensation matters, as these are subject to negotiation with the District Valuer (Land & Property Services (LPS)).

Compensation following compulsory acquisition of land is based on the principle of equivalence. The landowner should be no worse off in financial terms after the acquisition than before. The District Valuer (Land & Property Services (LPS)) acts on behalf of the Department to assess fair and equitable compensation following negotiation with the claimant and/or the claimant's agent. This may include land lost to a new road, compensation for the injurious affection, devaluation of property and compensation for other pertinent issues. Reasonable agents fees will also be recoverable. In the event that the District Valuer and you or your agent are unable to agree the compensation due, the subject of compensation can be referred to the Lands Tribunal for determination.

Information on compulsory purchase and compensation in relation to road schemes can be found via the following link – https://www.finance-ni.gov.uk/publications/compulsory-purchase-and-compensation-guides.

Guidelines for the Acquisition of Land/Property for Major Road Development in Northern Ireland can be found via the following link –

https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/dfi-roads-guidelines-for-the-acquisition-of-land-property-for-major-road-development-in-northern-ireland.pdf

4. **The bus pick up area has currently has only 6 parking spaces. What happens if it starts being used by passing A1 traffic as a "park and ride facility" and requires an extension. There is no convenient land off the [redacted] available for additional parking.**

Consultation with Translink has confirmed that the bus stop is intended only to serve local bus services and has been designed for this purpose. It is not a Park and Ride facility and is not intended to be utilised for arterial routes to Belfast or Dublin. It is therefore not anticipated that many people will drive to these bus stops to use the local bus routes. The Department is currently working on a separate Park & Ride Strategy to cater for Translink Goldline services along this route, which is outside the scope of this Project.

5. **The Belfast commuter transport strategy recommends that commuters who travel by private cars, transfer to higher capacity transport systems where traffic congestion arises. In the case of the A1 that would mean transferring to a bus. Daily traffic congestion is already occurring around Hillsborough, Sprucefield and on the M1 junction 8. Therefore how can any transport strategy for the upgraded A1 route, not include the roll out of bus lanes on the hard shoulders of the A1 and park and ride facilities on the Dromore side of Hillsborough? It would appear that the provision of only 6 parking spaces at the [redacted] is an underestimation and that adequate parking can only be provided opposite side of the carriageway to that currently proposed. Beginning with the a small field on the south side of the western approach to the [redacted] alongside of the A1 carriageway there is adequate land to provide for all the parking that is likely to be required, should it develop into a park and ride facility. This land does not require extensive cut and fill. I would therefore recommend that any bus pick up facility is sited firstly on the western side of the A1 carriageway where it can be extended as required, in the future.**

Consultation with Translink has confirmed that the bus stop is intended only to serve local bus services and has been designed for this purpose. It is not a Park and Ride facility and is not intended to be utilised for arterial routes to Belfast or Dublin. It is therefore not anticipated that many people will drive to these bus stops to use the local bus routes. The Department is currently working on a separate Park & Ride Strategy to cater for Translink Goldline services along this route, which is outside the scope of this Project.

The location of the proposed bus stop was given detailed consideration. The following factors were taken into consideration when siting the bus stop at the proposed Compact Grade Separated Junction (CGSJ):

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- Suitability of location from an Engineering perspective
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Taking all of these factors into consideration, it was considered appropriate to site the bus stop at the location proposed. It is acknowledged that this does require additional cutting earthworks, however, it was considered that road safety would be compromised at the alternative locations considered. The field identified in the response above would have required the access to the bus stop to be located quite close to the CGSJ junction with the mainline. This could lead to conflicting and hazardous manoeuvres between vehicles exiting the mainline and those using the bus stop.

Dfl Roads
Southern Division
29 January 2020

Objection number **OB12**

Name ..... [redacted]

Date Submitted 28/06/2019

NIMVO Map/Plot number ..... N/A

The Department has considered the correspondence in the above objection and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

(Where an issue is referred to more than once within your submission or where issues raised relate to a similar topic, in the interests of completeness, the explanatory text within the response has been repeated for each issue)

Further to stakeholder letter of 22 March 2019, I wish to raise an objection to the scheme on the following grounds:

The Department considers it appropriate to make the following statement before addressing the specifics of your objection.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
   - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
   - Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
   - Investment Strategy for NI (ISNI) 2005-2015, published in December 2005;
   - Expanding the Strategic Road Improvement Programme 2015 Consultation Document, published in mid 2006;
   - Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
   - North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
   - Investment Strategy for NI 2008-2018, published in 2008;
   - Investment Delivery Plan for Roads (IDP) 2008, published in 2008;
   - Northern Ireland Executive Budget 2008 -2011, published in 2008;
   - Programme for Government 2008-2011, published in 2008;
   - Northern Ireland Executive Budget 2011 -2015, published in 2011;
   - Programme for Government 2011-2015, published in 2011;
   - Announcement by Finance Minister – Financial Allocations, published in February 2012;
   - The Regional Development Strategy 2035 (RDS 2035), published in March 2012;
   - Ensuring a Sustainable Transport Future- A New Approach to Regional Transportation (A New Approach), published in March 2012;
   - Investment Strategy for NI 2011- 2021, published in 2012;

- A Fresh Start: The Stormont Agreement and Implementation Plan, published in November 2015;
- Northern Ireland Executive Budget 2016-2017, published in January 2016;
- Draft Programme for Government Framework 2016-2021, published in May 2016;
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b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

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f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

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h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

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c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the '5km' rule, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

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A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

1. **It was brought to the Department's attention on multiple occasions that the slip roads that exist currently are not long enough to allow for a safe merge onto, or exit from, the A1 carriageway, taking into account the speed of the A1 traffic and the layout of the slip roads themselves – most of which involve going around corners which significantly reduces the ability to accelerate or decelerate safely over a very limited length of road. In particular, whilst not mentioned below, the Banbridge Junction at Tesco: where Southbound traffic merges into a 70mph zone there is virtually no slip road available and no sight line to account for the short length involved.**

   The main objective of the proposed development is to close up the central reserve and apply other road modifications accordingly. Taking account of pressure on public funds and to ensure that these priority safety improvements are progressed as soon as possible, the scope of this project does not extend to include all inherent road design along the A1 route and does not include consideration of potential modifications and enhancements to the geometrical layout of the existing grade separated junctions. However, as with all existing road infrastructure, in the interests of safety, this will be subject to continued monitoring as per established Departmental processes.

   Existing Junctions

   The Department can confirm that the existing slip roads largely comply with the relevant DMRB standards with regard to length. In many instances merge auxiliary lanes have been provided and this would be considered an enhancement to the Standards, which currently only make provision for merge tapers.

   Proposed Junctions

   The design specification of the proposed slip roads (merge lanes and diverge lanes) was developed using the DMRB standards (TD40, TD42 and TD22). It is proposed that diverge lanes will be 110m long in accordance with TD42.

   Following representations by the public and further assessment by the Department the geometric layout of the merge lanes was further assessed. Typical public feedback indicated a desire for longer merge lengths than existing (even though designed to current DMRB standards) to provide improved opportunity to match mainline traffic speeds and increased merging opportunities. Taking account of traffic flows and traffic speeds on the A1 mainline, it was decided that the length of the merge lanes would be increased from 170m to 225m (40m nose, 130m auxiliary lane, 55m taper), to comply with elements of both TD42 and TD22. The nose and auxiliary lane length is compliant with TD42 albeit TD42 specifies a merge taper as opposed to auxiliary lane and therefore a departure from standard is required, while the 55m taper is compliant with TD22.

2. **There has been no thought of the effect that the closure of the side roads will have to the villages that will see a loss of alternative entry/exit points. In particular, in Dromore, where I live, there are currently three southbound side roads which will affect the flow of traffic in and around the centre of Dromore. Despite raising this at the consultation in June 2017, there have been no assurances that the village will benefit from new infrastructure to help control and manage the flow of traffic. In particular, due to the illegal parking of many people in the village around the central thoroughfare, traffic is congested most of the day. The closure of these side roads completely, rather than just the closure of the central reservations, will cause further problems in a very small village that currently only has the benefit of one pedestrian light in the main town area. The local primary school moved in September 2016 and the redirection of patron's traffic away from the old location over to by the local dump had an adverse effect to the traffic flow, as drivers were forced to go through the village centre with only a roundabout to manage any traffic conditions. I can only exit my home by going down to [redacted]. There is no light system there and the movement of the primary school saw a marked increase in the length of cars queuing and the time taken to exit onto the Banbridge Road from Meeting Street – drivers consistently block the junction due to the lack of a yellow box covering both sides of the road.**

It is acknowledged that the proposals being brought forward will inevitably result in a short increase in journey length for some road users. However, it is considered that this impact is minor, if not negligible, when compared to the safety benefits that will be gained by the closure of all central reserve gaps and nine minor road junctions within the proposed development extents.

One of the objectives of this project is to reduce the number of minor road connection points onto the A1 mainline in the interests of safety. The significant number of existing access points prevalent along this strategic route results in the following issues:

- Gaps in the central reserve permitting crossing manoeuvres;
- Issues associated with right turning and u-turning vehicles:
  - Sub-standard right turn facilities resulting in vehicles overhanging or encroaching into the offside lane;
  - Weaving vehicles;
  - Vehicles pulling into the offside lane at low speed from side roads; and
  - Multiple vehicles waiting within the central reserve; and
- Inconsistent geometric layout of certain junctions; and
- Limited weaving lengths between grade-separated junctions and minor road junctions and accesses; and

The Department can confirm that due consideration has been given to the effect of minor road closures on the minor road network. As a result of community consultation and further assessment and review by the Department, the proposals being brought forward have limited the number of closures of minor roads to those where it is deemed there are suitable alternatives.

On the Southbound carriageway at Dromore, it is proposed to close 2no minor road junctions with the A1, namely, Milebush Road and Lower Quilly Road. Alternative access to

accommodate the Milebush Road closure is available via Hillsborough Road CGSJ / Jubilee Road. Alternative access to accommodate the Lower Quilly Road closure is available at Banbridge Road CGSJ, and other routes through Dromore.

This proposal reduces the number of junctions with the A1 southbound carriageway from five to three along this 3km stretch of dual carriageway. In accordance with TD22/06, the desirable minimum weaving length for rural all-purpose roads is 1km. A weaving section is defined as *'the length of the carriageway between a successive merge or lane gain and diverge or lane drop, where vehicles leaving the mainline at the diverge or lane drop have to cross the paths of vehicles that have joined the mainline at the merge or lane gain'.* On this basis, it is appropriate to retain and upgrade of the Maypole Hill Road junction, with the addition of a diverge and merge, as the spacing of this junction from the Hillsborough Road CGSJ to the North and the Banbridge Road CGSJ to the South is in compliance with the weaving standards. Retention of either of the other roads proposed for closure would not have complied with the weaving distance standard. Given it is deemed that there are three other suitable access points to Dromore along this 3km section of carriageway, it was considered that the Milebush Road junction and Lower Quilly Road junction should be closed in the interests of safety.

It has been identified that if Lower Quilly Road were to be retained and upgraded instead of the Maypole Hill junction, this would result in an additional number of Departures from Standard. Whilst the upgrade of the Maypole Hill junction will comprise substandard gradient and horizontal curvature on the minor road (as existing), the upgrade of the Lower Quilly Road would introduce substandard features on the A1 mainline, including weaving distances between junctions, provision of a diverge on the inside of a bend and Stopping Sight Distance along the mainline. On the basis that substandard features associated with the upgrade of the Lower Quilly Road junction would impact mainline traffic, it is considered safer to upgrade of the Maypole Hill junction. Also, the provision of appropriate junction geometry at Lower Quilly Road would have a greater impact on third party landtake, given the Lower Quilly Road is tightly constrained between existing properties on each side, in close proximity to the mainline.

As part of the decision-making process regarding junction closure, one of the main considerations was the intention for redistributed strategic traffic to remain on the strategic route. Therefore, the junctions identified for closure have been selected to minimise potential increase in journey lengths along the strategic route, which should in turn discourage traffic from using alternative routes via the Town centre. It is the intention of the scheme that any traffic currently using the Lower Quilly Road and Milebush Road junctions would be redistributed to the nearby Banbridge Road CGSJ and Hillsborough Road CGSJ respectively to access/egress the mainline. This would allow traffic wishing to access the southern and northern sides of the town to do so without interacting with town centre traffic. It is intended that the Maypole Hill junction is being retained to serve existing traffic movements only. It is noted that if Maypole Hill Road was closed, traffic that currently uses it could endure a potential increased journey length in excess the Policy guidance (approximately 5km (RSPPG E038)), if all of their movements to access the A1 were reassigned to the Hillsborough Road CGSJ, avoiding the town centre. Therefore, in order to minimise potential increased journey lengths along the strategic route, satisfy Policy guidance relating to detour distances and minimise impact on traffic in Dromore Town centre, it is considered more appropriate to retain the Maypole Hill junction.

It is noted that although the Lower Quilly Road currently has slightly higher traffic flows than the Maypole Hill Road, they are not considered significantly different to affect the junction closure decision. Also, it is not predicted that additional traffic will be attracted into Dromore as a result of the proposed development proposals.

It is noted that all relevant Statutory Bodies were consulted with regard to these proposals and there have been no other objections received relating to this issue.

Any traffic calming or management measures to address any existing traffic issues within Dromore town is outside of the scope of this Project. Any illegal parking causing congestion issues within Dromore is a parking enforcement issue and outside the scope of this Project.

3. **The closure of Lower Quilly Road as a left-in/left-out road in favour of keeping Maypole Hill open to act in the same way, is poorly planned. Maypole Hill is a very steep, narrow road and it joins onto Gallows Street. At Gallows Street there is a parking provision of approximately six car parking spaces. As these spaces take up the full width of the lane, there are constant issues with traffic there due to the obstruction of the lane. Further, the opposite lane is narrow, and any larger vehicles have difficulty navigating beside these parked cars. The junction to exit Gallows Street (and avoid the square) has no sightline whatsoever. The Department claimed (as a reason to refuse my application to remove a restrictive covenant to plant a hedge or erect a fence in order to prevent daily casual and intentional trespassing) that sightlines could not be blocked. In my case the sightline is for one house in a cul de-sac, and I provided evidence that sightlines here did not matter due to the way that people turn and drive. In the case of Gallows Street, there is no sightline from a side to a main road so that drivers exiting Gallows Street can see what is approaching to their right (i.e. the lane closest to them), where it very much matters, especially if traffic will be diverted that way. Around Easter 2019, Phoenix Gas were piping in the area, closing off Church Street and Market Square. This led to a diversion of cars, so drivers made use of the other left-in roads. Lower Quilly is by far the easiest road to take in order to avoid the square, and to help ease the burden of traffic flow when the roads are closed off. I had raised the issue of Gallows Street junction with the Department on at least one occasion and have that email trail; therefore to keep Maypole Hill as the left-in/left-out when it leads down to a dangerous junction that does not have a mirror, let alone a light signal (or even a re-plan for the town square to become a one-way system), defies all logic and will result in multiple accidents. Accidents which the Department could have mitigated for and a FOI by any prudent insurance solicitor will find that the Department were well aware in advance of the A1 upgrade scheme that this junction is problematic and dangerous, yet traffic was still permitted to divert to it, resulting in liability to the Department. As mentioned above, Maypole Hill is very steep and the village is set into a valley; the closure of Lower Quilly Road will therefore also be problematic during adverse weather conditions. Lower Quilly benefits from having the lowest incline/decline in of the various roads and in adverse weather conditions would be the safest road to turn into (with the provision of an extended slip road) to help to mitigate for sliding cars.**

It is acknowledged that the proposals being brought forward will inevitably result in a short increase in journey length for some road users. However, it is considered that this impact is minor, if not negligible, when compared to the safety benefits that will be gained by the closure of all central reserve gaps and nine minor road junctions within the proposed development extents. It is noted that a 5km round trip detour (journey time of approximately 3minutes) is considered a reasonable alternative given the safety benefits that the proposed arrangement will bring. It is anticipated that, at times of traffic congestion within Dromore, most drivers would chose a 3minute detour along the A1 to minimise their overall journey time.

As outlined in the response above, if the Lower Quilly Road junction was to be retained and upgraded to include a diverge and a merge, it would not comply with the appropriate weaving distance required to the downstream junction (Banbridge Road CGSJ). Therefore, in the interests of safety on the A1 mainline, it is proposed that the Maypole Hill Road junction is retained and upgraded as its location complies with the weaving standards.

Retaining the Lower Quilly Road junction instead of the Maypole Hill junction would result in an additional number of Departures from Standard. Whilst the upgrade of the Maypole Hill junction will comprise substandard gradient and horizontal curvature on the minor road (as existing), the upgrade of the Lower Quilly Road would introduce substandard features on the A1 mainline, including weaving distances between junctions, provision of a diverge on the inside of a bend and Stopping Sight Distance along the mainline. On the basis that substandard features associated with the upgrade of the Lower Quilly Road junction would impact mainline traffic, it is considered safer to retain and upgrade the Maypole Hill junction. Also, the provision of appropriate junction geometry at Lower Quilly Road would have a greater impact on third party landtake, given the Lower Quilly Road is tightly constrained between existing properties on each side, in close proximity to the mainline.

As part of the decision-making process regarding junction closure, one of the main considerations was the intention for redistributed strategic traffic to remain on the strategic route. Therefore, the junctions identified for closure have been selected to minimise potential increase in journey lengths along the strategic route, which should in turn discourage traffic from using alternative routes via the Town centre. It is the intention of the scheme that any traffic currently using the Lower Quilly Road and Milebush Road junctions would be redistributed to the nearby Banbridge Road CGSJ and Hillsborough Road CGSJ respectively to access/egress the mainline. This would allow traffic wishing to access the southern and northern sides of the town to do so without interacting with town centre traffic. It is intended that the Maypole Hill junction is being retained to serve existing traffic movements only. It is noted that if Maypole Hill Road was closed, traffic that currently uses it could endure a potential increased journey length in excess the Policy guidance (approximately 5km (RSPPG E038)), if all of their movements to access the A1 were reassigned to the Hillsborough Road CGSJ, avoiding the town centre. Therefore, in order to minimise potential increased journey lengths along the strategic route, satisfy Policy guidance relating to detour distances and minimise impact on traffic in Dromore Town centre, it is considered more appropriate to retain the Maypole Hill junction.

It is noted that although the Lower Quilly Road currently has slightly higher traffic flows than the Maypole Hill Road, they are not considered significantly different to affect the junction

closure decision. Also, it is not predicted that additional traffic will be attracted into Dromore as a result of the proposed development proposals.

It is noted that all relevant Statutory Bodies were consulted with regard to these proposals and there have been no other objections received relating to this issue.

Any traffic calming or management measures to address any existing traffic issues within Dromore town is outside of the scope of this Project.

Road gritting during inclement weather is a maintenance issue and outside the scope of this Project.

4. **The centre of Dromore is very congested, with poor parking layout and illegal parking. Driving Southbound, there are only two main entrances into the village that will remain (ignoring Maypole Hill at this time). One is at Hillsborough Road, the other at the Banbridge Road. The Banbridge Road is an extra mile each direction of a detour for those of us who need to go to Meeting Street, Lurgan Road and beyond. While this may not sound like it is a huge distance, that will add up, and of course there are the emissions considerations for more cars driving an extra 2 miles each day in order to avoid the congestion problems of the square. To avoid the heavy congestion in Dromore at the square each day, I, and many others, drive in via Lower Quilly Road on the way home. This means I am 0.5 miles from Meeting Street – the only road I can use to get into my development. I have avoided the congestion of the square and I have come in via a reasonably flat road (compared to the other two options). When there are any road works around the square, Translink, which is owned by the Department, use Lower Quilly to ensure that a service is maintained for residents in Dromore. Therefore, closing this road and keeping Maypole Hill open will have an adverse effect for the continued provision of public transport when works are scheduled to take place. Works are typically an annual occasion from what I have witnessed since moving to the area. I would have thought that easing congestion in the central point of the village, maintaining public transport links to a rural village, and ensuring a road with a dangerous lack of sight-line is not used as an alternative entrance/exit would all have been identified by the Department as key stress points when choosing which road to keep open of the plan to minimise disruption.**

It is acknowledged that the proposals being brought forward will inevitably result in a potential short increased journey length for some road users. However, it is considered that this impact is minor, if not negligible, when compared to the safety benefits that will be gained by the closure of all central reserve gaps and nine minor road junctions within the proposed development extents. It is noted that a 5km round trip detour (journey time of approximately 3 minutes) is considered a reasonable alternative given the safety benefits that the proposed arrangement will bring. It is anticipated that, at times of traffic congestion within Dromore, most drivers would chose a 3 minute detour along the A1 to minimise their overall journey time.

As outlined in the response above, if the Lower Quilly Road junction was to be retained and upgraded to include a diverge and a merge, it would not comply with the appropriate weaving distance required to the downstream junction (Banbridge Road CGSJ). Therefore, in the

interests of safety on the A1 mainline, it is proposed that the Maypole Hill Road junction is retained and upgraded as its location complies with the weaving standards.

In addition to the mainline weaving concern, it has been identified that if Lower Quilly Road were to be retained and upgraded instead of the Maypole Hill junction, this would result in an additional number of Departures from Standard. It would also have a greater impact on adjacent third party properties, given the Lower Quilly Road is tightly constrained between existing properties on each side in close proximity to the mainline.

As part of the decision-making process regarding junction closure, one of the main considerations was the desire for redistributed strategic traffic to remain on the strategic route. Therefore, the junctions identified for closure have been selected to minimise potential increased journey lengths along the strategic route, which should in turn discourage traffic from using alternative routes via the Town centre. It is noted that under the proposed development, traffic that currently uses the Lower Quilly Road would endure a potential short increased journey length, less than the Policy guidance (approximately 5km (RSPPG E038)), if all of their movements to access the A1 were reassigned to the Banbridge Road CGSJ, avoiding the town centre. However, it is noted that if Maypole Hill Road was closed, traffic that currently uses it could endure a potential increased journey length in excess the Policy guidance (approximately 5km (RSPPG E038)), if all of their movements to access the A1 were reassigned to the Hillsborough Road CGSJ, avoiding the town centre. Therefore, in order to minimise increased journey lengths along the strategic route and satisfy Policy guidance relating to detour distances without having an increased impact on traffic in Dromore Town centre, it is considered more appropriate to close Lower Quilly Road.

It is noted that although the Lower Quilly Road currently has slightly higher traffic flows than the Maypole Hill Road, they are not considered significantly different to affect the junction closure decision. Also, it is not predicted that additional traffic will be attracted into Dromore as a result of the proposed development proposals.

It is noted that all relevant Statutory Bodies were consulted with regard to these proposals and there have been no other objections received relating to this issue.

Any traffic calming or management measures to address any existing traffic issues within Dromore town is outside of the scope of this Project.

5. **Finally, it has been raised on numerous occasions that there is an issue of speed on the A1. In particular, there are very few vehicles who will obey the limits set for either the road, or even their own vehicle class. In particular, Translink buses will travel at 70mph, despite the limit for their vehicle on a dual carriageway being set at 60mph. On Thursday 9 May 2019, PSNI Road Policing shared to their Facebook page a photo of a speed "gun" that had clocked a driver on the A1 at Dromore (a 60pmh zone) doing 112mph. The post was time-stamped at 11:59. This may be the worst speed that has been seen, but there are regularly vehicles driving well above the limits for the sections of the road that they are on.**

(https://www.facebook.com/PSNI.RoadPolicing/photos/a.327332980697442/2059464287484294/?type=3&theater)

With junctions closing and the road becoming more like a motorway (in all but name), fixed cameras should be installed as part of the upgrade scheme. Cameras installed every mile and set to an alternating random pattern would (and has in England), reduce overall speed as drivers wouldn't know where they could be caught. In particular, as bikes and pedestrians are not being removed from the hard shoulder of the A1, speed needs to be addressed as a matter of urgency – a loss of control from either poor driving, or even a blow-out will result in a fatality for people in that section of the carriageway. As a daily user of the A1, I am astounded that there is not one camera placed on it. Further, this is a matter for multiple departments, to include the Department for Infrastructure:

(https://www.infrastructure-ni.gov.uk/news/department-infrastructure-road-safety-shared-responsibility).

It is acknowledged that vehicles travelling at excessive speeds is a road safety hazard. However vehicles travelling above the speed limits on the A1 is an enforcement issue and is outside the scope of this Project. It is the responsibility of the PSNI to manage speed enforcement along the A1, including the selection and operation of any enforcement equipment such as speed cameras.

Therefore, as per the details above, I am objecting to the scheme as it stands regarding:

1. **The length of the existing slip roads not being extended**
2. **The lack of new traffic control/calming infrastructure commitment to the villages affected by road closures**
3. **The selection of Maypole Hill versus Lower Quilly Road as a left-in/left-out (Southbound)**
4. **The lack of provision of speed cameras.**

Dfl Roads
Southern Division
29 January 2020

Objection number **OB13**

Name..... [redacted]

Date Submitted 13/01/2020

NIMVO Map/Plot number..... [redacted]

The Department has considered the correspondence in the above objection and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

The new proposed accommodation lane from a neighbouring farm on [redacted] which would pass by my home is causing me concern.

The Department considers it appropriate to make the following statement before addressing the specifics of your objection.

Development Priorities

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

- Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
- Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
- Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
- Investment Strategy for NI (ISNI) 2005-2015, published in December 2005;
- Expanding the Strategic Road Improvement Programme 2015 Consultation Document, published in mid 2006;
- Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
- North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
- Investment Strategy for NI 2008-2018, published in 2008;
- Investment Delivery Plan for Roads (IDP) 2008, published in 2008;
- Northern Ireland Executive Budget 2008 -2011, published in 2008;
- Programme for Government 2008-2011, published in 2008;
- Northern Ireland Executive Budget 2011 -2015, published in 2011;
- Programme for Government 2011-2015, published in 2011;
- Announcement by Finance Minister – Financial Allocations, published in February 2012;
- The Regional Development Strategy 2035 (RDS 2035), published in March 2012;
- Ensuring a Sustainable Transport Future- A New Approach to Regional Transportation (A New Approach), published in March 2012;
- Investment Strategy for NI 2011- 2021, published in 2012;
- A Fresh Start: The Stormont Agreement and Implementation Plan, published in November 2015;
- Northern Ireland Executive Budget 2016-2017, published in January 2016;
- Draft Programme for Government Framework 2016-2021, published in May 2016;

- NI Executive's Outcomes Delivery Plan 2018-19, published in June 2018.

b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

   - Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
   - The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
     - Listullycurran Road
     - Gowdystown Road
     - Skeltons Road/Drumneath Road
     - Waringsford Road;
   - A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
   - Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
   - Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
   - Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;
   - Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
   - Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension

between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the '5km' rule, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

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[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

1. **My husband has a [redacted] business operating from a yard on either side of the road and [redacted] are loaded and unloaded onto [redacted] and at the moment there is no through traffic as it is a cul-de-sac.**

   I feel that this could affect business at times when the farm is bringing in Silage, etc. as the contractors carrying out this work continue to do so for days, right into the early hours in summer.

   The existing [redacted] is a Public Road and previously formed part of the main Belfast to Dublin thoroughfare. It is acknowledged that this was modified to a [redacted] when the previous A1 dual carriageway was constructed. However, it is still a Public Road and other members of the public are entitled to use it. It is noted that your neighbours currently use this Public Road to pass your [redacted] to access their properties.

   We would not consider the overall traffic volumes to be excessive along the upgraded connector road as it will predominantly only be used by several families in this location. Currently, [redacted]) forms part of the public road network. Public Rights have not been extinguished on the [redacted] therefore any members of the public currently have entitlement to pass and repass. It is noted that the existing [redacted] and the newly extended connector road will continue to be maintained by the Department and will therefore continue to provide for a public right of way and unrestricted access for all road users.

   It should also be noted that in relation to the upgrade of the existing [redacted] and the construction of the extended connector road, from the stopped up junction with the A1 to the new CGSJ, the Department will be acquiring all necessary lands to construct this road. This will include any areas of existing road bed which are currently registered in [redacted] to [redacted] and [redacted] registered to the [redacted]

2. **The accommodation lane shall be used by many large agricultural vehicles, ie: milk tankers, silage trailers and tractors, etc. My grandchildren play in the cul-de-sac and I fear for their safety if this proposal goes ahead.**

   I have had a Yorkshire terrier killed by a farm vehicle a few years ago whilst out for a walk walk with my grandchild. The vehicle did not stop and we were distraught.

   This road has been a cul-de-sac for many years and now we are going to have large agricultural vehicles travelling fast sometimes up and down the road.

   The primary purpose of this project is to significantly reduce the number of conflict points and potentially hazardous manoeuvres along the A1 route to provide a safer, more consistent standard of carriageway. The provision of the proposed accommodation lane connecting the farm to the [redacted] (CGSJ) will have the added benefit of providing an alternative route which avoids using the A1 for slow moving agricultural traffic associated with the farm to access lands on the opposite side of the carriageway. It is considered that this is a betterment from the current arrangement where any slow-moving vehicles wishing to access lands on the opposite side of the carriageway have to interact with high-speed, strategic traffic on the A1 mainline, creating a significant safety issue. It is also noted that the preferred accommodation lane alignment will provide suitable alternative access to existing accesses onto the A1 along this stretch, therefore allowing these

3 no. field accesses and 1 no residential access to be closed. This will provide added safety benefit to both the mainline users and the users of these existing accesses.

Under current circumstances, the [redacted] is a Public Road with appropriate road width and it is not expected that the provision of the accommodation lane will have any impact on the usability of this road.

It is not expected that there will be any significant increase in traffic volumes as a result of the proposed works in this area. Whilst some additional traffic will be generated by the new access lane, traffic volumes will remain low. There is good visibility to oncoming traffic and appropriate carriageway widths are available, with a footway provided on the western side. It is noted that this road would be similar in nature to any other any other lightly trafficked rural public road. It is noted that all road users should exercise appropriate caution on any public road.

Whilst it is acknowledged that the new access lane is being provided to mitigate impacts on the owners of the farm at [redacted], there are other elements of the proposed development that will offer benefits to the residents of the [redacted] including:

- The existing access to the [redacted] will be closed. An alternative access to the [redacted] will be provided, which will provide safer access and egress to the mainline for those using the existing junction.
- Access to the [redacted] will facilitate safe, grade separated access to both the northbound and southbound carriageways.

On this basis, it is considered that the overall benefit of the proposed development, outweighs any perceived negative impact.

Option appraisal

Following conversations and meetings with representatives from the Department regarding the proposed access lane to serve a neighbouring land owner, an assessment was carried out during 2018 to review the options available. It is noted that the lane is required in order to ensure that future detours endured by the landowner, as a result of the proposed improvement works on the A1 mainline, would be within the policy guidance (RSPPG E038) of approximately 5km.

There were initially three options under consideration, which were then reduced to the following two options:

- Option 1 runs alongside the A1 (the proposed option);
- Option 3 runs along the [redacted]

(Option 2 followed the [redacted] for a short distance before traversing across agricultural land and past a rented property, owned by the neighbouring landowner, to connect [redacted] to the [redacted]. This option was excluded primarily on the basis of the impact on the rented property and the need to demolish outbuildings associated with the rented property.)

The following are the main considerations when comparing Option 1 against Option 3:

- Option 1 (the proposed option) runs alongside the existing A1 corridor, has minimal environmental impact and requires less removal of habitat when compared to Option 3. Option 3 is not favourable from an environmental perspective as there is an area of [redacted] along the proposed route of Option 3 (along the [redacted]). This [redacted] is a feature of natural heritage importance and is used by protected species. It connects to nearby hedgerows creating wildlife corridors. On this basis, the removal of habitat on the [redacted] would not be favoured over a suitable alternative alongside the A1 (Option 1) for the purposes of creating an access lane. In addition, from ongoing ecological surveys, there is also evidence of badger activity in the area (Option 3).

- The geotechnical nature of the ground along the route of Option 3 is questionable and could pose engineering difficulties. Some wet areas of ground were identified and it is obvious that the section of the [redacted] line close to the overbridge ([redacted]) has been filled in. The integrity of this fill material would need to be ascertained. Option 1 is likely to be virgin ground which should not pose engineering difficulties for the creation of an agricultural lane. In the absence of any further geotechnical investigations, it is considered that the ground conditions along the route of Option 3 would present a higher risk than those along Option 1.

- The Option 1 route will provide suitable alternative access to existing accesses onto the A1 along this stretch, therefore allowing these 3 no. field accesses and 1 no residential access to be closed. This will provide added safety benefit to both the mainline users and the users of these existing accesses.

- Option 1 is 77m shorter than Option 3, therefore construction costs will be less. Taking into consideration both construction cost and estimated compensation, Option 1 is estimated to cost 69.4% of the cost for Option 3.

- Under Option 1, junction visibility is not an issue as the access lane connects to the [redacted]. Under Option 3, 3rd party land would be required to accommodate appropriate visibility splays onto the [redacted].

- Option 1 does not require vesting of any 3rd party land

Subsequent to this assessment, consideration was also given to a fourth option (Option 4) where the proposed accommodation lane would run alongside the [redacted], in order to minimise the environmental impact and risk of poor ground conditions associated with Option 3. The following are the main considerations when comparing Option 1 against Option 4:

- Option 1 runs alongside the existing A1 corridor has minimal environmental impact and requires less removal of habitat when compared to Option 4.
- The Option 1 route will provide suitable alternative access to existing accesses onto the A1 along this stretch, allowing the existing accesses (3 no field accesses and 1 no

residential access) to be closed. This will provide added safety benefit to mainline users and the users of these existing accesses.

- Option 1 is 92m shorter than Option 4 therefore construction costs will be less. Taking into consideration both construction cost and estimated compensation, Option 1 is estimated to cost 67.5% of the cost for Option 4.
- Under Option 1, junction visibility is not an issue as the access lane connects to the [redacted]. Under Option 4, 3rd party land would be required to accommodate appropriate visibility splays onto the [redacted].
- A portion of 3rd party land (approx. 0.1Ha) would need to be acquired from a neighbouring landowner in order to facilitate the alignment in Option 4. Option 1 does not require vesting of any 3rd party land.

Based on the comparison of these options, Option 1 is considered preferable and is being brought forward under the scheme proposals.

3. **I believe that local Farm do not want this accommodation lane either and I would be most grateful if you would please consider my concerns.**

   My husband did send a letter previously stating his concerns [redacted] objections were not submitted within the defined consultation period.

   Could I please request to have my objections considered at the forthcoming Public Enquiry in March.

   It is noted that the advantages and disadvantages of the options considered have been discussed with the neighbouring farmer and the rationale behind the preferred option explained.

   The Department can confirm that this objection will be considered in the Public Inquiry.

Dfl Roads
Southern Division
29 January 2020

Objection number.....**OB014**

Name.....[redacted]

Date Received.....18/02/2020

NIMVO Map / Plot number .....N/A

The Department has considered the correspondence in the above objection and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

(Where an issue is referred to more than once within your submission or where issues raised relate to a similar topic, in the interests of completeness, the explanatory text within the response has been repeated for each issue)

1. **I am writing to inform you of my objections to a section of the A1 Junctions Phase 2 project – namely the proposal [redacted] section.**
   I am objecting to the proposal to close the direct A1 access of the access lane for [redacted], opposite [redacted] and the re-routing of this lane parallel to the A1 and then past my [redacted]

   The Department considers it appropriate to make the following statement before addressing the specifics of your objection.

   Development Priorities

   a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
      - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
      - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
      - Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
      - Investment Strategy for NI (ISNI) 2005-2015, published in December 2005;
      - Expanding the Strategic Road Improvement Programme 2015 Consultation Document, published in mid 2006;
      - Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
      - North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
      - Investment Strategy for NI 2008-2018, published in 2008;
      - Investment Delivery Plan for Roads (IDP) 2008, published in 2008;
      - Northern Ireland Executive Budget 2008 -2011, published in 2008;

- Programme for Government 2008-2011, published in 2008;
- Northern Ireland Executive Budget 2011 -2015, published in 2011;
- Programme for Government 2011-2015, published in 2011;
- Announcement by Finance Minister – Financial Allocations, published in February 2012;
- The Regional Development Strategy 2035 (RDS 2035), published in March 2012;
- Ensuring a Sustainable Transport Future- A New Approach to Regional Transportation (A New Approach), published in March 2012;
- Investment Strategy for NI 2011- 2021, published in 2012;
- A Fresh Start: The Stormont Agreement and Implementation Plan, published in November 2015;
- Northern Ireland Executive Budget 2016-2017, published in January 2016;
- Draft Programme for Government Framework 2016-2021, published in May 2016;
- NI Executive's Outcomes Delivery Plan 2018-19, published in June 2018.

b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

- Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
- The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
    - Listullycurran Road
    - Gowdystown Road
    - Skeltons Road/Drumneath Road
    - Waringsford Road;
- A northbound on-slip to the A1 from Castlewellan Road, Banbridge;

- Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
- Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
- Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;
- Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
- Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the '5km' rule, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

2. **Your proposal will route all the farm traffic past our [redacted]. This would mean silage tractors 24 hours a day at the relevant times of the year. It lengthens the distance that tractors will have to travel on the A1 to reach the farmer's other land on [redacted].**

Under the proposed option, traffic that accesses the [redacted] from the farmyard will be moved from the A1 mainline to the parallel accommodation lane. It is noted this traffic currently passes the [redacted] and therefore there would be no difference in this regard.

It is noted that the provision of the accommodation lane alongside the A1 will facilitate the closure of the existing farmyard access onto the A1. As a result of the proposed closure of the existing access onto the A1, traffic to/from the farm will divert to use the upgraded left in /left out junction on the [redacted], which would provide from a safer access arrangement using the proposed merge and diverge facilities at the new junctions. It is considered that this is a much safer arrangement than having to access the existing farmyard lane without any merge and diverge facilities and thereby having to slow down or accelerate on the main A1 carriageway

It is noted that the proposed arrangement may lengthen the distance that tractors have to travel on the A1 carriageway to get to the land at [redacted], but the round trip on the A1 will be the same as that if the existing farmyard access was to remain open. Therefore, there would be no nett difference in journey length along the A1 to get to/from the lands at [redacted].

3. **I think it would be better to keep the farm traffic on the farm for almost all of its route (to the farmer's land on the [redacted]) this is a shorter distance on the A1 to the land on the [redacted]. This route also does not have to pass any other residential or commercial properties, nor requires construction of a new stretch of laneway parallel to the A1. It would appear to be much more cost effective to the public purse. It also allows for expansion on the farm site in the future. It utilises the farm's original, existing entrance lane from [redacted] which is currently in use all year round. A cattle grid could be placed where the other lane way meets the A1 to prevent stray cattle.**

Firstly, it is noted that the farmer states that the lane is not used all year round and it is typically used to access these fields from the [redacted] when the ground is wet coming, in at the high part of the field. It can be used to connect to the [redacted] from the farm when the weather is favourable, but may only be only 2-3 of times a year in the Summer months.

Again, it is noted that the proposed arrangement may lengthen the distance that tractors have to travel on the A1 carriageway to get to the land at [redacted], but the round trip on the A1 will be the same as that if the existing farmyard access was to remain open. Therefore, there would be no nett difference in journey length along the A1 to get to/from the lands at [redacted].

There were two principal options investigated, as outlined below:

Option 1: Provide a new access lane from the [redacted] end of the [redacted] to the existing access lane of the neighbouring landowner, running generally in parallel to the existing A1. This lane would be approximately 240m long. This option requires a small amount of fill at each end to tie into existing roads/lanes, but can typically follow the existing ground profile for the majority of the route. This option also allows the existing access onto the A1 dual carriageway to be closed. This option requires approximately 580m2 (0.058 hectares) of 3rd party land to be vested. With this option, the farmer has agreed to close the existing farmyard access onto the A1 which would improve road safety along the main A1.

Option 2 ([redacted] preferred route): Provide a new access lane from the neighbouring landowner's farmyard to the [redacted], following field boundaries where possible and making use of an existing field gate access onto the [redacted]. This lane would be approximately 350m long. This option would involve a substantial amount of cut and fill in order to provide a suitable gradient over a length of approximately 200m at the farmyard end of the lane. This option requires approximately 140m2 (0.014 hectares) of 3rd party land to be vested.

Both of these options were assessed against a number of factors including but not limited to: safety/ road design; land-take impacts; environmental impacts; costs and following this, Option 1 was considered to be most favourable. The main advantages of Option 1 are identified as follows:

- Regarding your statement that Option 2 is less expensive, this is not correct. Taking into consideration construction costs and landowner compensation costs, Option 1 is significantly less expensive (Option 1 is approximately 74% of the cost of Option 2)

- It is considered that Option 1 performs better in terms of safety:

    - A private access onto the mainline can be closed under Option 1, removing any potential hazardous manoeuvres associated with it. The proposed alternative access to the mainline will use merge and diverge lanes associated with the upgrade of a nearby left in/left out junctions. This will offer a much safer means of access for all traffic associated with the farm.
    - Given the inherent substandard nature of [redacted], it is considered more appropriate to provide access onto the [redacted]. This takes into consideration:
        - Access lane and junction layout;

          Under Option 1, the proposed access lane joins the [redacted] end of the [redacted], which is of appropriate width and geometry. It is noted that the [redacted] was the [redacted] prior to the construction of the existing dual carriageway. Under Option 2, the access lane would connect with the [redacted] at the crest of a hill, where the existing road is of very narrow road width and substandard geometry.

        - Junction visibility;

Under Option 1, junction visibility is not an issue as the access lane connects to the [redacted]. Under Option 2, 3rd party land would be required to accommodate appropriate visibility splays

- The nature / geometry / forward visibility of the road onto which the access lane is being provided;

  Under Option 1, the access lane connects to the [redacted] which is of appropriate width and geometry. Under Option 2, the access lane would connect to the [redacted] which is very narrow and is difficult for two vehicles to pass, especially considering the vehicles associated with this proposal would typically involve large agricultural vehicles. The horizontal and vertical geometry is also substandard resulting in steep inclines, tight bends and reduced forward visibility. The Department would wish to avoid creating an access that would intensify movements of large vehicles at a particular point along this route.

- Option 1 will require approximately 580m2 (0.058 hectares) of 3rd party land to be vested. Option 2 will require approximately 140m2 (0.014 hectares) of 3rd party land to be vested. However, Option 1 requires a change in use of approximately 2,290m2 (0.229hectares) of land owned by the famer to accommodate the lane, whereas Option 2 requires a change in use of approximately 5,020m2 (0.502hectares) of land owned by the famer to accommodate the lane. Taking into consideration the area of landtake as well as impact on existing field size and layout, it is concluded that Option 1 provides least impact.

- Option 1 runs alongside the existing A1 corridor and has minimal environmental impact and requires less removal of habitat when compared to Option 2. Northern Ireland Priority habitats (Hedgerows are Northern Ireland priority habitats) would be lost as result of the proposed access lane (Option 2). Protected species would be directly impacted upon in Option 2. Extended Phase 1 Habitat Survey recorded, categorised and mapped the following habitats within the scheme extents of the left in/left out junctions and road closures; semi-natural broadleaved woodland; broadleaved plantation woodland; mixed plantation woodland; scrub; semi-improved grassland; improved grassland; running water; arable; amenity grassland; hedgerows; and bare ground. Hedgerows are the only Northern Ireland Priority Habitat (NIPH) recorded within the scheme extents of the left in/left out junctions and road closures. Priority habitats include both those listed on Annex I of the Habitats Directive, which is transposed into national law by means of the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as Amended) and those identified under the Northern Ireland Biodiversity Strategy (NIBS). Priority habitats require conservation action due to their decline, rarity and importance. Priority species and habitats are subject to a higher level of protection.

It is acknowledged that by closing the existing farmyard access onto the mainline, travel distances to land farmed on the opposite side of the dual carriageway will be longer but the distance travelled along the mainline would be the same. However, closure of the existing access will remove this direct access from this strategic route and any potentially hazardous manoeuvres that would be associated with it. The proposed alternative access to the mainline involves the use of merge and diverge lanes associated with the upgrade of the nearby [redacted] (southern junction) left in/left out, which offers a much safer means of access and concentrates movements

to this junction. It is noted that the area of land on the opposite side of the dual carriageway owned by the neighbouring farmer is relatively small when compared to the overall farm holding and it is noted that he has not objected to the published proposals.

It is noted that the neighbouring farmer does not have an existing lane providing direct access to the [redacted] from his farmyard. There is a short section of grassed track serving to access fields from the [redacted], but access from the farmyard to this grassed track would be across existing fields.

4. **To summarise my objections to your proposed route -**

Smell & pollution– slurry tankers will have to pass by the [redacted]. Unavoidably, some will end up on the road. We have an outdoor area to the side of the [redacted]. Also during good weather, we place [redacted] at the front of our [redacted], we would be unable to do this if slurry tankers were going to be passing and therefore this will have a negative effect on our [redacted].

It is noted that any of the agricultural vehicle movements associated with land on the [redacted] and [redacted] already pass by the [redacted]. It is noted that the provision of the accommodation lane alongside the A1 will facilitate the closure of the existing farmyard access onto the A1. It is deemed that any additional traffic which has to access the farm from the mainline will now be able to do this from a safer access arrangement via the upgraded left in/left out junction on the [redacted], using the associated merge and diverge facilities. It is considered that this is a much safer arrangement than having to access the existing farmyard lane without any merge and diverge facilities.

It is noted that any traffic accessing the farmyard from the mainline will now pass by the [redacted] but it considered that the benefits of closing the mainline farmyard access outweighs any perceived negative impact.

Smell/Odour/Slurry

There will inevitably be temporary local impacts on properties close to the proposed access lane. These impacts may include intermittent transient odours from agricultural vehicles. During the operational phase of the Proposed Development, the area surrounding the site comprises of predominantly agricultural rural land dotted with residential properties. Smell/Odours associated with the existing use is not likely to change significantly as a result of any proposed road alteration or increases in traffic flows. These effects are transient and are only associated with movement of agricultural machinery at certain times of the year.

This section of the [redacted] is currently a public road and will continue to be a public road during the operational phase. If any significant levels of dirt or slurry are spilled onto the road and not cleaned up by those responsible, then this will be an enforcement issue.

Safety for pedestrians - There is a risk to customers of the [redacted] where cars park on both sides of the road and near the junction with [redacted].

Traffic – At the [redacted], disabled and elderly customers park at the front of the building.

Under current circumstances, the [redacted] is a Public Road with appropriate road width and it is not expected that the provision of the accommodation lane will have any impact on the usability of this road and it would be anticipated that there would be no significant increase in traffic. It is noted that there is an existing [redacted] which provides direct pedestrian access to the [redacted]. From observations, it appears that customers may park on both sides of the [redacted] when there appears to be ample capacity in the [redacted]. Any road safety concerns associated with parking on both sides of the [redacted] rather than using any available capacity in the adjacent [redacted] could be considered an enforcement issue.

It is highlighted that Option 1 performs better than Option 2 in terms of safety:

- A private access onto the mainline can be closed under Option 1.
- Given the inherent substandard nature of [redacted], it is considered more appropriate to provide access onto the [redacted]. This takes into consideration: access lane and junction layout; junction visibility; the nature (geometry / forward visibility) of the road onto which the access lane is being provided.
- The southern junction to the [redacted] will be upgraded to a left in/ left out arrangement, including the provision of a diverge and merge, which will provide safer access and egress for those using the junction.

On this basis, it is considered that the overall benefit of the proposed development, outweighs any perceived negative impact.

I would like to make you aware there is full planning permission passed for [redacted] on this site.

I would request that you make public the actual costing of both these proposals so we can see which is actually more expensive and evaluate the criteria by which this decision was reached.

The Department is aware of the planning permission for the [redacted].

The cost assessment for both options has been considered and this includes estimated construction costs and estimated landowner compensation costs (as provided by the District Valuer (Land & Property Services). The cost assessment does include for resurfacing of the [redacted] where necessary and for the provision of anti-dazzle fencing where necessary. It is noted that the cost estimate difference between the options is significant, with Option 1 being the least expensive (Option 1 is approximately 74% of the cost of Option 2). Currently the actual cost estimates for each option are confidential and will not be made public.

I would also request that a full Environmental Health assessment is carried out in relation to the impact of your preferred option on the properties which will be affected.

Health has been assessed as part of the EIAR. Chapter 15 (Population and Health) of the EIAR applies a broad socio-economic model of health that encompasses conventional health impacts such as disease, accidents and risk, along with wider health determinants vital to achieving good health and wellbeing such as employment and local amenity.

In this instance, the population and health chapter draws from and builds upon the wider EIAR technical disciplines (most notably: air quality; noise transport; and pedestrians, cyclists, equestrians and community effects), signposting to key sections, and does not seek to repeat text or replicate data from the associated EIAR chapters.

The chapter is further supported by a range of publicly available demographic, health and health care statistics. To keep this chapter concise, a summary of local community and health circumstance is provided within the main body text, with the full data available in Volume III Appendix 15.1 Health Baseline.

Roads (EIA) Regulations (NI) 2017 Article 67 paragraph 8(a), reinforces the consideration of population and health within the regulatory planning process, and sets a requirement for a distinct chapter (as detailed in Chapter 15 of the EIAR) within the EIAR to further communicate how and where population and health is inherently assessed and addressed.

Dfl Roads

Southern Division

6 March 2020

Comment number **COM01**

Name ..... [redacted]

Date Submitted 26/06/2019

NIMVO plot number ..... [redacted]

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

1. **The purposes of this letter is to table the main issues, so that you can consider these prior to any public inquiry or finalising the design. Of course, we are happy to sit down with you and your consultants to discuss the issues.**

The Department considers it appropriate to make the following statement before addressing the specifics of your submission.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
   - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
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b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

- Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
- The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
    - Listullycurran Road
    - Gowdystown Road
    - Skeltons Road/Drumneath Road
    - Waringsford Road;
- A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
- Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
- Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
- Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;
- Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
- Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by

Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the 5km guide, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

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[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

2. **Land Take**

[redacted] is being particularity harshly affected by the proposed scheme. A total of 7 fields will be touched by the scheme. This means removal of mature boundaries, loss of land, angulation realigned access etc. This is a significant effect on a farm business which had been in the family for a few generations. We think that there could be modifications made that would reduce the impact.

The preferred strategy for this proposed development involves the closure of all central reserve gaps within the proposed development extents and the provision of Compact Grade Separated Junctions (CGSJs) to accommodate any displaced movements. The location of the CGSJs was determined based on the 5km guide, whereby any resultant round trips would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on slip at Castlewellan Road.

It is noted that the decision to site a CGSJ at [redacted] had been made during the Stage 1 Scheme Assessment and identified in the Stage 1 Scheme Assessment Report published in October 2011. It is noted that there has been regular communication with your Client as the Project has developed since then.

It is acknowledged that although the siting of the junction at this location will have a landtake impact on your Client with approximately [redacted] of a total of approximately [redacted] being vested. It is also acknowledged that the siting of the junction at this location will facilitate direct access across the mainline to lands on the opposite side of the carriageway.

Reduction in farm land

a) It is also accepted that the 'preferred route' for a scheme would impact landowners to differing degrees of severity. The Department believes the proposed layout is the most equitable when viewed in the wider context of landowners likely to be affected by the proposed development. Proposed landtake from your Client is approximately [redacted], which is approximately [redacted] of your Client's known land holding [redacted].

Guidelines for the Acquisition of Land/Property for Major Road Development in Northern Ireland can be found via the following link –

https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/dfi-roads-guidelines-for-the-acquisition-of-land-property-for-major-road-development-in-northern-ireland.pdf

b) The Department is unable to comment on compensation matters, as these are subject to negotiation with the District Valuer (Land & Property Services (LPS)).

Compensation following compulsory acquisition of land is based on the principle of equivalence. The landowner should be no worse off in financial terms after the acquisition than before. The District Valuer (Land & Property Services (LPS)) acts on behalf of the Department to assess fair and equitable compensation following negotiation with the claimant and/or the claimant's agent. This may include land lost to a new road, compensation for the injurious affection, devaluation of property and compensation for other pertinent issues. Reasonable agents fees will also be recoverable. In the event that the District Valuer and you or your agent are unable to agree the compensation due, the subject of compensation can be referred to the Lands Tribunal for determination.

Information on compulsory purchase and compensation in relation to road schemes can be found via the following link – https://www.finance-ni.gov.uk/publications/compulsory-purchase-and-compensation-guides.

c) The Department recognises that compulsory acquisition of land for a road development can result in small irregular shaped portions of retained land, which may not be economically viable for commercial agriculture. Subject to DARD Countryside Management branch approval, the Department may carry out as accommodation works the removal of hedgerows and realignment of fences to join small, mis-shapen remnants of fields with larger neighbouring fields. Removal of redundant lanes is to be agreed with landowner as part of the accommodation works.

The Department has an explanatory leaflet on Accommodation Works on its website as follows: - https://www.infrastructure-ni.gov.uk/publications/roads-service-northern-ireland-guide-accommodation-works.

Removal of mature boundaries

Some existing hedgerow and some mature trees adjacent to the [redacted] will be removed where considered necessary, as part of the proposed realignment works but this will be minimised as much as possible and through discussions with the landowner, the Department has minimised the loss of trees through design amendments. The mitigation measures to address the landscape and visual effects associated with each of the new Junctions being provided as part of the proposed development are illustrated in Volume II [redacted]

3. **Access to fields at** [redacted]

We are still unclear as to the proposed access to these lands. The current access is via a gateway from the existing carriageway. There is an area of hardstanding and a possible access from [redacted]**. We require details of the proposed access.**

The existing [redacted] at this location is to be closed onto the mainline, with alternative access being provided to the proposed [redacted]. Therefore, the end of the road being closed onto the mainline will become a [redacted] In that regard, it is proposed that a turning head is provided at this end in order to allow vehicles to turn.

The proposed layout uses a small portion of land at the access to [redacted] to cater for a part of this turning head. The proposed access to [redacted] will effectively be in a similar position to existing but will come off the proposed turning head.

4. **Drainage** [redacted]

The drainage of the lands to North West of the existing carriageway are delicate. They would have insufficient capacity for any further run-off. The current stream needs to be designated and taken in charge by Rivers Agency. Additionally, a detailed schedule of works needs to be provided and agreed for this area as it is affects a number of land owners some not directly affected by the scheme.

We understand that there are proposals for attenuation around the junction. We would like details of these as there will be considerable run off water from the new fly over and associated works.

Detailed drainage design will be progressed during future stages. It is expected that SUDs (Sustainable Drainage Systems) Ponds will be provided to attenuate run-off from the proposed infrastructure to mimic greenfield run-off rates. It is expected that discharge from the ponds will be directed to the watercourse identified in your response, however, the system will be designed to ensure that discharge rates should be attenuated to an appropriate level. Designation of the watercourse is a matter for DfI Rivers and is outside the scope of this Project. If maintenance of the watercourse causes problems for road run-off in future, then the Department have statutory powers to take necessary action to remediate.

5. **Park and Ride**

We would request that the choice of location for this be reconsidered. We have been advised that you have accepted Translink's preferred location. This however unnecessarily eats into my client's lands. The other location is on the opposite side of the junction on [redacted] **land. This land is not used by anybody yet offers the same potential as my clients. We do not believe there is any justification in decimating good agricultural land when you do not need to.**

Firstly, it is highlighted that the proposed bus stop is not a Park and Ride facility. Through consultation with Translink, it was decided that the bus stops currently located on the mainline serving local bus services only, would be removed and replaced with bus stop

facilities at the four CGSJs. The layout of the proposed bus stop facilities would have been designed to be consistent with those recently provided on the A26 and A8 road schemes. These facilities would allow buses to access from either side of the carriageway and would provide a limited number of parking bays for drop-off/patrons. It is considered that the proposed bus stop provisions will provide a safer arrangement than currently exists and will remove these existing hazards from the mainline.

The option of locating the bus stop on the Northbound side of the carriageway was considered during the design stage and a layout was developed (Option 2) for comparison purposes against the option being considered at [redacted] (Option 1). These options were reviewed and it was concluded that Option 1 was the preferred layout and location on the following basis:

- Option 1 is in close proximity to the existing bus stop at this junction
- Option 1 makes use of land that is already being vested from a neighbouring landowner, in addition to having to vest the remaining land from [redacted] Option 2 requires the vesting of [redacted], whereas Option 1 requires the vesting of [redacted]. The landtake required from [redacted] under Option 1 is approximately [redacted], which equates to approximately [redacted] of his known land holding ([redacted]).
- Option 1 uses a small piece of land which will be enclosed between the Connector Road and an access lane to two properties, therefore seeking to minimise impact on landuse. It is noted that this area of land would typically be used for silage as opposed to grazing.
- Option 1 is preferable because it is closer to the junction than Option 2 and is therefore more attractive to bus users and Translink. Translink were consulted regarding this issue and responded indicating that Option 1 was their preference as it *'minimises dead mileage and is consistent with the type of facility recently introduced on the A26 and A8'*.
- Option 1 is more conspicuous as it is closer to the junction and the mainline, whereas Option 2 is further away from the junction, on a [redacted] road with little passing traffic and therefore would be considered to be more susceptible to security issues due to its obscurity.

6. [redacted]

Considerable regrading work and loss of land is proposed at this junction. We believe it would be easier to allow a private access off the slip road which is being proposed at other similar junctions and would be comparable to the access facilitating the [redacted] at the [redacted] junction.

In the interests of road safety, it is preferred to minimise the number of junctions/accesses onto the compact connector road. In that regard, where possible, it is considered safer to collect any accesses onto the adjacent minor road which ultimately connects with the compact connector road. On that basis, it is preferred to connect the access to [redacted] to the [redacted]. In order to provide access to this property from [redacted], it is necessary to provide a sufficient length of lane to allow a suitable vertical gradient from [redacted] to the property.

It is also noted that the proposed topography / levels would be prohibitive to allowing the access to [redacted] to be connected directly to the compact connector road.

There are quite a few issued to be discussed before any accommodation schedule can be produced.

Accommodation Works are works which the Department is prepared to carry out during a road contract to accommodate adjoining landowners and to reduce the impact of the proposed development. Accommodation works can be carried out only by agreement with a landowner. The Department is keen to continue the dialogue with the landowner to discuss the proposed development and agree a comprehensive schedule of accommodation works and possible mitigation measures.

The Department has an explanatory leaflet on Accommodation Works on its website as follows: -
https://www.infrastructure-ni.gov.uk/publications/roads-service-northern-ireland-guide-accommodation-works.

Dfl Roads
Southern Division
29 January 2020

Comment number **COM02**

Name ..... [redacted]

Date Submitted 27/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

1. **R.E Proposed Changes to the A1 specifically the closure of the first junction/entrance into Loughbrickland Village.**

I have been following with interest your departments proposed changes to the A1 dual carriageway, particularly with regard to the closure of the above junction. As you can see my address, my husband and I are residents of the village, he is a car driver and, as pensioners we are also frequent users of public transport, both to Banbridge/Belfast and in the opposite direction towards Newry. We attended the consultation day at the old town hall in Banbridge and I have tried to find the answer to my specific question in your consultation documents which are published online, but nowhere seems to cover the point that I would like clarified (as I am sure a lot of other folk would too!)

The Department considers it appropriate to make the following statement before addressing the specifics of your submission.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
   - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
   - Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
   - Investment Strategy for NI (ISNI) 2005-2015, published in December 2005;
   - Expanding the Strategic Road Improvement Programme 2015 Consultation Document, published in mid 2006;
   - Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
   - North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
   - Investment Strategy for NI 2008-2018, published in 2008;
   - Investment Delivery Plan for Roads (IDP) 2008, published in 2008;
   - Northern Ireland Executive Budget 2008 -2011, published in 2008;

- Programme for Government 2008-2011, published in 2008;
- Northern Ireland Executive Budget 2011 -2015, published in 2011;
- Programme for Government 2011-2015, published in 2011;
- Announcement by Finance Minister – Financial Allocations, published in February 2012;
- The Regional Development Strategy 2035 (RDS 2035), published in March 2012;
- Ensuring a Sustainable Transport Future- A New Approach to Regional Transportation (A New Approach), published in March 2012;
- Investment Strategy for NI 2011- 2021, published in 2012;
- A Fresh Start: The Stormont Agreement and Implementation Plan, published in November 2015;
- Northern Ireland Executive Budget 2016-2017, published in January 2016;
- Draft Programme for Government Framework 2016-2021, published in May 2016;
- NI Executive's Outcomes Delivery Plan 2018-19, published in June 2018.

b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

- Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
- The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
    - Listullycurran Road
    - Gowdystown Road
    - Skeltons Road/Drumneath Road
    - Waringsford Road;
- A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
- Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;

- Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
- Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;
- Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
- Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

- Regional Strategic Transport Network – Transport plan 2015;

- Expanding the Strategic Road Improvement Programme 2015 – Consultation Document; and

- Investment Delivery Plan (IDP) for Roads.

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the 5km guide, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

1. **At present the Ulsterbus services are able quite safely (to my knowledge there has never been an incident involving a bus crossing the lanes) to cross the carriageway at the first entrance to the village, stop in the village for the passengers to alight or embark then proceed onward, using the underpass to exit the village and safely rejoin the carriageway just south of the village. On the journey from Newry to Belfast there is no crossing of the carriageway involved but the bus still uses the same two entrance and exit points to the village.**

   This is a very popular bus route. In the mornings, many children travel in both directions to schools in Newry, Banbridge and even further beyond. Similarly adults also frequent these services at all time of day.

   However, if the first junction into the village is to be shut off, as you propose, I have yet to find any provision for the bus service to enter the village. I did pose this question to a member of your team at the consultation day and he had to admit that the question appeared to have been overlooked.

   The answer seems to be two-fold. There is no adequate turning space in the village for a bus to safely turn, should you propose that it come into the village via the existing underpass at the southern end of the village- and this would also miss out a local stop one of the routes too. Either the existing crossing must remain open – which I doubt you are willing to do, in the interests of safety on the dual carriageway, or a 'flyover crossing' or second underpass is needed to allow access to the first turn off into the village. I know that, on paper, these are 'simple' solutions, but that in the real world in which we live, they are extremely expensive and neither will probably happen.

   Therefore, my question remains. What thought has been given to the many many people who daily use this bus route and who are likely to be inconvenienced by the actions that will be taken to assist the already speeding motorists?

   May I also say that my personal feeling that safety and deaths on the A1 are not related to the cars crossing at the junctions, but by the excessive speeds that some drivers feel they can travel at. Perhaps if more thought had of been put into traffic calming measures such as roundabouts or even traffic lights at certain points when the road was constructed (as is used on the motorways in England, then speed would not be allowed to be built up and lives would not be lost so easily. However, perhaps it is easy to be wise after the event, eh!

The proposed A1 Junctions Phase 2 road improvements is essentially a safety driven scheme, with the main objective being to close up all gaps in the central reserve of the dual carriageway. Accident statistics have been considered and are a driver for the proposed improvements - approximately 45% of all recorded mainline accidents occur in the vicinity of central reserve gaps[2]. The proposals involve the closure of all central reserve gaps from Hillsborough to Loughbrickland and the introduction of a number of additional grade separated junctions to accommodate cross-carriageway movements. Other improvements are also proposed such as the closure of selected side road junctions along with the upgrade of any remaining side road junctions to operate on a left in/left out basis only. Closure of existing private accesses will also be considered where possible. The primary purpose of this project is to significantly reduce the number of conflict points and potentially hazardous manoeuvres along this route to provide a safer, more consistent standard of carriageway.

As part of these proposals, it has been determined that the Banbridge Road, Loughbrickland junction would remain open but would be upgraded to a new left in/left out junction arrangement. Given the relatively close proximity of the existing Dublin Road Underpass junction serving Loughbrickland to the South and the existing Cascum Road overbridge junction to the north, the need for another grade separated junction at Banbridge Road, Loughbrickland was not considered appropriate.

Your specific concern relates to the provision of bus services to Loughbrickland. Whilst it is highlighted that the proposed development would have no impact on northbound bus services serving Loughbrickland, southbound bus services would be impacted to a degree. During the design process, this concern was considered and discussed with Translink. The proposed design has been progressed on the basis that, following the closure of the gap at the Banbridge Road, any southbound bus services bound for Loughbrickland would exit the A1 mainline at the existing Dublin Road underpass junction, cross beneath the A1 carriageway using the underpass before rejoining the northbound carriageway. The bus would then travel for a short distance along the northbound carriageway before exiting at the Banbridge Road LILO junction to serve the Loughbrickland bus stops.

It is acknowledged that the proposals will result in a short additional journey length of approximately 2km for some road users, including the southbound bus service. However, it is considered that this impact is a relatively minor inconvenience, if not negligible, when compared to the benefits that will be gained by the closure of all central reserve gaps within the proposed development extents.

It is also noted that the Department are continuing to engage with Translink in an effort to consider alternative arrangements with regard to the Southbound bus service access to Loughbrickland.

Dfl Roads
Southern Division
29 January 2020

[2]A1 Junctions Phase 2 -Stage 3 Scheme Assessment Report –2.10.2

Comment number **COM03**

Name ..... [redacted] (Gillen & Co Solicitors)

Date Submitted 18/05/2019

NIMVO plot number ..... [redacted]

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

1. **Re: Our Client -** [redacted]

   Al Junctions Phase 2 - Road Improvement Scheme

   We refer to the above matter and previous correspondence sent by you to [redacted] **for whom we now act and have received instructions.**

The Department considers it appropriate to make the following statement before addressing the specifics of your submission.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
   - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
   - Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
   - Investment Strategy for NI (ISNI) 2005-2015, published in December 2005;
   - Expanding the Strategic Road Improvement Programme 2015 Consultation Document, published in mid 2006;
   - Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
   - North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
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   - Northern Ireland Executive Budget 2011 -2015, published in 2011;
   - Programme for Government 2011-2015, published in 2011;
   - Announcement by Finance Minister – Financial Allocations, published in February 2012;
   - The Regional Development Strategy 2035 (RDS 2035), published in March 2012;
   - Ensuring a Sustainable Transport Future- A New Approach to Regional Transportation (A New Approach), published in March 2012;
   - Investment Strategy for NI 2011- 2021, published in 2012;

- A Fresh Start: The Stormont Agreement and Implementation Plan, published in November 2015;
- Northern Ireland Executive Budget 2016-2017, published in January 2016;
- Draft Programme for Government Framework 2016-2021, published in May 2016;
- NI Executive's Outcomes Delivery Plan 2018-19, published in June 2018.

b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

- Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
- The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
    - Listullycurran Road
    - Gowdystown Road
    - Skeltons Road/Drumneath Road
    - Waringsford Road;
- A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
- Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
- Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
- Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;
- Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
- Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the 5km guide, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

We note the proposal in relation to the road leading to our client's long established [redacted] off the A1 dual carriageway involves the closure of the [redacted] entrance from Banbridge, requiring drivers to travel on the A1 past the [redacted] and thereafter turn left from a newly constructed slip road, traveling back to our clients business premises.

Our client would invite you to reconsider the current proposals and, rather than constructing some form of turning circle at or near his premises, you would give consideration to the construction and creation of a new entrance and slip road on the Banbridge side of our client's property, with drivers able then to rejoin the A1 dual carriageway at the Newry side of the Al.

We understand that representations may have been made on behalf of our client previously however he is not aware of any outcome of same and we have been asked to revisit the matter with you on his behalf.

We look forwarding to hearing from you.

The primary purpose of this project is to improve road safety by significantly reducing the number of conflict points and potentially hazardous manoeuvres along this route to provide a safer, more consistent standard of carriageway. The proposal within you submission indicates that [redacted] preference is to have a diverge exiting the A1 carriageway [redacted] and a merge entering the A1 carriageway at the existing location [redacted] The Department would not be in favour of this proposal on the grounds of safety and cost as summarised below:

- The Stopping Sight Distance (SSD) achievable in advance of the existing [redacted] junction with the [redacted] is 140m (3 steps below the Desirable Minimum for this standard of carriageway). The full SSD of 295m is achievable in advance of the [redacted] junction with the [redacted] is 295m. On that basis, it was decided that the [redacted] junction would be the preferred location to be retained and upgraded.

- The SSD achievable to a diverge or a new left in/left out just north of the [redacted] would be approximately 215m (1 step below the Desirable Minimum). To provide a diverge or new left in/left out with full SSD, the junction would need to be located south of the [redacted], close to the existing [redacted] junction. This would defeat the purpose of [redacted] objective as the diverge would still be downstream of his [redacted]. It would also result in a more expensive solution as it would require the construction of a new junction as opposed to upgrading the existing junction location which utilises existing road infrastructure.

- The layout proposed by [redacted] consists of 2no separate connection points with the A1 (a standalone diverge and a standalone merge) within a relatively short distance. This would be a non-conventional layout and would be at odds with the route consistency that the Department are aiming to provide. Where there are existing junctions to be upgraded, the Department will provide a single access point that concentrates the diverge and merge movements at a single location left in/left out and therefore mainline road users will be familiar with this arrangement. This approach is consistent the standards outlined in the Design Manual for Roads and Bridges (DMRB) and on a similar basis to those provided on other schemes across the Department Network.
- At several locations along the route, there are instances where a minor road is served by more than one junction with the A1 e.g. Dromore Road, Hillsborough Road, Halfway Road and the Banbridge Road. In order to reduce the number of conflict points along the route, it is proposed that only one junction serves each of these minor roads and that any other junctions are closed. It is noted that the Department is currently proposing to close nine minor road junctions as part of this A1 Junctions safety improvement proposed development.

In terms of impact, it is noted that all gaps along the central reserve will be closed and new central reserve safety barrier installed. This is to remove the potentially hazardous crossing manoeuvres and u-turn manoeuvres from the carriageway. The benefits of the proposal to improve road safety along this route is widely recognised by both local and strategic users . Unfortunately, this may result in nominal potential increased journey lengths where traffic will be required to use grade separated junctions to safely access minor roads on the opposite side of the carriageway. On that basis, it is considered that only southbound passing [redacted] may be affected by the proposed location of the [redacted] as Northbound traffic will actively use the [redacted] junction to access the [redacted].

At our meeting with [redacted], he also raised concerns regarding the ability of large vehicles to turn should the southern access be the only access provided. The Department subsequently considered this and allowed for increased geometry to the proposed turning head at the proposed [redacted] end of the [redacted] to cater for larger vehicles.

As it stands, primarily based on safety grounds, but also on economic grounds, the Department intends to proceed with our proposals to upgrade the existing [redacted] junction with the [redacted].

Guidelines for the Acquisition of Land/Property for Major Road Development in Northern Ireland can be found via the following link –

https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/dfi-roads-guidelines-for-the-acquisition-of-land-property-for-major-road-development-in-northern-ireland.pdf

Dfl Roads
Southern Division
29 January 2020

Comment number **COM04**

Name ..... [redacted] (King & Gowdy Solicitors)

Date Submitted 16/04/2019

NIMVO plot number ..... [redacted]

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

1. **Your ref: IN 1-18-8697**

   We act on behalf of [redacted], [redacted]. Our client is [redacted] and he has handed to us their recent letter dated 23 March 2019 in relation to the Notice of Intention to make a Vesting Order in respect of part of our client's property for the Al Junction Road Improvement Scheme.

The Department considers it appropriate to make the following statement before addressing the specifics of your submission.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
   - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
   - Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
   - Investment Strategy for NI (ISNI) 2005-2015, published in December 2005;
   - Expanding the Strategic Road Improvement Programme 2015 Consultation Document, published in mid 2006;
   - Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
   - North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
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The primary purpose of this Project is to consider safety concerns and propose further road improvements along the A1 between Hillsborough Roundabout and Loughbrickland. Proposals include:

- Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
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    - Listullycurran Road
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- A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
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- Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
- Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;
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c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

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e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

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h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the 5km guide, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

Our clients are particularly concerned about the new entranceway that is to be created to the side of his property and the turning area that will be available within his property as a result of the blocking up of his existing entranceway. For the purposes of clarification we would ask you to reply to the following queries:

1. The proposal for the new entranceway appears to be extremely vague. It appears that a new road will be created to the north of our client's premises. Will this new road be over the existing laneway? Will it involve the removal of the trees on the adjoining lands? Will this new road be adopted by the Department?

In order to facilitate the construction of the new junction, the existing laneways serving [redacted] and the two adjacent properties, will be stopped up. This arrangement has been developed following continued engagement with [redacted]. They will be replaced with a single new access lane to the rear of [redacted] folio, which will connect to the existing lane to the North East of [redacted] property. Connection between the existing laneway and [redacted] driveway and the existing access lane will require the removal of the existing trees at this location. A portion of the existing lane close to the existing access with the A1 will become redundant - this area will be used to facilitate appropriate access/egress to [redacted] property and will be under the ownership of [redacted]. The remainder of the existing lane will be resurfaced and the new laneway will be adopted by the Department up to the point of [redacted] existing boundary. It is noted that the Project Team met with [redacted] on 19th December 2019 to further clarify the proposals.

2. When the existing entranceway from our client's property on to the Al road is blocked up, what landscaping works will be undertaken by the Department in relation to the front of our client's garden?

Once the existing laneway is stopped up, it is proposed that an earthworks slope can be provided to cater for any level difference between the new laneway and the existing verge of the A1 mainline, which is consistent with the continuation of the existing frontage onto the A1. However, this will be considered in further detail and agreed with [redacted] during the accommodation works discussions which will take place at a future stage of the Project. This will include mitigating any impact on existing landscaping.

The Department has an explanatory leaflet on Accommodation Works on its website as follows: -
https://www.infrastructure-ni.gov.uk/publications/roads-service-northern-ireland-guide-accommodation-works.

3. What does the type and nature of the construction of the boundary wall to be constructed by the Department at the front of the premises?

As noted above it is currently proposed that the entrance will be landscaped with a slope rather than a retaining structure, such as a wall. In relation to the existing red brick wall separating the existing driveway from the lawn, it is envisaged that if affected, it will be replaced on a like for like basis to the satisfaction of [redacted]. As noted above, details such as these will be confirmed when accommodation works are discussed and agreed at a future stage of the Project.

4. What compensation will be due to our client in respect of the proposed areas of land that are proposed lo be vested from our client's property?

The Department can confirm that [redacted] will be entitled to seek compensation. At our meeting with [redacted], and in previous correspondence, the Department recommended that he should procure a Lands Agent to act on his behalf, the cost of which will be covered by the Department.

The Department is unable to comment on compensation matters, as these are subject to negotiation with the District Valuer (Land & Property Services (LPS)).

Compensation following compulsory acquisition of land is based on the principle of equivalence. The landowner should be no worse off in financial terms after the acquisition than before. The District Valuer (Land & Property Services (LPS)) acts on behalf of the Department to assess fair and equitable compensation following negotiation with the claimant and/or the claimant's agent. This may include land lost to a new road, compensation for the injurious affection, devaluation of property and compensation for other pertinent issues. Reasonable agents fees will also be recoverable. In the event that the District Valuer and you or your agent are unable to agree the compensation due, the subject of compensation can be referred to the Lands Tribunal for determination.

Information on compulsory purchase and compensation in relation to road schemes can be found via the following link –
https://www.finance-ni.gov.uk/publications/compulsory-purchase-and-compensation-guides.

Guidelines for the Acquisition of Land/Property for Major Road Development in Northern Ireland can be found via the following link –

https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/dfi-roads-guidelines-for-the-acquisition-of-land-property-for-major-road-development-in-northern-ireland.pdf

Dfl Roads
Southern Division
29 January 2020

Comment number **COM05**

Name ..... [redacted]

Date Submitted 16/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

Where are you displaying the latest proposals?
The website is hopeless, maps are illegible, don't cover all the areas. No detail.

I specifically want to know how pedestrians and cyclists get from the old Hillsborough Road that is cut off by the carriageway currently, but can still get across the central reservation - how do to they achieve this without a foot bridge once the scheme is complete. How to they get public transport - are we just going to be marooned?

Where will the buses stop - will they use the old Hillsborough Road going to Belfast, is there going to be a stop at Grove Road, and how do we get across the carriageway.

There is no way people are going to cycle or walk to listullycurran, and it's too scary and too far - they will be killed.

So - How do people get across to Grove Road, to walk and cycle in the countryside?

The Department considers it appropriate to make the following statement before addressing the specifics of your submission.

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- Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
- Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the 5km guide, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

Presentation of Proposals

The proposed development documents were published on 25th March 2019. Notices were published in local and regional newspapers. Press releases and social media were also used to inform the wider public that this information had been published. The information was made available online and in hard copy format at 6no locations. The associated Notices (also published online) identified the locations where the information was available to view. The hard copy material was made available to view from 25th March 2019 to 28 June 2019, when the Statutory Consultation formally ended.

Proposed Development

The proposed development includes the closure of all gaps in the central median and the installation of a continuous central reserve safety barrier from Hillsborough Roundabout to Loughbrickland. It is proposed that openings will not be provided within the safety barrier to facilitate pedestrian crossings.

Pedestrians/Cyclists

During the development of the proposals, the use of the existing carriageway by non-motorised users such as pedestrians, cyclists and equestrians was assessed and the impact of the proposals on these users was considered. On account of the heavily trafficked, high-speed nature of the existing carriageway, pedestrian and cycling activity alongside and across the dual carriageway is minimal. Whilst some pedestrians and cyclists may choose to cross the A1, it is noted this road is a strategic road with large volumes of high speed traffic, including significant numbers of HGV lorries. As such it is not considered appropriate to encourage any further pedestrian and cycling activity along or across the A1 dual carriageway. It is noted that the construction of the new junctions will reduce to some degree the effects of severance created by the road in addition to providing new safer crossing points due to the presence of the new overbridges and associated footpaths.

Bus Stop Facilities

Existing bus stop facilities along the A1 serve two bus service routes operated by Translink (Service 38 and Service 538) in addition to number of local school bus routes. It is noted that the existing bus stop facilities along this section of the A1 do not include any dedicated diverge, merge or layby facilities and buses simply stop on the hard shoulder at the designated bus stop locations for pick-up / drop-off. These current arrangements are undesirable as:

- Accessing these bus stops by foot can mean crossing this heavily trafficked, high-speed dual carriageway on either their outbound or homebound journey;
- Buses serving these bus stops create diverging/merging hazards with mainline traffic.

The existing bus stop usage figures provided by Translink show that there are very low passenger numbers on the local service on the A1 with an average of 1-2 patrons per day at the more frequented bus stops. Indeed, there are some bus stops on the route that do not see any regular use. Therefore, through consultation with Translink, it is proposed that the bus stops currently located on the mainline are removed and replaced with bus stop facilities at the four proposed compact grade separated junctions. The layout of the proposed bus stop facilities would be similar to those recently provided on the A26 and A8 road schemes. These facilities would allow buses to access from either side of the carriageway and would provide a limited number of parking bays for drop-off/patrons. It is considered that the proposed bus stop provisions will provide a safer arrangement than currently exists and will remove these existing hazards from the mainline.

Translink's services will serve the new bus stop facilities at the four grade separated junctions provided as part of the proposed development. Service frequency and any necessary timetable adjustments will be considered by Translink once the road works are complete.

Rural Accessibility

The Department would also add that through the Rural Transport Fund, the Department for Infrastructure supports local community transport services which are designed to give people in rural areas improved access to work, education, healthcare, shopping and recreational. The Dial a Lift scheme provided by the Rural Community Transport Partnerships is a service for people living in rural areas who are unable or find it difficult to use public transport. Details of the proposed development including a list of Rural Community Transport Operators is available at the following website: https://www.nidirect.gov.uk/articles/dial-a-lift.

Dfl Roads
Southern Division
29 January 2020

Comment number **COM06**

Name ..... [redacted]

Date Received 03/05/2019

NIMVO plot number ..... [redacted]

..... [redacted]

..... [redacted]

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

(Where an issue is referred to more than once within your submission or where issues raised relate to a similar topic, in the interests of completeness, the explanatory text within the response has been repeated for each issue)

In essence we would like detailed drawings at a reduced scale so that we can actually see the full impact of the scheme. The particular issues that need addressing are set out hereunder:

1. [redacted]

The Department considers it appropriate to make the following statement before addressing the specifics of your submission.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
   - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
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   - North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
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- The Regional Development Strategy 2035 (RDS 2035), published in March 2012;
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- NI Executive's Outcomes Delivery Plan 2018-19, published in June 2018.

b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

- Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
- The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
    - Listullycurran Road
    - Gowdystown Road
    - Skeltons Road/Drumneath Road
    - Waringsford Road;
- A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
- Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
- Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;

- Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;
- Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
- Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

- Regional Strategic Transport Network – Transport plan 2015;
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j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the 5km guide, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be

[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

a). [redacted] **Whilst we accept that the house has to go, we would like to retain as much of the garden as possible. Can you confirm if this is agreeable and provide details of proposed boundary treatment for the returned area and details of what will be returned /left.**

The area of land proposed to be vested is identified on the Draft Vesting Order plans that were published on 25th March. Please refer to NIMVO [redacted] Your client should have also received a letter issued on 22nd March 2019 identifying the lands proposed to be vested.

Guidelines for the Acquisition of Land/Property for Major Road Development in Northern Ireland can be found via the following link –

https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/dfi-roads-guidelines-for-the-acquisition-of-land-property-for-major-road-development-in-northern-ireland.pdf

From inspection of the plans, it is noted that a portion of the garden will be retained by the landowner. Boundary treatment has been detailed at this stage and is presented in the EIAR. Existing hedgerow and trees adjacent to this location will be removed where considered necessary, as part of the proposed realignment works but this will be minimised as much as possible. Through extensive engagement with the landowner, the Department has minimised the loss of trees through design amendments.

The mitigation measures to address the landscape and visual effects associated with each of the new Junctions being provided as part of the proposed development are illustrated in Volume [redacted]

Mitigation measures include sympathetic design of the road and associated landscaping to help integrate the road into the surrounding landscape, providing adequate and appropriate screen planting as detailed. The main aims of landscape mitigation are:

- To provide mitigation measures that help to avoid, reduce or remedy any significant landscape and visual impacts arising from elements within the proposed development.
- To ensure the physical and visual integration of the proposed development and associated features into the surrounding landscape.
- To provide replacement planting for woodland and hedgerows lost due to the proposed development.
- Mitigation should be in keeping with the existing landscape. Therefore, mass planting of roadside screening woodland will be acceptable and beneficial to the landscape. In instances where small corners of fields are disrupted the intention would be to plant them

and provide small wooded clumps to break up the visible mass of the proposed development where appropriate.

- Mass native planting will be used to integrate the scheme into its setting. Extensive areas of new native planting consisting of a mix of woodland and shrub only species would be inter-planted with areas of more irregular plant spacing which would give greater variety and provide increased biodiversity and habitat.
- Areas would vary from new woodland belts, screening woodland (with a percentage of native/ non-native evergreen species) to low scrub. Planting would be of native provenance throughout and of local native provenance as far as possible.
- Hedge lines broken by the proposed development would be connected with new planting proposals and boundaries of the project area either linking to mass planted areas or new hedgerow planting along boundaries.

Individual tree planting using the core native species listed above shall include standard (2.5–3.0 m) and heavy standard (3.5–4.25 m) trees located to provide specific screening and early visual effect.

b). The area of land with the 2 sites. This area has the benefit of significant planting and is very private. We would like exact details of how this area will be affected by the scheme and how the sites will be accessed post scheme. Sewerage arrangements for the sites is also a concern and we would need details of this and run off areas.
Can you confirm why this area needs to be vested.

The project team are aware of the land with the approved sites. Efforts have been made to minimise impact on this parcel of land however, some minor encroachment is necessary to ensure appropriate access is provided to the [redacted]. A strip of land along [redacted] is also required to ensure appropriate visibility is provided for the proposed access to [redacted]. Post construction, access to the proposed sites will be as already identified on the approved Planning drawings. It is noted that based on the approved Planning drawings, proposed sewerage for these sites involve septic tank arrangements. It is expected that these proposals would be largely unaffected. All accommodation works at this location will be agreed as part of the accommodation works discussions.

The Department has an explanatory leaflet on Accommodation Works on its website as follows: -
https://www.infrastructure-ni.gov.uk/publications/roads-service-northern-ireland-guide-accommodation-works.

2. [redacted]

This property has its own private driveway off the A1 road. Your proposed new entrance is a shared access with 4 other users including an agricultural user. In addition, the access is off the roundabout which you won't allow at the other junctions on this scheme.

We would like a separate access to the house with accommodation works to include electric gates, lights, tarmac drive and landscaping. This is merely replacing what is there at present.

Design details for the new entrance to include borders and verges, location of gates and lighting, surface treatment for the drive and details of landscaping for the obsolete drive and planting of trees for the privacy of the house.

Can you confirm that the new access will be adopted and maintained by the DOE?

We would also like details of proposed drainage for the carriageway as currently the existing drainage is inadequate and causes flooding to the adjacent agricultural lands.

Private Access onto Public Road

This issue has been discussed previously with your Client. A private access is proposed to be provided onto the proposed new public access road - it is noted that the land required for this public access road is to be vested by the Department as part of this Project and therefore will become a public road, adopted and maintained by the Department. It is noted that the new entrance/driveway serving your Client's property from the public road, will remain private and under the ownership of your Client.

The Department did consider the option proposed by [redacted] to provide a private access lane through his lands in a Northerly direction from the house to connect with the same public access road at a point closer to the proposed CGSJ. However, following detailed consideration, this option was discounted as it would be prohibitively expensive, both in terms of construction costs and associated land compensation costs, primarily as a result of the excessive length of the lane that would be required and the excessive earthworks required to address the difficult topography.

Accommodation Works

a) Accommodation works can comprise such things as the provision of fences (temporary or permanent), hedges, walls, gates and provision of new or altered access to the road network. It can also include rationalisation of drainage and water supply layout. The Department has an explanatory leaflet on Accommodation Works on its website as follows: - https://www.infrastructure-ni.gov.uk/publications/roads-service-northern-ireland-guide-accommodation-works.

b) Accommodation Works are works which the Department is prepared to carry out during a road contract to accommodate adjoining land owners and to reduce the impact of the proposed development. Accommodation works can be carried out only by agreement with a landowner. The Department is keen to continue the dialogue with the landowners to discuss the proposed development and agree a comprehensive schedule of accommodation works where possible and if appropriate under current legislation.

Public Road onto Compact Grade Separated Junction (CGSJ) Connector Road

It is acknowledged that this public access road is directly connected to the CGSJ Connector Road, however, it is considered that this junction with the Connector Road is located at a suitable and safe distance from the A1 mainline.

Road Drainage

Road drainage will be provided as necessary.

3. **The Business**

Can you provide details of proposed security fencing and gates as the yard will be more open due to the acquisition of the existing boundaries?

The new roads access will make it more difficult for customers and delivery vehicles to call. We would require specific directional signage on both sides of the carriageway.

Can you provide details of the proposed design and location for these signs?

The future expansion of the business as per existing plans involves a new septic tank being provided in the garden area of the house that will be removed.

Can you provide details of your proposals for this area especially for the septic tank and soak -a -ways, etc

You are aware that there is a proposed for a coffee shop in this location. We need assurance that this will not be affected by any soak - a -ways etc.

Accommodation Works

a) Accommodation works can comprise such things as the provision of fences (temporary or permanent), hedges, walls, gates and provision of new or altered access to the road network. It can also include rationalisation of drainage and water supply layout. The Department has an explanatory leaflet on Accommodation Works on its website as follows: - https://www.infrastructure-ni.gov.uk/publications/roads-service-northern-ireland-guide-accommodation-works.

b) Accommodation Works are works which the Department is prepared to carry out during a road contract to accommodate adjoining land owners and to reduce the impact of the proposed development. Accommodation works can be carried out only by agreement with a landowner. The Department is keen to continue the dialogue with the landowners to discuss the proposed development and agree a comprehensive schedule of accommodation works and mitigation measures where possible and if appropriate under current legislation.

Any impact on aspirational proposals that your Client may have will be considered as part of the accommodation works discussions.

Signage

Current Departmental policies which cover road signage namely "Permanent Direction Signs" and "The Signing of Tourist Attractions and Facilities" do not allow for permanent signage to be erected along the road network to facilitate the Business.

However, given the circumstances relating to the proposed closure of the direct access onto the A1 and the subsequent potential impact on the Business, the Department will therefore consider the provision of a temporary sign for a defined period only. This provision can be discussed at a later time with [redacted] prior to any works commencing on site.

Safety

The Department would also note that although the current access to [redacted] from the A1 mainline may seem more convenient from a business owner perspective, the main aim of this proposed development is improve safety and that any direct access points which can be removed from the mainline will result in the road becoming safer for all road users, including customers to the business.

Dfl Roads
Southern Division
29 January 2020

Comment number **COM07**

Name ..... [redacted]

Date Submitted 16/04/2019

NIMVO plot number ..... [redacted]

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

1. **[redacted] asked me to contact you again about the access to her dwelling at [redacted]. She is aware of other affected land owners being allowed an access of the slip road/flyovers and cannot see why that she is being forced to share an access with a number of other users which are mainly agricultural.**

The Department considers it appropriate to make the following statement before addressing the specifics of your submission.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
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The primary purpose of this Project is to consider safety concerns and propose further road improvements along the A1 between Hillsborough Roundabout and Loughbrickland. Proposals include:

- Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
- The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
    - Listullycurran Road
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    - Skeltons Road/Drumneath Road
    - Waringsford Road;
- A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
- Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
- Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
- Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;
- Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
- Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the 5km guide, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

2. **As a minimum the shared access should be made so that her access can branch off immediately after a paired access onto the public road so that her contact with the agricultural users will be kept to a minimum. Even then this will affect the mortgage ablility of the property. Can you consider this matter and let us have your proposals**

As a consequence of the construction of the proposed Compact Grade Separated Junction (CGSJ), it will not be possible to retain your Client's current access lane onto the [redacted] The Department has however explored a range of alternative options to provide access to your Client's property.

In the first instance, the option of retaining a private access lane within your own land was assessed as is currently the case. Unfortunately, due to the topography of the existing ground in relation to the proposed arrangement of the CGSJ, a preliminary design of this option indicates that it would result in a very steep gradient of the lane - approximately 1 in 6 (15%) over a distance of approximately 150m.

Provision of a lane (even in private property) at such a steep gradient, especially over such a long distance, would not comply with good practice design guidance as it would pose serious safety concerns, particularly in poor weather conditions.

It is highlighted that good practice advice contained within the Planning Policy document DCAN15 - Vehicular Access Standards advises against excessive gradients of more than 10%.

The Department would also highlight that providing an access onto the proposed junction in a similar location to the existing access lane (approximately 16m from the mainline) would create a road safety hazard on the new connector road, due to the close proximity to the main A1 dual carriageway. This would create the potential for conflicts between vehicles using the access lane and vehicles either accessing or leaving the A1 dual carriageway. This hazard, combined with the very steep gradient, is the basis upon which the Department cannot provide a private access lane similar to your existing arrangement.

Other access options to your property from alternative locations was also considered along the CGSJ Connector Road, however appropriate gradients on alternative access lanes are still not achievable due to the excessive level differences.

Consequently our assessment has concluded that there is no suitable design option which would maintain the current access arrangements at the present location to the North West of the property.

As a result, an alternative access route to your property was considered, which would involve vesting 3rd party land to accommodate the access lane.

As discussed previously, there are 2 no. neighbouring agricultural landholdings which will also lose their existing access as a result of the proposed works on this project. Due to the existing road layout and local topography access is proposed through 3rd party land to provide

appropriate access to these 2no. landholdings also. In that regard, there are 3 no. neighbouring landholdings (including yours) which all require access from the [redacted] to a location in close proximity to the South East boundary of your property. Given the similar access requirements of all three properties and the significant topography constraints, it is considered appropriate that all 3 landholdings are accommodated with a single shared access road. Whilst your request was considered for a separate laneway to be provided to your property, this is not considered to be a justifiable use of public funds.

A number of potential route options have been assessed for the proposed shared access road. The design of the route options seeks to minimise 3rd party landtake requirements, to limit the environmental impacts and to provide best value for money.

A copy of the preferred access road was previously shared with your Client. This provides access to the property from a South East direction.

It is noted that the proposed road will remain under the control of the Department where it serves more than one landholding. The Department would therefore be responsible for future maintenance of the road.

In summary it is considered that the proposed access road provides a much safer arrangement, at an appropriate gradient and is consistent with good practice design guidelines. It also minimises 3rd party landtake requirements and presents best value for money.

Guidelines for the Acquisition of Land/Property for Major Road Development in Northern Ireland can be found via the following link –

https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/dfi-roads-guidelines-for-the-acquisition-of-land-property-for-major-road-development-in-northern-ireland.pdf

Dfl Roads
Southern Division
29 January 2020

Comment number **COM08**

Name ..... [redacted]

Date Submitted 26/03/2019

NIMVO plot number ..... [redacted]

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

Thank you for your letter regarding vesting of land for the above scheme.

The Department considers it appropriate to make the following statement before addressing the specifics of your submission.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
   - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
   - Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
   - Investment Strategy for NI (ISNI) 2005-2015, published in December 2005;
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   - Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
   - North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
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   - Investment Delivery Plan for Roads (IDP) 2008, published in 2008;
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b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

   - Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
   - The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
     - Listullycurran Road
     - Gowdystown Road
     - Skeltons Road/Drumneath Road
     - Waringsford Road;
   - A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
   - Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
   - Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
   - Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;
   - Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
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c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the 5km guide, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
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A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

As the plot of land shown is the only land I own on that side of the [redacted] I would be grateful if you would consider vesting the remaining portion also. This would be an additional 400-500 m2 (approx.). It would also mean that no access would be required by myself and avoid the necessity of a new entrance being constructed. I look forward to your response.

[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

The Department recognises that compulsory acquisition of land for a road development can result in small irregular shaped portions of retained land, which may not be economically viable for commercial agriculture. On that basis, given the small area of retained land, the Department is willing to acquire the remainder of this field by way of land transfer as opposed to Vesting. The District Valuer will act as honest broker for both parties in regard to compensation negotiations for the acquisition of all land.

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Dfl Roads
Southern Division
29 January 2020

Comment number **COM09**

Name ..... [redacted] (F.A. Edward Orr Solicitors)

Date Submitted 18/04/2019

NIMVO plot number ..... [redacted]

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

1. **Your letter of 22nd March has been passed to me for reply.**

I enclose copy of letter dated 5th November 2018 written to RPS SWECO Consortium in case this has not been forwarded to you.

The Department considers it appropriate to make the following statement before addressing the specifics of your submission.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
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e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

My client would particularly draw your attention to paragraph 1 of that letter and the consideration of existing hedging. The skills and the machinery exist for lifting of the existing hardy hawthorn hedges and replanting same along new boundaries en bloc. I await your specific proposals concerning this.

Relocation of existing hawthorn hedge

In order to mitigate the environmental impact of loss of hedging as a result of highway works, it is considered appropriate to replace existing hedging with new hedging, which provides certainty that this mitigation will be successful in accordance with EIA Regulations. This is standard practice on all highway schemes and in particular, major highway schemes complying with EIA Regulations. It is not considered appropriate to attempt to relocate existing hedging as this process has a high risk of plant failure, which may result in non-compliance of EIA Regulations.

If the maturity of new hedging to be provided is a concern, then this can be considered further at detailed design stage. Also, the comments regarding the provenance of any new planting are noted and will be considered further at the detailed design stage.

2. **I also await your confirmation reply to paragraph 3 viz. That my client will have access to the "island" of land and the vesting will not operate to leave it landlocked.**

Access to land

Access will be retained / provided to any remaining parcels of ground under private ownership.

Guidelines for the Acquisition of Land/Property for Major Road Development in Northern Ireland can be found via the following link –

https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/dfi-roads-guidelines-for-the-acquisition-of-land-property-for-major-road-development-in-northern-ireland.pdf

3. **Finally can you please confirm that our RSPB have been or will be consulted as there are regularly bullfinches in this area which are currently on the red/amber list i.e. under threat of extinction?**

I await your proposals.

RSPB

The Department can confirm that RSPB have been consulted as part of the Environmental Impact Assessment process. Detailed ecological surveys have been completed, as per Chapter 9 in EIAR.

Extended Phase 1 Habitat Survey recorded, categorised and mapped the following habitats within the scheme extents of the left in/left out junctions and road closures; semi-natural broadleaved woodland; broadleaved plantation woodland; mixed plantation woodland; scrub; semi-improved grassland; improved grassland; running water; arable; amenity grassland; hedgerows; and bare ground. Hedgerows are the only Northern Ireland Priority Habitat (NIPH) recorded within the scheme extents of the left in/left out junctions and road closures. Priority habitats include both those listed on Annex I of the Habitats Directive, which is transposed into national law by means of the Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (as Amended) and those identified under the Northern Ireland Biodiversity Strategy (NIBS). Priority habitats require conservation action due to their decline, rarity and importance. Priority species and habitats are subject to a higher level of protection.

Dfl Roads
Southern Division
29 January 2020

Comment number **COM10**

Name ..... [redacted]

Date Submitted 18/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I was wanting to know more on how 2 roads that I regularly use will be impacted with the upgrading of the A1.

The Department considers it appropriate to make the following statement before addressing the specifics of your submission.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
   - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
   - Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
   - Investment Strategy for NI (ISNI) 2005-2015, published in December 2005;
   - Expanding the Strategic Road Improvement Programme 2015 Consultation Document, published in mid 2006;
   - Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
   - North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
   - Investment Strategy for NI 2008-2018, published in 2008;
   - Investment Delivery Plan for Roads (IDP) 2008, published in 2008;
   - Northern Ireland Executive Budget 2008 -2011, published in 2008;
   - Programme for Government 2008-2011, published in 2008;
   - Northern Ireland Executive Budget 2011 -2015, published in 2011;
   - Programme for Government 2011-2015, published in 2011;
   - Announcement by Finance Minister – Financial Allocations, published in February 2012;
   - The Regional Development Strategy 2035 (RDS 2035), published in March 2012;
   - Ensuring a Sustainable Transport Future- A New Approach to Regional Transportation (A New Approach), published in March 2012;
   - Investment Strategy for NI 2011- 2021, published in 2012;
   - A Fresh Start: The Stormont Agreement and Implementation Plan, published in November 2015;
   - Northern Ireland Executive Budget 2016-2017, published in January 2016;

- Draft Programme for Government Framework 2016-2021, published in May 2016;
- NI Executive's Outcomes Delivery Plan 2018-19, published in June 2018.

b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

   - Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
   - The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
     - Listullycurran Road
     - Gowdystown Road
     - Skeltons Road/Drumneath Road
     - Waringsford Road;
   - A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
   - Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
   - Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
   - Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;
   - Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
   - Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the 5km guide, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

The roads joining the A1 I am enquiring about are:

Annaghbane Road and Tullymore Road.

The current proposals for the A1 Junctions Phase 2 proposed development will not impact on the current junction arrangements between the A1 and Annaghbane Road or between the A1 and Tullymore Road.

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[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

The current proposals affect a 25.2km section of the A1 between Hillsborough Roundabout at the northern end and the grade separated junction at Dublin Road, Loughbrickland at the southern end.

The proposed development proposals can be viewed online at:

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

The Department is currently developing proposals for a new Regional Strategic Transport Network Transport Plan (RSTNTP) which will set out the priorities for future development of the main road and rail networks. Detailed options testing has been completed and it is expected that draft proposals and options will be presented to the Minister in the coming weeks and months. Further improvements along the A1 will be considered, as part of this process. Once the Minister has identified her preferred options and priorities, a draft document setting these out will be issued for public consultation.

Dfl Roads
Southern Division
29 January 2020

Comment number **COM11**

Name ..... [redacted] (F.A. Edward Orr Solicitors)

Date Submitted 15/04/2019

NIMVO plot number ..... [redacted]

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

Your recent correspondence addressed to my above named client has been passed to me for attention.

The Department considers it appropriate to make the following statement before addressing the specifics of your submission.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
   - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
   - Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
   - Investment Strategy for NI (ISNI) 2005-2015, published in December 2005;
   - Expanding the Strategic Road Improvement Programme 2015 Consultation Document, published in mid 2006;
   - Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
   - North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
   - Investment Strategy for NI 2008-2018, published in 2008;
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   - Northern Ireland Executive Budget 2008 -2011, published in 2008;
   - Programme for Government 2008-2011, published in 2008;
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- Draft Programme for Government Framework 2016-2021, published in May 2016;
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b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

   - Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
   - The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
     - Listullycurran Road
     - Gowdystown Road
     - Skeltons Road/Drumneath Road
     - Waringsford Road;
   - A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
   - Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
   - Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
   - Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;
   - Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
   - Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

1. 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

2. The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

3. As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the 5km guide, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

   - Listullycurran Road
   - Gowdystown Road
   - Skeltons Road

   A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

4. At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

   A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

5. The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

I herewith return one copy of the proposed vesting map upon which my clients have marked "WM" the position of their water meter which is in the position of the area to be vested rom them. Kindly be advised therefore that if during the construction of any works associated with the vesting my clients suffer bursts or leaks as determined by the Water Service they will hold the Department responsible to reimburse them accordingly.

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[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

The Department notes this information. It will be recorded by the Department and given due consideration during future phases of the Project.

Guidelines for the Acquisition of Land/Property for Major Road Development in Northern Ireland can be found via the following link –

https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/dfi-roads-guidelines-for-the-acquisition-of-land-property-for-major-road-development-in-northern-ireland.pdf

Dfl Roads
Southern Division
29 January 2020

Comment number **COM12**

Name ..... DAERA

Date Submitted 03/07/2019

NIMVO plot number .....

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I refer to your letter dated 22 March 2019 regarding the above proposal and request for comment in relation to the above.

We are pleased to provide comments and advice on the key environmental considerations for the Environment, Marine & Fisheries Group within DAERA.

For your convenience we have provided our comments under the following topic headings:

•Natural Heritage and Conservation Areas

•Water & Drainage

•Land, Soil & Air

The Department considers it appropriate to make the following statement before addressing the specifics of your submission.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
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b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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    - Gowdystown Road
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    - Waringsford Road;
- A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
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- Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
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- Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
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i) Specific references to junction improvements / upgrades on the A1 (which includes this scheme) are included within the following documents:

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- Expanding the Strategic Road Improvement Programme 2015 – Consultation Document; and
- Investment Delivery Plan (IDP) for Roads.

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

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7. The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

8. As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the 5km guide, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

   - Listullycurran Road
   - Gowdystown Road
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   A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

9. At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

   A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

10. The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

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[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

NATURAL HERITAGE & CONSERVATION AREAS

NED Countryside, Coast & Landscapes response:

Habitats Regulations Assessment

NIEA, Natural Environment Division (NED), notes There are hydrological links to European sites via the Lagan, Bann and Clanrye Rivers to Belfast Lough, Lough Neagh and Carlingford Lough, however, the mitigation measures as set out are best practice and given the distances involved to the N2K sites, there will be no likely significant effects on any European site.

These comments have been noted by the Department

Environmental Impact Assessment

Habitats

NED acknowledges that the majority of habitats to be impacted by the development are mostly improved fields or species poor grasslands, a number of broadleaved woodland, trees and one section of species rich hedgerow are also to be impacted. The broadleaved woodland are not within an ancient/long established woodland and are indicated within the Extended Phase 1 Habitat survey to have poor ground flora, however it is likely that they would conform to other natural heritage features worthy of protection. It is considered by NED, that these woodland blocks and hedgerows should be compensated for though compensatory native planting. NED notes that proposed landscaping plans have been submitted, within figures 6-73 to 6-83, and is content that the proposed planting is likely to compensate for the loss of these habitat features provided that these areas are managed appropriately.

Any arboricultural work or tree surgery approved shall be carried out in accordance with British Standard 5837:2012 *Trees in relation to design, demolition and construction – Recommendations.*

These comments have been noted by the Department

Bats

NED notes that there is a relatively high foraging activity across all sites within the areas to be developed. NED advise that provided that appropriate compensation for the removal of the habitat features, as suggested above, and any additional lighting should be bat sensitive, the development is unlikely to significantly impact the foraging behavior of bats in the long term. NED therefore advises that further information is sought regarding the proposed lighting plans.

NED notes that a number of buildings are to be removed and one building was determined to have a low bat roosting potential and as a result an emergence/re-entry survey was carried out. This survey indicated that the building did not support roosting bats. NED also notes that a number of trees, five trees were considered to have high suitability for roosting bats, 57 moderate and three were considered to have low suitability. NED advises that to avoid any breach of The Conservation (Natural Habitats, etc) Regulations (Northern Ireland) 1995 (as amended), all trees identified as having bat roosting potential which require works should be surveyed for the presence of bats by an experienced bat worker or surveyor within 48 hours prior to removal, felling, lopping or demolition. All survey work should be carried out according to the Bat Conservation Trust Good

Practice Guidelines (http://www.bats.org.uk). If evidence of bat activity is discovered all works should cease immediately and further advice sought from the Wildlife Team.

These comments have been noted by the Department

Badgers

NED has considered the information in relation to badgers, and is content that the proposed development at Castlewellan Road Junction, Warringford Road Junction, Milebush Road Junction, and Connellystown Road LILO are unlikely to impact badgers. NED notes that the badger setts located at Gowdystown Road Junction are to be protected by a 25m fenced buffer zone. NED advises that further permanent fencing should be proposed to mininise the interaction between the roads and the badgers. NED is concerned regarding the impact the development will have on the badger setts located at Skelton/Drumneath Road Junction and Listullycurran Road Junction. Badgers and their places of refuge are protected at all times under the terms of the Wildlife (Northern Ireland) Order 1985 (as amended). A Wildlife Licence will be required for any works impacting upon any badger sett. NED considers that the badger sett located at Listullycurran Road Junction could be temporarily closed during the construction phase and that further protective fencing could be proposed to minimise interaction between the badgers and the roads. NED notes the proposed closure of the badger setts at Skelton/Drumneath Road Junction, and notes that mitigation is to provide artificial setts, NED notes that in page 32 of the confidential badger report consultation was undertaken with the Wildlife Team. Derogation Licence will be regard to undertake the removal of any badger setts, the licence process may require additional information.

Gowdystown Road Junction

Permanent badger fencing will be installed at the Gowdystown Road Junction to minimise the interaction between the roads and the badgers, in accordance with mammal fencing specified in the Design Manual for Roads and Bridges (DMRB), Volume 10 Section 4 Part 2 HA 59/92 Mitigating Against Effects on Badgers.

Chain link or welded mesh fencing at least 1m high above ground with a lower section of 600mm buried below ground (300mm down into the soil and a further 300mm turned away from the fence in the direction from which badgers will approach) will be installed to minimise the interaction between badgers and the Junction.

This requirement can form part of the schedule of commitments to be agreed at the public inquiry which is scheduled for March 2020.

Listullycurran Road Junction

The appointed Ecological Clerk of Works will work closely with the NIEA Wildlife Licencing Officers as part of the derogation licence application in advance of construction to close setts temporarily, rather than permanently, where it is feasible to do so.

This requirement can form part of the schedule of commitments to be agreed at the public inquiry which is scheduled for March 2020.

Skeltons/Drumneath Road Junction

In preparation of the creation of artificial sett(s) and as part of the derogation licence application in advance of construction, the appointed Ecological Clerk of Works will work closely with the NIEA

Wildlife Licencing Officers to provide up-to-date information to support the licence application process.

This requirement can form part of the schedule of commitments to be agreed at the public inquiry which is scheduled for March 2020.

Other Protected Species

NED notes that in section 2.4.3 of the Extended Phase 1 Habitat survey Smooth newts have been raised as a possible concern, however no indication has been provided within results section if the sites have the potential to support breeding newts.

NED notes that the Extended Phase has stated that there were no otter holts found within the site or within the 30metre buffer to the development, therefore NED is content that the proposed development is unlikely to significantly impact otters.

These comments have been noted by the Department

Invasive Species

NED notes that Japanese knotweed has been located at Listullcurran Road and Gowdystown Road Junctions, Japanese knotweed is listed on Schedule 9 of the Wildlife (Northern Ireland) Order 1985 (as amended) and it is an offence to introduce this plant into the wild or to cause its spread.

NED refers to the WANE Act, 'It is the duty of every public body in exercising any functions to further the conservation of biodiversity so far as is consistent with the proper exercise of those functions'. All planting proposed would be native and of local provenance, for further information please see https://www.daera-ni.gov.uk/publications/native-species-planting-guidance

These comments have been noted by the Department

Summary

- **Bat surveys to be undertaken for trees with bat roosting potential prior to any works that will impact the trees.**

  These comments have been noted by the Department

- **Any additional lighting should be bat sensitive and directed away from retained and compensatory habitat features.**

  As per Section 2.13 of the EIAR it is proposed that each of the proposed compact grade separated junctions will be lit within the confines of each junction, as consistent with other existing grade separated junctions along the A1 between Hillsborough and Newry. Lighting will also be maintained at Left-In Left-Out (LILO) junctions where it is currently provided with some minor relocation of lighting columns.

  RPS can confirm that all detailed lighting designs will be prepared cognisant of the DAERA correspondence dated 03rd July 2019 including advice that any additional lighting should be bat sensitive and as such:

- Will utilise LED lanterns as stated in Section 2.13 of the Environmental Impact Assessment Report (EIAR). These lights are more directional and can be controlled by lenses and/or reflectors limiting any associated spill;
- Will be directed away from any areas of retained and compensatory habitat onto the existing and proposed road network;
- Will have front and rear shields applied to minimise spill;
- Will be mounted on the horizontal with no upward tilt to mitigate any potential upwards spill;
- Will utilise the lowest kelvin colour temperature possible whilst adhering to DfI Roads requirements; and
- As per the DAERA consultation response - that states DAERA are content that proposed planting is likely to compensate for the loss of any habitat features - the Proposed Development will utilise existing and proposed landscape planting as described within Section 6.7 of the EIAR and illustrated within Figures 6.73 – 6.93 of the EIAR. All the above measures to be incorporated at detailed design and to ensure that lighting is bat sensitive can be formalised by a condition as part of any decision on the project.

- **Clarification on the potential impact to smooth newts.**

As set out within Appendix 9.1 of the EIAR – Extended Phase 1 Habitat Survey, consultation with the Centre for Environmental Data & Recording (CEDaR) was undertaken to inform the impact assessment process. To confirm, this identified no historical records of smooth newt within 500m of the A1 Junctions Phase 2 Road Scheme. There is no standing water features within the scheme extents. Furthermore, to clarify, there was no suitable smooth newt habitat identified within the A1 Junctions Phase 2 Road Upgrade scheme extents. All watercourses within the scheme extents have a constant flow of water, some of which have a relatively fast flow, especially in spate conditions. These watercourses do not support sufficient macrophyte cover and emergent aquatic vegetation which is typical of smooth newt aquatic habitat.

- **Inadequate information on the badger mitigation.**

These comments have been noted by the Department – see response under 'Badgers' section above

NED Conservation & Designation Protectorate response:

The scheme falls within a number of Water Framework Directive waterbody sub-basins within the sub-catchments for the River Bann, River Lagan and Clanrye/Newry River. Therefore, hydrological connectivity exists between the proposed development and designated sites, which include:

River Lagan catchment

- **Belfast Lough SPA (UK9020101)**
- **Belfast Lough Open Water SPA (UK9020290)**
- **proposed East Coast (Northern Ireland) Marine SPA (UK9020320)**
- **Belfast Lough Ramsar site**
- **North Channel SAC (UK0030399)**

River Bann catchment

- **Lough Neagh and Lough Beg SPA (UK9020091)**

- Lough Neagh and Lough Beg Ramsar site

Clanrye/Newry River catchment

- Carlingford Shore SAC (IE0002306)
- Carlingford Lough SPA (UK9020161)
- Carlingford Lough SPA (IE0004078)
- Carlingford Lough Ramsar site

NED notes the mitigation measures, outlined in Chapter 8.0 Water Environment (Vol II of the EIAR), in regard to constructional and operational impacts that cannot be discounted; where watercourses at development locations are for linked to designated sites. NED also note the mitigation measures outlined within the outline Construction Management Plan in Appendix 2.1 of Volume III of the EIAR.

NED CDP has no concerns regarding the proposed development. However, the final Construction Environmental Management Plan must be submitted to the Department by the appointed contractor prior to works commencing. This should reflect all the mitigation, and avoidance measures to be employed as outlined in the Environmental Statement and all additional submitted information. The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority

These comments have been noted by the Department

DRAINAGE AND WATER

The response from NIEA Water Management Unit (WMU) is as follows:

WMU is content in principle with the water quality section of the Environmental Impact Assessment Report submitted for the A1 Junctions Phase 2 scheme, however should this scheme be given approval, the following statutory permissions will be required:

- A Discharge Consent, issued under the Water (Northern Ireland) Order 1999 (as amended), is required for any discharges to the aquatic environment. Any proposed discharges not directly related to the construction of the road, such as from septic tanks or wash facilities, will also require separate Discharge Consent applications. Further information can be obtained from: https://www.daera-ni.gov.uk/articles/regulating-water-discharges

- As the proposed scheme will involve abstractions (e.g. dewatering of an excavation) or an impoundment (a pool of water formed by a dam or pit) an appropriate abstraction/impoundment licence issued under the Water Abstraction and Impoundment (Licensing) Regulations (Northern Ireland) 2006 (as amended) may be required. Further information can be obtained from: https://www.daera-ni.gov.uk/articles/abstraction-and-impoundment-licensing-requirements

However, the applicant should be aware that there is no guarantee that the required statutory permissions will be granted, as a number of site specific factors need to be taken into account in assessing the suitability of such activities on the aquatic environment.

Should this scheme be given approval WMU recommend that the following conditions should be included in the Decision Notice to ensure protection of the water environment:

> **Condition: A Construction Environmental Management Plan (CEMP) incorporating the mitigation detailed in the ES - Schedule of Environmental Commitments, for each section of the road must be submitted to the Department, for consultation with NIEA Water Management Unit, at least 8 weeks prior to the commencement of construction.**
> **Reason: To ensure effective avoidance and mitigation measures have been planned for the protection of the water environment.**
>
> **Condition: Site specific Method of Works Statements, for non standard works not covered by the CEMP in, near or liable to affect any waterway as defined by the Water ((Northern Ireland) Order 1999 (as amended), must be submitted to the Department, for consultation with NIEA Water Management Unit, at least 8 weeks prior to the commencement of the works or phase of works.**
> **Reason: To ensure effective avoidance and mitigation measures have been planned for the protection of the water environment.**
>
> **Condition: An Environmental Manager must be designated for the scheme. Contact details of the designated Environmental Manager must be submitted to NIEA Water Management Unit, at least 8 weeks prior to the commencement of pre-construction or construction works. This information may be contained within a Construction Environmental Management Plan (CEMP).**
> **Reason: To ensure an effective line of communication exists between contractors and NIEA Water Management Unit on issues related to the protection of the water environment.**

These comments have been noted by the Department

DAERA Inland Fisheries response to -

A1 Junctions phase 2 - Composite Notice of Intention to make Statutory Orders

DAERA Inland Fisheries is a statutory fisheries authority tasked with the implementation of various aspects of the Fisheries Act (Northern Ireland) 1966. DAERA Inland Fisheries functions include the conservation protection, development and improvement of salmon and inland fisheries. To this end we may initiate legal proceedings for the enforcement of any statutory provision with respect to salmon or inland fisheries as outlined under the act.

Northern Ireland through the UK and EU is a signatory to the Convention for the Conservation of Salmon in the North Atlantic Ocean. Through the North Atlantic Salmon Conservation Organisation (NASCO), we have obligations to protect, restore, enhance and rationally manage salmon stocks.

With reference to the above consultation there are several waterways located near to and affected by the proposed development as outlined in the applicants EIA. The Lagan and Upper Bann catchments support good stocks of salmon, trout and eels and these need to be protected from any adverse effects. As a statutory consultee when consulted we will respond accordingly, we look forward to working with the developers to conserve, protect and improve these waterways.

We would like to draw your attention to Section 47 of the Fisheries Act (NI) 1966, which covers the applicant's responsibilities relating to penalties for pollution and the consequences of causing or

permitting the release of any deleterious materials into any waters. Section 48 applies to the protection of young and breeding fish, the applicant should not obstruct the passage of; or disturb the spawn; or spawning beds; or shallow where the spawn may be. Any in channel works will require a permit application to be made under the act. Further information can be found here https://www.daera-ni.gov.uk/publications/application-permit-under-section-48-fisheries-act-ni-1966m

These comments have been noted by the Department

LAND, SOIL & AIR

Section Reference No: AE2-17-18087
A1 Junctions phase 2 - Composite Notice of Intention to make Statutory Orders

The comments below are not exhaustive but serve to capture key points in support of the Regulatory Unit's (RU) review. These comments are made on consideration of:

- **RPS Limited (RPS) "A1 Junctions Phase 2 Road Improvement Scheme Environmental Impact Assessment Report (EIAR)" reference 168014-RPSB-EGN-XX-RP-EN-00002**

1. **An Environmental Impact Assessment Report (EIAR) has been provided by RPS in relation to this Department for Infrastructure (DfI) consultation.**

2. **Regulation Unit (RU) has considered "Chapter 07 Soils, Geology & Contaminated Land" of the RPS EIAR and has the following comments to make;**

Chapter 07, Section 7.2 Waste –

- **Table 7.15 of inert landfills there are two significant errors;**
  i. **P0259/07A Blackmountain Landfill - The starting capacity was 8.7 million and the remaining capacity is 5.5 million. The figures reported by RPS are incorrect and should be amended.**
  ii. **P0533/16A Macosquin - The starting capacity was 3.9 million and the remaining capacity is 3.4 million. The figures reported by RPS are incorrect and should be amended.**

- **Table 7.16 of non-hazardous landfills – Both Magheraglass and Tullyvar are now closed and should be removed. These sites do not present a viable outlet for waste generated from the project.**

- **Table 7.17 of hazardous waste sites - P0186/07A SITA is closed and should be removed. This site does not present a viable outlet for waste generated from the project.**

Informatives
In addition to the comments above RU note the following informatives which should be taken on board by the applicant and project team;

1. **Any site risk assessment and remediation work should be undertaken to a standard that enables safe development and enduse of the site such that it would not be determined as contaminated land under the forthcoming Contaminated Land legislation i.e. Part 3 of the Waste and Contaminated Land Order (NI) 1997. It remains the responsibility of the developer to undertake and demonstrate that the works have been effective in managing all risks.**

2. RU recommends that the applicant consult with the Water Management Unit in NIEA regarding any potential dewatering that may be required during the development including the need for a discharge consent. Discharged waters should meet appropriate discharge consent conditions. Further information can be obtained from:
https://www.daera-ni.gov.uk/articles/regulating-water-discharges

3. The applicant should ensure that the management of all waste materials onto and off this site are suitably authorized through the Waste and Contaminated Land (Northern Ireland) Order 1997, the Waste Management Licensing Regulations (Northern Ireland) 2003 and the Water Order (Northern Ireland) 1999. Further information can be obtained from:
https://www.daera-ni.gov.uk/articles/waste-management-licensing
https://www.daera-ni.gov.uk/articles/waste-management-licensing
https://www.daera-ni.gov.uk/articles/regulating-water-discharges

4. The applicant should ensure to comply with the Waste Duty of Care with respect to any waste materials taken onto or taken off site. Article 5 of the Waste and Contaminated Land (Northern Ireland) Order 1997 imposes a duty of care on anyone who handles controlled waste. When waste transfers from one person to another a waste transfer note and/or hazardous waste consignment note must be completed, signed and kept by the parties involved. The Controlled Waste (Duty of Care) Regulations (Northern Ireland) 2002 set out the requirement to complete waste transfer notes for waste movements and the Hazardous Waste Regulations (Northern Ireland) 2011 set out the requirements to complete hazardous waste consignment notes for the transfer of hazardous waste. Further information can be obtained from:
https://www.daera-ni.gov.uk/articles/duty-care
https://www.daerani.gov.uk/articles/hazardous-waste

5. In accordance with Article 5 of the Waste and Contaminated Land (Northern Ireland) Order 1997 a Waste Management Duty of Care Code of Practice for Northern Ireland June 2016 required by law exists. This code of practice provides practical guidance to everyone subject to the Waste Duty of Care. In Northern Ireland the primary responsibility for duty of care sits with the waste producer and therefore they should ensure they make the appropriate checks as set out in the Code of Practice for Northern Ireland in relation to waste produced. Further information can be obtained from:
https://www.daera-ni.gov.uk/publications/waste-management-duty-care-code-practice

6. Any contaminated soils and soil type materials require its hazardous properties to be firstly classified and assessed in accordance with Technical Guidance WM3 – Waste Classification: Guidance on the classification and assessment of waste (1st edition v1.1, May 2018). Classifying a waste correctly is a legal requirement that helps to ensure that the waste is managed appropriately. NIEA therefore expects businesses to be able to demonstrate that any waste classifications based on sample results are reliable and as such conducted in line with Appendix D: Waste Sampling of Technical Guidance WM3. Further information can be obtained from:
https://www.gov.uk/government/publications/waste-classification-technical-guidance

7. Regulation 17 of the Waste Regulations (Northern Ireland) 2011 imposes a duty on waste operators to comply with the European Waste Hierarchy. After a hazardous waste assessment is completed then the options for managing this waste should be further considered taking into account the European Waste Hierarchy. The applicant should be

reminded that Landfill Waste Acceptance Criteria (WAC) are not relevant to a hazardous waste classification. A WAC test will not identify whether a waste is hazardous or non-hazardous. Before a waste can be disposed of, it must be classified as being either hazardous or non-hazardous, using the characterisation assessment and analysis described by the WM3 Technical Guidance. Then, if a waste hierarchy assessment determines that disposal to landfill is the appropriate disposal option for the waste, chemical WAC testing must be undertaken for wastes destined for inert, stable nonreactive hazardous or hazardous classes of landfill. Further information can be obtained from:
https://www.gov.uk/government/publications/waste-classification-technical-guidance

8. Should the materials be classified as hazardous waste then this material will need to be consigned off site as hazardous waste. NIEA should receive the waste consignment notices 72 hours in advance of any movements off site and waste materials moved off site only by a registered carrier (i.e. ROC permitted). Further information can be obtained from:
https://www.daera-ni.gov.uk/articles/hazardous-waste#toc-3
https://www.daera-ni.gov.uk/publications/guide-consigning-hazardous-waste

9. RU would recommend that the applicant considers the production of a Site Waste Management Plan (SWMP) for this proposed development. SWMPs are promoted as an example of best practice in the construction industry and a SWMP is a document that describes, in detail, the amount and type of waste from a construction project and how it will be reused, recycled or disposed of. Following the SWMP procedure could help to reduce the amount of waste produced and will help manage waste more effectively. Further information can be obtained from:
http://www.netregs.org.uk/environmental-topics/waste/more-storage-handling-transport-of-waste/site-waste-management-plans/site-waste-management-plans-swmp/
https://www.nibusinessinfo.co.uk/content/what-site-waste-management-plan-should-contain

These comments have been noted by the Department

DAERA correspondence (dated 16th December 2019)

NIEA, Natural Environment Division (NED) has reviewed the letter dated 14 October 2019 in response to NIEA NED letter dated 3 July 2019 which indicated concerns on natural heritage issues.

Bats
NED has reviewed the information provided in relation to the lighting proposed and the potential impact on bats. NED is content with the use of bat sensitive lighting and acknowledges that there is the potential for, 'some minor relocation of lighting columns' this should reduce the risk to the local bat population. NED advises that a condition is attached to the decision notice to ensure that no lighting is directed towards any potential bat roosting feature.

Smooth Newts
NED is content that the proposed development is unlikely to impact smooth newts due to the lack of suitability habitat found within the site.

Badgers

NED notes a wildlife licence will be required for any works within 25m of a badger sett or for the closure of any badger setts. As previously stated a derogation licence will be required to undertake the removal of any badger setts, the licence process may require additional information. In order to ensure that no significant impact to the badger setts occurs during the construction phase, NED advises that a condition should be attached to the decision notice to ensure that temporary fencing is placed around each badger sett entrance as shown in the confidential badger report.

Recommendations

1. **No lighting shall be directed towards areas of habitat with Bat Roosting Potential. To protect the local bat population.**

2. **No development activity shall commence until a competent ecologist has been appointed to oversee construction works and the implementation of the Badger Mitigation Plan, and details of the appointed ecologist, including duties, responsibilities and timings of visits, has been submitted to the Council and agreed in writing. To ensure implementation of mitigation measures to protect badgers**

3. **No development activity, including ground preparation or vegetation clearance, shall take place until a protection zones, clearly marked with posts joined with hazard warning tape, has been provided around each badger sett entrance at a radius of 25 metres as shown on Figures 1.0-4.0 in the Confidential Badger Report. No works, vegetation clearance, disturbance by machinery, dumping or storage of materials shall take place within the protection zone(s) without the consent of the Planning Authority/unless an appropriate Wildlife Licence has been obtained from NIEA. The protection zone(s) shall be retained and maintained until all construction activity has been completed on site. To protect badgers and their setts on the site.**

These comments have been noted by the Department

Dfl Roads
Southern Division
29 January 2020

Comment number **COM13**

Name ..... [redacted]

Date Submitted 15/04/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

Hello,

I'm a student from Ulster University and I have to take part as part of my module that I'm currently studying for Planning, Regeneration and Development.

The Department considers it appropriate to make the following statement before addressing the specifics of your submission.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
   - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
   - Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
   - Investment Strategy for NI (ISNI) 2005-2015, published in December 2005;
   - Expanding the Strategic Road Improvement Programme 2015 Consultation Document, published in mid 2006;
   - Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
   - North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
   - Investment Strategy for NI 2008-2018, published in 2008;
   - Investment Delivery Plan for Roads (IDP) 2008, published in 2008;
   - Northern Ireland Executive Budget 2008 -2011, published in 2008;
   - Programme for Government 2008-2011, published in 2008;
   - Northern Ireland Executive Budget 2011 -2015, published in 2011;
   - Programme for Government 2011-2015, published in 2011;
   - Announcement by Finance Minister – Financial Allocations, published in February 2012;
   - The Regional Development Strategy 2035 (RDS 2035), published in March 2012;
   - Ensuring a Sustainable Transport Future- A New Approach to Regional Transportation (A New Approach), published in March 2012;
   - Investment Strategy for NI 2011- 2021, published in 2012;

- A Fresh Start: The Stormont Agreement and Implementation Plan, published in November 2015;
- Northern Ireland Executive Budget 2016-2017, published in January 2016;
- Draft Programme for Government Framework 2016-2021, published in May 2016;
- NI Executive's Outcomes Delivery Plan 2018-19, published in June 2018.

b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

- Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
- The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
    - Listullycurran Road
    - Gowdystown Road
    - Skeltons Road/Drumneath Road
    - Waringsford Road;
- A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
- Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
- Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
- Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;
- Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
- Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy,

Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the 5km guide, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

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[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

So I have read through EIA report and I am very concern that A1 dual carriageway is currently having high level of traffic usage on that road, I know Park and Share has been constructed. First of all, why can this dual carriageway cannot be a Motorway standards as this is one of the most busiest routes from Belfast to Dublin on the island of Ireland?

I still feel that there are far too many junctions on that road, this needs to be reduce in order to improve road safety. I like the idea that there is plans for closing many gaps on central reservation.

This phase of road improvements along the A1 Dual carriageway was identified for inclusion with the Strategic Road Improvement Programme within the document "Expanding the Strategic Road Improvement (SRI) Programme 2015" launched in 2006. Since then, the A1 Junctions Phase 2 project has been subject to a scheme assessment review process as required under the Design Manual for Roads and Bridges (DMRB). The project has progressed through Stage 1 (Published 2011), Stage 2 (Published 2015) and Stage 3 (Published 2019). Each stage builds upon the findings of the previous stage and delivers a more detailed and refined assessment of the proposals to be brought forward. This process is described in DMRB TD37/93 Scheme Assessment Reporting and the scheme assessment reports are available to view online on the DFI website (see link below). This process has involved the assessment of a number of route corridors and route alternatives, detailed scheme appraisal and extensive liaison with statutory consultees, public utility companies, affected land and property owners and the general public. In addition, the proposals were assessed against set government objectives at both a local and regional level.

The current proposals satisfy the aims and objectives of the Project whilst returning a favourable Benefit-Cost ratio to enable the project to proceed to construction in the future. However, it is also noted within the Stage 3 report that pending further monitoring of the road, post construction, that there may be further opportunities to introduce further safety measures in the future. These would require appropriate assessment and consultation with road users at that time.

It is worth noting that this road, whilst a vital arterial route between Dublin and Belfast, also acts as the major link between towns and villages that lie within its vicinity and is the primary road linking these towns and villages to Belfast. As such it is of economic and social importance both regionally and locally. The provision of an additional 4 compact grade separated junctions, the Milebush Link Road and the Onslip at the Castlewellan Road, Banbridge will provide appropriate opportunities for strategic and local traffic to access either side of the A1 dual carriageway. The existing side road junctions have each been assessed and it was determined that of the existing 36 existing side roads, 6 could be incorporated into the new compact grade separated junctions, 9 could be closed permanently and 21 converted to left in left out only.

The closure of the gaps within the central reserve and installation of a continuous vehicle restraint system is a key aim of the Project. To date the Department have been considering locations where this could be delivered in advance of the main Project. This has resulted in the closure of several gaps and installation approximately 6.6km of barrier in the last 2.5 years.

Dfl Roads
Southern Division
29 January 2020

Comment number **COM14**

Name ..... [redacted] (MRP Land Limited)

Date Submitted 16/05/2019

NIMVO plot number ..... [redacted]

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

Thank you for your time today on the phone, further to your letter of 22nd March 2019 advising of Notice of Intention to make a Vesting Order on our subject lands.

The Department considers it appropriate to make the following statement before addressing the specifics of your submission.

Development Priorities

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

- Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
- Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
- Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
- Investment Strategy for NI (ISNI) 2005-2015, published in December 2005;
- Expanding the Strategic Road Improvement Programme 2015 Consultation Document, published in mid 2006;
- Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
- North/South Ministerial Council, Plenary Meeting, Armagh, Joint Communique published in July 2007;
- Investment Strategy for NI 2008-2018, published in 2008;
- Investment Delivery Plan for Roads (IDP) 2008, published in 2008;
- Northern Ireland Executive Budget 2008 -2011, published in 2008;
- Programme for Government 2008-2011, published in 2008;
- Northern Ireland Executive Budget 2011 -2015, published in 2011;
- Programme for Government 2011-2015, published in 2011;
- Announcement by Finance Minister – Financial Allocations, published in February 2012;
- The Regional Development Strategy 2035 (RDS 2035), published in March 2012;
- Ensuring a Sustainable Transport Future- A New Approach to Regional Transportation (A New Approach), published in March 2012;
- Investment Strategy for NI 2011- 2021, published in 2012;
- A Fresh Start: The Stormont Agreement and Implementation Plan, published in November 2015;
- Northern Ireland Executive Budget 2016-2017, published in January 2016;

- Draft Programme for Government Framework 2016-2021, published in May 2016;
- NI Executive's Outcomes Delivery Plan 2018-19, published in June 2018.

b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

   - Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
   - The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
     - Listullycurran Road
     - Gowdystown Road
     - Skeltons Road/Drumneath Road
     - Waringsford Road;
   - A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
   - Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
   - Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
   - Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;
   - Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
   - Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension

between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the 5km guide, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

As discussed, we have planning permission approval for an access off the Moira Road (S/2005/0532/F), which is in close proximity to the proposed A1 road improvement at the Moira road junction. We would like to engage with DFi Roads to ensure that our approved access is not compromised by the proposed design both in terms of approved sight lines and right turning lane off the Moira Road into our land.

I have attached drawings of our approved access with the proposed junction improvement overlaid for convenience. I would greatly appreciate if we could discuss this matter further with the development team and look forward to hearing from you in due course.

The Project team has considered the proposed access to your Client's site, based on the proposed Left In/Left Out arrangement for the Moira Road junction. The Project team has consulted with DfI Roads Eastern Division Development Control regarding this matter, who have in turn consulted with LCCC (Lisburn & Castlereagh City Council) planners.

The Department can confirm that plans to realign the junction at Moira Road/Hillsborough Road A1, as part of the A1 Junctions Phase 2 project, will not adversely impact on the entrance to the development site. Should you consider changing your plans, any revision should be submitted through the normal planning process. As a consultee, we will consider an amendment if necessary, to identify any potential conflicts with our A1 Junctions Phase 2 scheme proposals.

We would be happy to engage with you further as you develop any revisions in order to minimise the potential for any unforeseen conflict between your access proposal and our proposed scheme.

If your Client's proposed access is constructed in advance of the proposed A1 Junctions Phase 2 scheme (assuming planning permission is extant or new permission is obtained), then your Client's access should be configured to suit the existing Moira Road.

If your Client's proposed access is to be constructed after the implementation of the proposed A1 Junctions Phase 2 scheme (assuming planning permission is extant or new permission is obtained), then your Client's access should be configured to suit the realigned Moira Road. This may require amendment to the proposed right-turn ghost island and the visibility splay to the left hand side of the development access under your Clients current proposals, which will need to be presented as part of a new PSD drawing. However, as your Client controls the land to facilitate these amendments, then this will not hinder your Client's ability to reconfigure the proposed access arrangement and sightline to suit the realigned Moira Road, to the satisfaction of the Department.

Guidelines for the Acquisition of Land/Property for Major Road Development in Northern Ireland can be found via the following link –

https://www.infrastructure-ni.gov.uk/sites/default/files/publications/infrastructure/dfi-roads-guidelines-for-the-acquisition-of-land-property-for-major-road-development-in-northern-ireland.pdf

DfI Roads
Southern Division
29 January 2020

Comment number **COM15**

Name ..... [redacted]

Date Submitted 13/07/2019

NIMVO plot number .....

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

Hello! I'm a policy researcher at Sinn Féin and i was hoping that it isn't to late to contribute to the A1 consultation?

The Department considers it appropriate to make the following statement before addressing the specifics of your submission.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
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b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

   - Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
   - The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
     - Listullycurran Road
     - Gowdystown Road
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     - Waringsford Road;
   - A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
   - Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
   - Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
   - Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;
   - Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
   - Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy, Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

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c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the 5km guide, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

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A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

I'm very sorry about the late entry but i am concerned that the appropriate safety measures are taken place due to the amount of accidents on the road.
Some of my concerns are related to improving the drainage systems in that part of the A1 as heavy rainfall can leave standing water on the road which is very dangerous and has claimed many lives in the past.

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[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

I understand it's my fault for being late with the contribution but for the interest of public safety i was hoping if i could make a late entry?
Thanks for your time!

Although your submission to the draft Statutory Orders was submitted after the expiration of the consultation period the Department has accepted your submission.

The proposed A1 Junctions Phase 2 road improvements is essentially a safety driven scheme, with the main objective being to close up all gaps in the central reserve of the dual carriageway. Accident statistics have been considered and are a catalyst for the proposed improvements - approximately 45% of all recorded mainline accidents occur in the vicinity of central reserve gaps[2]. The proposals involve the closure of all central reserve gaps from Hillsborough to Loughbrickland and the introduction of a number of additional grade separated junctions to accommodate cross-carriageway movements. Other improvements are also proposed such as the closure of selected side road junctions along with the upgrade of any remaining side road junctions to operate on a left in/left out basis only. Closure of existing private accesses will also be considered where possible. The primary purpose of this project is to significantly reduce the number of conflict points and potentially hazardous manoeuvres along this route to provide a safer, more consistent standard of carriageway.

The nature of the proposed works will involve construction works at discrete locations along the 25.2km scheme length and will include upgrades to the existing infrastructure in the vicinity of these proposed work zones. If existing drainage issues at these locations are identified, then they will be considered as part of the detailed design stage and addressed during construction where necessary.

It is noted that a DBFO company is currently contracted to maintain and operate the A1. Any existing drainage issues along the scheme length are a maintenance issue and under the responsibility of the DBFO company as part of the ongoing Contract to maintain the highway infrastructure along the A1. If you have any specific concerns in this regard you should write to the Department's PPP Unit in DfI Headquarters, Clarence Court, Adelaide Street, Belfast.

As an example of recent maintenance improvements, it is noted that the Department was aware of drainage issues in the vicinity of the Gowdystown Road junction which resulted in flooding of the Southbound carriageway during intense storm events. This drainage issue was addressed and resolved during 2017.

DfI Roads
Southern Division
29 January 2020

[2]A1 Junctions Phase 2 -Stage 3 Scheme Assessment Report –2.10.2

Comment number **COM016**

Name ..... [redacted] (Brian Clarke – Land Agent)

Date Submitted 11/02/2020

NIMVO plot number ..... Map [redacted]

The Department has considered the correspondence in the above submission and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I refer to the meeting we had along the Loughbrickland Dual Carriageway with [redacted] and his [redacted] on the 17th of October. We haven't had any feedback.

The Department considers it appropriate to make the following statement before addressing the specifics of your submission.

Development Priorities

a) The current programme to improve transportation links in Northern Ireland has evolved over the last twenty years or so. Key documents, strategies and announcements guiding this programme include:
   - Shaping Our Future: the Regional Development Strategy for NI 2025(RDS 2025), published in September 2001;
   - Regional Transportation Strategy for NI 2002-2012 (RTS), published in July 2002;
   - Regional Strategic Transport Network - Transport Plan 2015 (RSTN-TP), published in March 2005;
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   - Expanding the Strategic Road Improvement Programme 2015 Consultation Document, published in mid 2006;
   - Chancellor Announcement – Economic Prosperity and Stability in Northern Ireland, published in March 2007;
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- A Fresh Start: The Stormont Agreement and Implementation Plan, published in November 2015;
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- Draft Programme for Government Framework 2016-2021, published in May 2016;
- NI Executive's Outcomes Delivery Plan 2018-19, published in June 2018.

b) The A1 forms part of the strategically important principal north-south arterial route linking the capital cities and principal gateway ports of Belfast and Dublin. It is identified within the Trans-European Transport Network (TEN-T) on the North Sea-Mediterranean Core Network Corridor. The A1 is also classified as a Key Transport Corridor (KTC) within the Regional Strategic Transport Network. The A1 also acts as the key link between the local towns and villages and as well as being the primary road linking these towns and villages to Belfast, it also provides a key link for communities both east and west of the route corridor. As such it is considered to have economic and social importance both regionally and locally. The section of the A1 under consideration within the A1 Junctions Phase 2 project is a 25.2km long stretch of all-purpose dual carriageway, extending from the Dublin Road Junction at Loughbrickland to the south, to the Hillsborough Roundabout to the north. This stretch of carriageway was designed and constructed to older highway standards, some sections up to forty years ago. As such, it has characteristics that are no longer considered desirable and which are presenting safety issues. In particular there are a significant number of at grade crossings and access points onto the carriageway, which are coupled with sections of poor horizontal alignment, vertical alignment, visibility and narrow central reserve.

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

- Closure of all gaps in the central reserve between Hillsborough Roundabout and Loughbrickland and the provision of a continuous central reserve safety barrier;
- The construction of 4 new Compact Grade Separated Junctions (CGSJs) at:
    - Listullycurran Road
    - Gowdystown Road
    - Skeltons Road/Drumneath Road
    - Waringsford Road;
- A northbound on-slip to the A1 from Castlewellan Road, Banbridge;
- Provision of a link road between Milebush Road and the Hillsborough Road underpass, Dromore;
- Closure of 9 selected side roads with improvements to the remainder of side roads which will operate as left-in/left-out only;
- Closure of a number of private accesses along the route with the remainder operating as left-in/left-out only;
- Closure of all mainline bus stops with new bus stops provided at the 4 new CGSJs;
- Provision of Intelligent Transport Systems (ITS) proposals including Variable Message Signs (VMS), Closed Circuit Television (CCTV) and Auto Number Plate Recognition (ANPR).

c) The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.

d) The Regional Transportation Strategy for NI 2002-2012 (RTS) Supports the RDS and makes a significant contribution towards achieving the longer-term transportation vision contained within the RDS. The strategic direction and underlying principles of the RTS were agreed by the Northern Ireland Assembly in 2002. The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) and recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

e) The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.

f) In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2002 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid, this document now replaces it.

g) A revised strategy document, 'Ensuring a Sustainable Transport Future - A New Approach to Regional Transportation', was published on 28 March 2012. This complements the Regional Development Strategy and aims to achieve its vision for transportation. Two of the main Strategic Objectives of the Strategy is to "improve connectivity within the region" and to "improve safety" by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

h) The consistent vision of these strategies is "to have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life." The A1 scheme meets this vision by upgrading a strategically important route and improving safety along this 25.2km stretch of road.

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

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

j) Progress to construction is subject to clearing statutory procedures, having a satisfactory economic appraisal, and the availability of funding.

Selection of the Preferred Route- Appraisal Procedure

a) 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 Government's five objectives for transport (Environment, Safety, Economy,

Accessibility and Integration) are pivotal to the appraisal process. There is tension between these objectives, such that proposals may contribute to the achievement of one objective, but work against the achievement of others. The appraisal procedure must allow determination of an appropriate balance between the five objectives.

b) The study of alternatives for major road schemes is undertaken through a three-stage appraisal procedure. Scheme Assessment Reports act as a summary of the more technical reports generated during the appraisal of road schemes: the level of detail and coverage is appropriate to the type of decision that can reasonably be taken at each stage.

c) As part of this appraisal process, the Department examined strategies for future improvement of the A1 Junctions Phase 2 proposed development. At Stage 1, it had already been identified through earlier studies[1] that the preferred strategy for this proposed development involved the closure of all central reserve gaps within the proposed development extents and the provision of CGSJs to accommodate any displaced movements. The location of the CGSJs was determined based on the 5km guide, whereby round trip detours would be limited to approximately 5km (RSPPG E038). This resulted in proposed CGSJs being sited at the following locations:

- Listullycurran Road
- Gowdystown Road
- Skeltons Road

A review of traffic movements at side roads along the A1 within the study area led to the inclusion of a CGSJ at Waringsford Road and a proposed northbound on-slip at Castlewellan Road.

d) At Stage 2, a number of assessments were carried out on the Stage 1 proposals to permit consideration of the likely environmental, engineering, economic and traffic advantages and disadvantages of potential options for each of the CGSJ locations in order to identify a preferred CGSJ arrangement for each location.

A minor road junction strategy was also developed in conjunction with the proposals for the closure of the central median and further grade separation of junctions along the proposed development route. The strategy assessed each of the minor road junctions within the proposed development extents individually to determine which junctions it would be beneficial to close, and which junctions it was appropriate to retain and improve within the proposed development.

e) The Department then developed a preliminary design of the Proposed Development to facilitate a subsequent Stage 3 Scheme Assessment and to inform the preparation of a draft Direction Order, a draft Vesting Order, a draft Stopping Up (of Private Accesses) Order and an Environmental Impact Assessment Report (EIAR).

[1] Roads Service papers: Median Closures Draft Appraisal Report (February 2005): A1 Strategy for Closing Gaps in the Central Median(July 2005): AECOM paper Median Closures Study – Draft Strategy Summary (November 2005): Proposed Upgrading of the A1 Junctions Strategy (April 2006)

During the meeting we raised the following issues:

1. **Underpass or bridge to facilitate movement of stock across the carriageway. Have these options been considered or costed.**

The Project Team had assessed the resultant journey distances associated with this farm and any potential for mitigation during the Stage 3 Scheme Assessment Process, whereby it was considered that there were no appropriate accommodation works that could be delivered that would mitigate the increased journey distances and that any impact would be addressed through compensation. However, based on the request at the meeting on 17/10/2019, the Project Team have given this issue more detailed consideration and prepared an Option Appraisal Report (168014-RPSB-DOR-XX-RP-HE-00004) to document the findings. Below is a summary of the five possible options that have been assessed:

- Option 0 – Access to lands on either side of the dual carriageway would be via the A1 mainline. It is noted that this option allows for the use of the local road network through [redacted] for approximately half of the outbound journey if preferable. These are the current proposals as published in the Stage 3 Scheme Assessment Report and Environmental Impact Assessment Report.

- Option 1 - An accommodation agricultural overbridge that would connect the [redacted] to [redacted] southern parcel of lands on the western side of the A1 mainline.

- Option 2 – An accommodation agricultural underpass that would connect the [redacted] to [redacted] southern parcel of lands on the western side of the A1 mainline

- Option 3 – An accommodation lane that would connect the existing lane at [redacted] to the existing [redacted] via [redacted].

- Option 4 - An accommodation agricultural overbridge that would connect [redacted] lands on the eastern side of the A1 mainline to [redacted] northern parcel of lands on the western side of the A1 mainline. This bridge would also be required to cross the existing [redacted] in addition to the A1 mainline. The bridge would be located to the south of the property located at [redacted].

Taking into consideration both estimated construction cost and estimated compensation costs, it is noted that Option 0 is the least expensive by a considerable amount. Option 0 would be 36% of the cost of Option 3 (accommodation lane) and 11% of the cost of Option 1 (the cheapest grade separated option). It is noted that the compensation assessment of Option 0 will acknowledge that the increased journey distances have not been mitigated by accommodation works.

Based on the findings from the option appraisal undertaken which included information supplied from LPS to determine estimated compensation costs, it is the Department's view that Option 0 is the most economically viable and appropriate option and should be brought forward under this scheme.

It is noted that although journey distances will be increased for a portion of the total number of journeys undertaken in the management of farming operations, Option 0 will provide a safer road layout than the existing for any agricultural vehicles wishing to access lands on the opposite side of the A1, whereby all movements will be on a Left In/Left Out basis, as opposed to vehicles using the existing gaps in the central median to cross the A1. This will greatly enhance the safety of both the farm operators and other road users.

It is noted that Accommodation Works are works which the Department is prepared to carry out during a road contract to accommodate adjoining land owners and to reduce the impact of the road scheme. There is no obligation on the Department to carry out such works but it will do so where it is cost effective. In this instance, it is not considered cost effective to provide accommodation works to mitigate increased journey lengths. Any associated impacts will be dealt with by way of compensation.

2. **Relocation and rebuilding of [redacted] post scheme.**

This falls under accommodation works and any accommodation works which need to be replaced will generally be reinstated on a like for like basis. This will be discussed and agreed in further detail during future accommodation works discussions.

3. **New gate at [redacted] field.**

It is noted that a new access lane is being provided to [redacted] field alongside the boundary of the proposed [redacted] arrangement. This access is required to facilitate access to [redacted] field since the existing access from the A1 northbound carriageway is being closed as part of the scheme proposals. It would not be appropriate to move this accommodation lane further west away from the boundary with the [redacted] as this would require unnecessary vesting of additional land.

It is acknowledged that [redacted] currently conacres [redacted] field and that he would prefer to access [redacted] field at a location further west than the proposed access lane. There does not appear to be any reason why an additional access between the adjacent fields can't be provided at a location further west, however, it is considered that this is outside the scope of this Project and is a matter that can be agreed between [redacted] and [redacted].

4. **Ownership of the land at the** [redacted]

The information presented in the NIMVO Maps is derived from information received from Land Registry. Unless [redacted] can prove that he has occupied/farmed the ground for at least 30 years since it became crown ownership, or confirmation can be produced of the intention to re-convey any surplus land (previously vested under earlier road schemes), it remains in the ownership of DfI. It is noted that this issue will be resolved during any compensation negotiations.

5. **Have rivers agency been consulted over the flooding at present and which will increase from additional runoff.**

Any existing flooding issue falls outside the scope of this project. However, DfI Roads will inform DfI Rivers of [redacted] concerns.

It is noted that any additional run-off from new hardstand areas will be attenuated to green-field run-off rates and therefore will not add to any existing flooding issues.

DfI Roads
Southern Division
09th March 2020

Support number **SU01**

Name ..... [redacted]

Date Submitted 05/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

My name is [redacted] and I wish to express my support for the A1 Junctions Phase 2 upgrade.

I have always viewed this road as a danger especially after 3 young boys from my local area were sadly killed along it returning from university in Belfast, the same journey that I myself would make every week. Two years ago I travelled this road at least once a week to visit my partner, [redacted] who lived in Belfast, every time I did he told me to be careful and whenever he travelled home to Newry along this road I would tell him the same thing even though he was a very safe driver.

Last [redacted], [redacted] was travelling back to his house in Belfast when he was involved in a collision with two other cars who were on the wrong side of the road. [redacted] was killed instantly while the other two drivers walked away from the crash. [redacted] was completely innocent in this collision, as he always was on the roads. He obeyed the rules of the road and while I understand the immense level of human error in this collision which cannot be ignored and I can only hope will be dealt with by our justice system, the fact that two cars were able to turn onto the wrong side of the road baffles me.

After [redacted] death myself and his mother, [redacted] looked into the development of the A1 only to discover that plans to upgrade this stretch of road had begun back in 2011 but had yet to be completed. This devastated us even further as if these plans were carried out prior to last [redacted] would still be with us. The junction at which these two cars turned onto the wrong side of the A1 would have been closed and they would have been forced to turn left as no right turns would be permitted.

We began a campaign to get this road upgraded as quickly as possible and it was only at this point we realised the amount of people who agree with us about the importance of completing these upgrades. Over 12,000 people signed our petition in support of this much needed upgrade, which I have included in this email. I believe that every single one of those signatures should be counted as support for the A1 upgrade. Many valid points of concern were noted, mainly the right hand turns, the gaps in the central reservation, length of the slip lanes on and off and poor visibility.

This road is the main link road between two of Northern Ireland's biggest cities and is also the main link corridor between Northern Ireland and the Republic of Ireland. The high level of traffic on this road means that I firmly believe it warrants these upgrades sooner rather than later.

Myself and [redacted] were due to move to London last September and begin our life together. I lost not only my partner but my future that day. I am totally heartbroken by these events and every time I hear of another crash on the A1 I pray that it is not fatal as I wouldn't wish this feeling on anybody.

[redacted] **deserved better, and so do many other road users who use the A1 every day that treat the road with respect. I strongly support this upgrade as I believe enough families have suffered from the poor and outdated infrastructure.**

a). The Department is sorry for the loss of your partner [redacted] which must be devastating for you and others who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.

b). The Department notes your correspondence of 5 June 2019, including the 12,000 signature petition in support of the proposals and we welcome your support for the proposed development.

c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

e). The Department would like to thank you for your interest in the proposed development.

f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview.

Dfl Roads
Southern Division
29 January 2020

Support number **SU02**

Name ..... Cllr Brian Pope

Date Submitted ..... 13/05/2019 & 06/06/19

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

13 May 2019

We understand that these improvements will include the provision of new grade separated junctions, the closing up of all gaps in the central reservation and the provision of a continuous central reserve safety barrier along the whole route. This consultation response relates specifically to the Project Works Programme and the erection of a central reserve barrier in the areas away from the main junction updates and closing of the access gaps.

We care about the people that use the A1 to commute, for business, to visit family and friends or for a variety of other reasons. We are therefore concerned about the length of time it has taken to bring forward the scheme given the high volume of daily traffic, speed limit (70mph limit for most of its length) and history of collisions on this major infrastructure connection.

It is recorded that the existing two-way flow along the A1 Dromore to Banbridge is 33,875 vehicles per day, from the latest available 2017 ATC data. The peak hour flow is 2595 vehicles in the AM Peak and 2999 vehicles in the PM Peak. Furthermore, a review of the available road collision information for this section of highway from the NI Statistics and Research Agency data, indicates an accumulation of Fatal, Serious and Slight Collisions along this route. Over the period 2014 - 2016 the NISRA data indicates that there were approximately 29 Slight Collisions, 8 Serious Collisions and 3 Fatalities on the A1 between Hillsborough and Banbridge.

Therefore, as the capital investment for the A1 Junction Programme has now been confirmed we would request that these important works are progressed as urgently as possible and we would welcome a meeting to discuss?

We appreciate that DfI must follow the recognised consultation processes, but could you please also please confirm when a main Works Programme will be made available?

Finally, could you please confirm the works programme for completing the central reservation safety barriers or other mitigation works to improve road safety in the areas of the A1 away from the main junction upgrades and proposed gap closures?

We would urge the completion of the road upgrades as a matter of priority given the current road safety concerns and would appreciate if you could please provide a response to our queries set out above.

06 June 2019

Thank you for your response to my letter, dated 13th May 2019, and the subsequent offer to meet with the A1 Improvements Project Manager and Project Sponsor in early July. This is greatly appreciated.

Might I also request one further action following the current consultation. I have recently been contacted by the family of an elderly constituent who resides close to the minor roads which may be affected under the published plans for the A1 Improvement plans. The area in question is in the area of the Halfway Road Full Closure, Ch10400 to Ch11200.

Could I please ask that DfI Roads make available to local residents, which are potentially impacted by the proposed scheme, more details of the decision-making process or technical surveys undertaken in relation to the proposed minor road alternations as part of the above scheme, and any localised or property mitigation measures proposed for residents?

However, I want to make it clear that I do not oppose any of the proposed minor road closures onto the A1 as indicated on the most recent published A1 Route Plans. My request is only that DfI roads consider providing potentially affected residents, on their request, some further information relating to the minor road alternations after the completion of the of the current A1 Roads consultation, also subject to any potential statutory requirement following the consultation.

a). The Department notes your correspondence of 13 May 2019 and 6 June 2019 and welcomes your support for the proposed development.
b). It is noted that further consultation with you has also taken place via meetings with Departmental officials on 4 July 2019 and on 20 December 2019 to further discuss issues noted in your correspondence.
c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.
d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.
e). The Department has prepared responses to the submissions received in relation to the Statutory Consultation process and these will be issued to those who have made submissions, prior to the Inquiry. The Department's responses will provide details of the decision making process. The Department has also communicated with all effected parties to discuss localised or property mitigation measures where relevant. We will continue to liaise with the effected property owners beyond this stage of the development work and indeed up to and during construction.
f). The Department would like to thank you for your interest in the proposed development
g). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview.

DfI Roads
Southern Division
29 January 2020

Support number **SU03**

Name ..... AMEY [redacted]

Date Submitted 08/07/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

Please pass on to Brian our support for the A1 Junctions Phase 2 Works. We welcome the road improvements and look forward to seeing them implemented.

As DBFO Co and our Operator Amey Highways will be responsible for maintaining the new assets (pavement, central barrier and structures) upon their completion, we would appreciate to be kept in the loop regarding detailed design progress and timescales. We are available for any further consultation your designers might require, to discuss any maintenance considerations.

a). The Department notes your correspondence of 8 July 2019 and welcomes your support for the proposed development.

b). The Department would agree it is important to involve AMEY in discussions regarding detailed design progress, timescales and maintenance of the new assets and will endeavour to set up meetings to carry this out. It is noted that ongoing consultation has already taken place with AMEY throughout the course of this proposed development and we will continue to engage as the project progresses.

c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

e). The Department would like to thank you for your interest in the proposed development.

f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU04**

Name ..... Translink (Jenny Faulconbridge)

Date Submitted 21/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

Thank you for the opportunity to express our view on the recently published Composite Notice of Intention to Make Statutory Orders for the above road scheme.

We have reviewed the Environmental Impact Assessment Report as published 25 March 2019 and comment as follows:

- **We are content with the principle to provide new park and share facilities at each of the four proposed compact grade separated junctions in order to facilitate the closure of the bus stops currently located on the mainline, and welcome the opportunity for enhanced design of these facilities. Going forward we would ask to be involved in any discussions regarding detailed design, including pedestrian facilities, parking capacity and shelter provision.**

- **Whilst we note that the report takes into account the severance for bus stop users, with bus stops being viewed as the main pedestrian trip generators along the route, there seems to be no consideration of the impact on bus passengers. The proposed removal of the right-turn facilities at the Banbridge Road, Loughbrickland junction creates a 2.1km detour journey for southbound bus services (including the "double-back" on the mainline). The introduction of this detour would have considerable impact on journey time, vehicle operating costs, passenger satisfaction and associated journey quality dis-benefits and, ultimately, a decision would need to be made on whether continued provision of a service to Loughbrickland is tenable**

  Although the issue was discussed at a site meeting on 13th March 2018, no operational solution has been determined. Translink's Goldline 538 service operates 26 southbound buses each day between Belfast and Newry serving Loughbrickland. Unfortunately, there is no alternative route option between Banbridge and Loughbrickland with the Old Newry Road being unsuitable for buses.

- **We recognise that the main project objective is to improve public safety, however, with a view to minimising community impacts, we request that the design team revisit the junction arrangement at the northern end of Loughbrickland. To this end we are happy to meet as a follow-up to the preliminary consultations and scoping studies to discuss design comments and potential mitigation measures regarding impact to services.**

Finally, prior to the commencement of the construction stage we request to review the contractor's Traffic Management Plan and phased construction programme in order to coordinate removal or temporary relocation of any bus stops affected during the works.

a). The Department notes your correspondence of 21 May 2019 and welcomes your support for the proposed development.

b). The Department would agree it is important to involve Translink in discussions regarding detailed design, including pedestrian facilities, parking capacity and shelter provision at the proposed new bus stops and also with regard to bus routes and Traffic Management Plans and will endeavour to set up meetings to carry this out. It is noted that ongoing consultation has already taken place with Translink throughout the course of this proposed development, and more recently on 15 January 2020 to further discuss the 538 service via Loughbrickland. We will continue to engage with you as the project progresses.

c). The Department would note that the junction arrangement at the northern end of Loughbrickland has been designed as a Left In – Left Out junction arrangement with no right turn facility provided. This is consistent with the whole of the 25.2km route where all gaps in the central reserve are being closed.

d). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

e). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

f). The Department would like to thank you for your interest in the proposed development.

g). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU05**

Name ..... [redacted]

Date Submitted 25/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

Particularly as a frequent user of this road and a nearby resident, I wish to welcome the improvements which are proposed, subject to my comments below.

1) This is a multi-use road, and used by cyclists. As your Report states, there is nothing which will prohibit this use continuing. You state also that this is a safety driven Project, and that it is not considered appropriate to encourage further cycling activity along the mainline.

Despite your wish to the contrary, there is every likelihood of the amount of cycling on this road continuing to grow, as it does across the Province generally, and with Governmental encouragement. Indeed your Department's Corporate Plan 2017-2021 includes as a Key Deliverable 'increasing the number of journeys that are made... by cycling'

Your Report states that consideration of opportunities to improve the existing resource (for cyclists and other non-motorised users) was an integral consideration, but then dismisses the need. Surely the obvious way to benefit both cyclists and motorised users would be to mark a cycle lane on the inner area of each hard shoulder.

2) This Project has been slipping in your Programme for many years now (I have a letter from Roads Service from 2005 which stated that the closing up of the centrally reservation crossovers would be part of a scheme programmed to commence in summer 2007).

The unfortunate reality is that financial constraints are likely to mean delays continuing. However there are a significant number of low cost elements of the overall Project that could proceed immediately (for example the three crossover accesses to Dromore (travelling from the south), that still exist, despite the grade separated junctions, long since built, which were intended to facilitate their closure). Small elements of the overall Project such as these could bring earlier benefit in both traffic flow and safety.

a). The Department notes your correspondence of 25 June 2019 and welcomes your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway for all users. The safety of those

travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The primary objective of the proposed development is to close up all central reserve gaps. This scheme includes a series of road improvement measures to facilitate this objective. Taking account of pressures on public funds and to ensure that these priority safety improvements are progressed as soon as possible, the scope of this project does not extend to include the provision of cycle facilities along the A1.

d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

e). It is acknowledged that there is scope to deliver the Works in a phased manner by prioritising sections of mainline works and associated junctions and delivering these as discrete works packages. The advantage of this approach is that discrete works packages would require smaller funding commitments, thereby allowing sections of Improvement Works to commence earlier without having to rely on a larger funding commitment to deliver the entire project as one contract.

f). The Department would like to thank you for your interest in the proposed development.

g). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

DfI Roads
Southern Division
29 January 2020

Support number **SU06**

Name ..... [redacted]

Date Submitted 10/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road improvement Scheme.

As a frequent user of the A1 it has become clear that the road is no longer fit for purpose as the traffic has increased drastically in recent years.

I travel this road often and am very aware of the dangers with the numerous junctions, cross over points/gaps in the central reservations, right turns, inadequate and/or non existing slip roads, and crash barriers and lighting.

The A1 from the Sheepbridge exist Southbound is a fantastic example of what can be achieved with the funding and commitment by government bodies.

The upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

a). The Department notes your correspondence of 10 May 2019 and welcomes your support for the proposed development.
b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.
c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.
d). The Department would like to thank you for your interest in the proposed development.
e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview.

Dfl Roads
Southern Division
29 January 2020

Support number **SU07**

Name ..... [redacted]

Date Submitted 01/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 road improvement scheme. I and my family travel this road on a regular basis and I am very aware of the dangers with the numerous junctions, cross over points / gaps in the central reservations, right turns, inadequate or non-existing slip roads, crash barriers and lighting. I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

a). The Department notes your correspondence of 1 May 2019 and welcomes your support for the proposed development.
b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.
c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.
d). The Department would like to thank you for your interest in the proposed development.
e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview.

Dfl Roads
Southern Division
29 January 2020

Support number **SU08**

Name ..... [redacted]

Date Submitted 02/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

As someone who has been travelling this road 5 days a week for the past 6+ years, I feel strongly that these improvements are essential.

I have often wondered why they haven't happened before now.

Over the past 6 years, I have had to render first aid at many accidents, both minor and serious and have been in attendance at the scene of 2 fatal accidents. I have had a few close encounters myself, but thankfully nothing more than that. Frankly this road scares me and I travel many roads in Northern Ireland as part of my job. I also feel, traffic calming measures would be an important aspect of these changes, Including speed limits.

I know and understand these improvements will inconvenience many people, but surly this is minor when compared to people either living or dying. So to repeat, I feel strongly that these improvements are essential - before any more lives are lost.

a). The Department is sorry for your tragic experiences when using this road and attending Road traffic Accidents, particularly those that have had fatal outcomes. Every road death is tragic and one of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

b). The Department notes your correspondence of 2 May 2019 and welcomes your support for the proposed development.

c). The introduction of traffic calming or a change in speed limit are not included in the current scheme proposals, however the overall scheme proposals will improve safety along this 25.2km section of the A1. A change in speed limit is a matter for the PSNI to consider, whereby they would be required to review the levels of traffic, road alignment, accident statistics and the potential effect on the community and other motorists.

d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

e). The Department would like to thank you for your interest in the proposed development.

f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview.

Dfl Roads
Southern Division
29 January 2020

Support number **SU09**

Name ..... [redacted]

Date Submitted 03/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road improvement Scheme for the following reasons:

Members of my family travel this road daily and I am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non-existing slip roads, crash barriers and lighting.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

a). The Department notes your correspondence of 3 May 2019 and welcomes your support for the proposed development.
b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.
c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.
d). The Department would like to thank you for your interest in the proposed development.
e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview.

Dfl Roads
Southern Division
29 January 2020

Support number **SU10**

Name ..... [redacted]

Date Submitted 01/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road Improvement Scheme as my family, has been devastated by the senseless loss of a loved one within the last year on a road that is not fit for purpose. I travel this road frequently and as the main road from Newry to Belfast feel its dangers, including numerous junctions, cross overs, gaps in the central reservations, inadequate slip roads, crash barriers and lighting necessitate an overdue and timely completion of the A1 Road Improvement Scheme for the safety and wellbeing of all who use it.

a). The Department is sorry for your loss, which must be devastating for you and others who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.
b). The Department notes your correspondence of 1 May 2019 and welcomes your support for the proposed development.
c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.
d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.
e). The Department would like to thank you for your interest in the proposed development.
f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview.

Dfl Roads
Southern Division
29 January 2020

Support number **SU11**

Name ..... [redacted]

Date Submitted 02/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

Please help the people of our country and visitors who have to travel the treacherous A1 between Newry and Hillsborough whether that be twice daily, once a week or even once in their lifetime (it could be their last).

We need this road sorted ASAP. I personally have had a few near misses with a tractor and trailer (and the driver who looked about 14) pulling across the carriageway in front of me a few months ago causing me to brake heavily and the cars behind me doing the same. I travel this road twice and sometimes 4 times a day at various times. The chances some drivers have to take to cross the carriageway and no central crash barriers is a disaster waiting to happen (again). Trailers are hanging out into the middle of the road when crossing.

Please prioritise this road before more lives are taken or more people have to live the rest of their lives with lifelong preventable bad health.

This is a plea to get this road to a standard which is safe for all motorists whether familiar with the road or not. You guys I'm sure are experts in road safety and I'm sure you know what needs to be done to eliminate this death trap from our road network. The list of names of the people losing their lives on this road will continue to rise and if your department has any conscience at all they will act promptly on this.

a). The Department notes your correspondence of 2 May 2019 and welcomes your support for the proposed development.
b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.
c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.
d). The Department would like to thank you for your interest in the proposed development.
e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview.

Dfl Roads
Southern Division
29 January 2020

Support number **SU12**

Name ..... Colin McGrath MLA

Date Submitted 1/04/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wanted to email you and offer my support to the proposal to upgrade the A1 – especially the junctions.

There have been too many fatalities and injuries on the road and I believe that the proposed works will address this.

Please be assured of my support for the project and please include this email as a positive support to the current consultation.

a). The Department notes your correspondence of 1 April 2019 and welcomes your support for the proposed development.
b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.
c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.
d). The Department would like to thank you for your interest in the proposed development.
e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview.

Dfl Roads
Southern Division
29 January 2020

Support number **SU13**

Name ..... Conor Murphy MLA

Date Submitted 11/04/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I am writing to you in relation to the proposed road improvements in regards to the A1 Junctions. I would like to express my support for these proposed works and would urge the Department to move as quickly as possible with the much needed improvements to these dangerous junctions. This stretch of road has claimed too many lives and all aspects of road safety and improvement has to be welcomed.

a). The Department notes your email of 11 April 2019 and welcomes your support for the proposed development.
b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.
c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.
d). The Department would like to thank you for your interest in the proposed development.
e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview.

DfI Roads
Southern Division
29 January 2020

Support number **SU14**

Name ..... [redacted]

Date Submitted 02/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road improvement Scheme. My father was a victim of this dreadful road when he was killed at the [redacted] and two more people lost their lives at the same junction last year and not to mention the number of accidents there has been at this junction. I have to cross this junction daily a task that endangers my life and that of others because of the volume and speed id the traffic travelling in both directions. There aren't any 'danger signs', warnings or any signs to slow traffic. The lighting at night is non-existent which makes finding the junction even more difficult. Also it's not acceptable to stop upgrades at Loughbrickland as there are at least crossover junctions between there and Newry and more lives have been lost on this section, I.e.Moneymore junction and Beechill junction. It's now time for action!!!

a). The Department is sorry for the loss of your father, which must be devastating for you and others who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.

b). The Department notes your email of 2 May 2019 and welcomes your support for the proposed development.

c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

d). It is proposed to install enhanced Intelligent Transport Systems as part of the current scheme, which will include variable message signs (VMS). VMS will be proposed at key locations (at approximately 1km before a major junction / decision point) to provide advisory speed limits, alternative routes, warning messages, road condition information, safety advice and travel

e). DfI policy is to keep the extent of lighting to a minimum however street lighting will be required to be provided within the extents of all four Compact Grade Separated junctions (CGSJs), the junction of the Milebush Link Road with the Hillsborough Road CGSJ connector road and at the Castlewellan Road On-Slip. Where Left-in / Left-out junctions are located within lit sections of the existing carriageway, the extent of lighting is required to be maintained.

f). It is noted that the Moneymore Road junction and Beechill junction are outside the extents of the current proposed scheme. The Department is currently developing proposals for a new Regional Strategic Transport Network Transport Plan (RSTNTP) which will set out the priorities for future development of the main road and rail networks. Detailed options testing has been

completed and it is expected that draft proposals and options will be presented to the Minister in the coming weeks and months. Further improvements along the A1 will be considered, as part of this process. Once the Minister has identified her preferred options and priorities, a draft document setting these out will be issued for public consultation.

g). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

h). The Department would like to thank you for your interest in the proposed development.

i). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview.

Dfl Roads
Southern Division
29 January 2020

Support number **SU15**

Name ..... [redacted]

Date Submitted 01/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the urgent completion of the A1 Road improvement scheme.

My family live just off the A1 (near [redacted] crossings) and travel on the A1 almost every time we leave the house. Over the years I have seen countless 'near-miss' accidents, with people mis-judging distances or speed, and pulling out into too small gaps.

As a resident of the area, I took it for granted that we had to complete the dangerous manoeuvre of crossing the carriageway via the central reservation several times a day. Accelerating sharply across two lanes through a small gap in traffic, braking abruptly in the narrow reservation, correctly angling the car to watch the next two lanes, and preparing to accelerate sharply again to join the traffic.

However, having moved away from the area, I realised afresh how dangerous the road is when I asked partners or friends to drive to my house and watched more inexperienced carriageway drivers try to cross the road safely. It is ludicrous that my dad had to teach me how to do the manoeuvre described above, and I am angry at the continued inaction from the authorities. The road has been identified as dangerous - so why is there no action taken? Every death on the A1 that results from a lack of accessible flyovers is a complete and utter waste. If we don't learn from the danger, and take steps to avoid it happening again, it's as though we are ignoring their deaths.

Please do everything you can to have flyovers built at key points to avoid this danger, and any other necessary safety adjustments people better educated than myself recommend. I don't want to receive a phone call saying a family member has been killed on that road, because they stalled the car.

a). The Department notes your email of 1 May 2019 and welcomes your support for the proposed
b). Every road death is tragic and one of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.
c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.
d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview.

Dfl Roads
Southern Division
29 January 2020

Support number **SU16**

Name ..... First Derivatives PLC [redacted]

Date Submitted 12/04/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I am writing on behalf of First Derivatives plc (FD) in response to the public consultation for the Department for Infrastructure's (DfI) above proposal.

FD is a consulting and software business with a global trading presence, however our company headquarters remains in Newry with regional offices in Belfast and Dublin. Our workforce is heavily drawn from the local community, many of whom (including myself) use the A1 road to commute to work and in the course of their daily lives.

The proposed scheme is a much-needed improvement to road safety on the A1 which FD supports. The A1 is crucial not only for economic connectivity between Belfast and Dublin (as part of European Route 01) along with its associated road, air and ferry routes but as a social link between local communities in its vicinity. The approach that DfI has taken with the scheme design should be commended as it will benefit most road users and residents.

The proposed design work, if fully implemented, should reduce many of the dangers which presently exist on the A1 which have unfortunately resulted in many fatalities to date. The full closure of the central reservation, proposed new flyover junctions, re-alignment to existing junctions and alterations to local and private access points, in my view, represent a proportionate and economically cost-effective response to the requirements of all stakeholders.

I look forward to DfI advancing the A1 Junctions Phase 2 scheme to construction as soon as the statutory processes are complete and trust DfI will continue with interim measures to improve road safety in advance of the scheme's main commencement. In addition, I urge DfI to expedite plans to complete the A1 upgrade from the southern extent of the scheme at Loughbrickland to Beech Hill Road and to bring forward development plans for the propose M1/A1 Sprucefield bypass.

a). The Department notes your email of 12 April 2019 and welcomes your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department is currently developing proposals for a new Regional Strategic Transport Network Transport Plan (RSTNTP) which will set out the priorities for future development of the main road and rail networks. Detailed options testing has been completed and it is expected that draft proposals and options will be presented to the Minister in the coming

weeks and months. Further improvements along the A1 will be considered, as part of this process. Once the Minister has identified her preferred options and priorities, a draft document setting these out will be issued for public consultation.

d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

e). The Department would like to thank you for your interest in the proposed development.

f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview.

DfI Roads
Southern Division
29 January 2020

Support number **SU17**

Name ..... Joanne Bunting MLA

Date Submitted 15/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I write in support of the aforementioned, further to concerns raised.

Whilst this particular area falls outside my constituency, I have been contacted by a mother whose son tragically passed in [redacted] as a result of a RTC.

I believe since 2000, 50 people have died on this road, which is a shocking statistic. Following [redacted] death last year, the family realised proposals to upgrade this road were in place but had not been implemented. The family have expressed utter devastation as they believe if the proposals had been implemented then this could have prevented the RTC and saved [redacted] life.

The family do not want another family to have to live their experience of losing a loved one, and thus I write to support the A1 upgrade and trust that the work will be completed as soon as possible; before another life is lost on our roads.

a). The Department acknowledges your response which appears to be in relation to the tragic loss of [redacted]. Every loss will be devastating for those who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.

b). The Department notes your correspondence of 15 May 2019 and welcomes your support for the proposed development.

c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

e). The Department would like to thank you for your interest in the proposed development.

f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview.

Dfl Roads
Southern Division
29 January 2020

Support number **SU18**

Name ..... [redacted]

Date Submitted 01/04/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I am writing with regard to the above consultation as a regular user of the A1.

Having studied the proposals in detail, I believe they will deliver urgently needed improvements for all road users and local residents who live nearby. The Department has clearly went to great effort to accommodate the concerns of local residents judging by the scale of improvements to private accesses and the adjoining road network. There is no material reason why these proposals should not be wholly supported.

I am conscious that on the date prior to this response, we saw yet another fatality on the A1 - indeed at one of the gap junctions where a compact grade separated junction will be constructed. This only serves to highlight the need for this scheme to proceed without delay following the statutory process completion. The A1 between Sprucefield and Beech Hill is a crucial part of the Belfast-Dublin route and it is critically important that the Department improves this sub-standard stretch of road to the highest possible standard, in order to match the standard on the remainder of the route.

It is a source of immense frustration that these proposals were not constructed years ago and have continually seen years of delay. The current A1 between Sprucefield and Beech Hill is simply not fit for purpose in the 21st century. I urge the Department to begin construction as soon as possible and I wholly support these proposals.

a). The Department notes your correspondence of 1 April 2019 and welcomes your support for the proposed development.

b). Every road death is tragic and one of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department is currently developing proposals for a new Regional Strategic Transport Network Transport Plan (RSTNTP) which will set out the priorities for future development of the main road and rail networks. Detailed options testing has been completed and it is

expected that draft proposals and options will be presented to the Minister in the coming weeks and months. Further improvements along the A1 will be considered, as part of this process. Once the Minister has identified her preferred options and priorities, a draft document setting these out will be issued for public consultation.

e). The Department would like to thank you for your interest in the proposed development.

f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview.

Dfl Roads
Southern Division
29 January 2020

Support number **SU19**

Name..... [redacted]

Date Submitted 05/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road improvement Scheme.

My uncle [redacted] died on the A1 on [redacted] and left utter devastation throughout our family. We, as a family, feel that others should not have to suffer the same heartbreak. I truly believe this accident could have been prevented had there been no option to cross this very dangerous road.

Whilst I understand that it is unrealistic to have a flyover or underpass at every junction I do feel that the traffic should follow the flow and not have the ability to cross. I feel that this requires immediate attention to prevent further lives lost.

a). The Department is sorry for the loss of your uncle [redacted] which must be devastating for you and others who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.

b). The Department notes your correspondence of 5 May 2019 and welcomes your support for the proposed development.

c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

e). The Department would like to thank you for your interest in the proposed development.

f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview.

DfI Roads
Southern Division
29 January 2020

Support number **SU20**

Name ..... [redacted]

Date Submitted 20/02/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to formally record my wholehearted support for this scheme and associated measures.

a). The Department notes your correspondence of 20 February 2019 and welcomes your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview.

Dfl Roads
Southern Division
29 January 2020

Support number **SU21**

Name ..... [redacted]

Date Submitted 01/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road improvement Scheme. My father [redacted] was tragically killed at the [redacted]. As is understandable his death has caused devistation to our family. A death that could have been avoided had the safety improvements been implemented in a timely way. Unfortunately this now cannot be changed for our family but as a twice daily user of this road I would hope these improvements would not only make it safer for me to travel, but prevent these tragic circumstances to befall any more families.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

a). The Department is sorry for the loss of your father [redacted], which must be devastating for you and others who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.

b). The Department notes your correspondence of 1 May 2019, in support of the proposals and we welcome your support for the proposed development.

c). As part of the development the Department proposes to construct road safety improvements to a 25.2km stretch of all-purpose dual carriageway on the A1 Trunk Road (T4) from Hillsborough Roundabout to Loughbrickland.

d). The Department is currently developing proposals for a new Regional Strategic Transport Network Transport Plan (RSTNTP) which will set out the priorities for future development of the main road and rail networks. Detailed options testing has been completed and it is expected that draft proposals and options will be presented to the Minister in the coming weeks and months. Further improvements along the A1 will be considered, as part of this process. Once the Minister has identified her preferred options and priorities, a draft document setting these out will be issued for public consultation.

e). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

f). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

g). The Department would like to thank you for your interest in the proposed development.

h). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU22**

Name ..... [redacted]

Date Submitted 06/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication however the correspondent has asked to be removed from the mailing list.

I wish to express my support for the completion of the A1 Road improvement Scheme.

I travel this road frequently and I am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non existing slip roads, crash barriers and lighting.

I attended a community consultation about this in Dromore nearly two years ago and haven't heard anything about it since. And the A1 has continued to claim lives.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

Further to email correspondence with [redacted] she has asked to be removed from the mailing list.

Support number **SU23**

Name.....[redacted]

Date Submitted.....06/05/2019

NIMVO plot number .....N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road improvement Scheme.

On the [redacted] my dad lost his life on this road at the [redacted]. I am very aware of the statistics in relation to 95% of accidents being due to human error, and I know that on that dark and wet evening my dad did just that, he was human and he made an error. He knew the dangers of that road more than most. In his job for the fire service he had attended many accidents on this carriageway and had faced the horrors of their aftermath multiple times. Despite this he like all of us was not infallible. His error that evening meant that we his family lost a lot, but even more devastatingly it meant that he lost everything.

Due to a moments error he lost his future, he lost his chance to finally slow down in life and enjoy his retirement. He lost his chance to ever go on that cruise he had always talked of, to book that villa for his 60th birthday that we would all go to, to see his youngest granddaughter walk, to see his youngest grandson born, to live out the future he thought would always be there, just like the future everyone of us thinks will always be there.

It is human nature to make mistakes. We all do it everyday. It my job my role is to look for the mistakes made by myself and others and to prevent them, because if I don't there is a high chance someone may lose their life. To minimise the risk in my profession we look at where things have gone wrong, find a pattern and change the system to close that gap and stop that error happening again.

All I am asking is for you to do the same. Look at were things have gone wrong so many times on this road, analyse the pattern that is familiar in so many of these accidents and please please close the gaps. We are all human, we will all make mistakes, we all deserve to have someone who is looking out for us so that when we do make an error, the consequences are not so devastating.

I will not reiterate the inherent dangers that the design of this road has. You have commission the reports and read the studies. All I ask is that the scheme stays on top of the priority pile, that the scheme is pushed forward with all the possible resources that can be found and that those who have to travel this road daily are given the best chance of doing so as safely as is possible.

a). The Department is sorry for the loss of your father, which must be devastating for you and others who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.

b). The Department notes your correspondence of 6 May 2019, in support of the proposals and we welcome your support for the proposed development.

c). As part of the development the Department proposes to construct road safety improvements to a 25.2km stretch of all-purpose dual carriageway on the A1 Trunk Road (T4) from Hillsborough Roundabout to Loughbrickland. One of the key elements of the proposals is to close all of the gaps in the central median and install a central median safety barrier along the 25.2km route.

d). The Department is currently developing proposals for a new Regional Strategic Transport Network Transport Plan (RSTNTP) which will set out the priorities for future development of the main road and rail networks. Detailed options testing has been completed and it is expected that draft proposals and options will be presented to the Minister in the coming weeks and months. Further improvements along the A1 will be considered, as part of this process. Once the Minister has identified her preferred options and priorities, a draft document setting these out will be issued for public consultation

e). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

f). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

g). The Department would like to thank you for your interest in the proposed development.

h). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU24**

Name ..... [redacted]

Date Submitted 01/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road improvement Scheme. I travel this road every day i am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non existing slip roads, crash barriers and lack of lighting.

I am also very concerned about the speed of lorries on this road.

I had 2 bad experiences on the A1 road in early Jan and I feel the upgrade of this road is vitally important for the protection of the many who use it!

a). The Department notes your correspondence of 1 May 2019, in support of the proposals and we welcome your support for the proposed development.
b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.
c). The speed limits along the A1 are set by the PSNI. There is potential for the speed limit along the A1 to be reviewed following the completion of the scheme.
d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.
e). The Department would like to thank you for your interest in the proposed development.
f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU25**

Name ..... [redacted]

Date Submitted 02/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road improvement Scheme.

I travel this road daily to commute to work and I am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non existing slip roads, crash barriers and lighting.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

a). The Department notes your correspondence of 2 May 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU26**

Name..... [redacted]

Date Submitted 01/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road improvement scheme as I travel this road daily to get to and from work (Newry to Lisburn) and I am so aware off the dangers off this road it frightens me to drive it. The numerous junctions & cross over points is ridiculous! From cars slowing down in the take over lane to merge off to cars crossing right in front of you when doing 60/70 mph it's just accidents waiting to happen!

I feel the upgrade off this road is most definitely vitally important for the importance of the many drivers who use this road with care and attention.

There's been too many lives taken on this road, with the way it is now it's just a ticking time clock waiting for another life to be taken.

a). The Department notes your correspondence of 1 May 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU27**

Name.....[redacted]

Date Submitted 01/05/2019

NIMVO plot number .....N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road improvement Scheme....

and then state your reason...

(Obviously we will be explaining our devastation at[redacted] unnecessary death and the many lives lost on this road. Many of whom could have been avoided. We hope as many families as possible will also tell their story.)

However Your reason might just be as simple as.

I or my family member travel this road daily/occasionally and i am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non existing slip roads, crash barriers and lighting.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

a). The Department acknowledges your response which appears to be in relation to the tragic loss of[redacted]. Every loss will be devastating for those who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.

b). The Department notes your correspondence of 1 May 2019 and we welcome your support for the proposed development.

c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

e). The Department would like to thank you for your interest in the proposed development.

f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU28**

Name ..... Mickey Brady MP

Date Submitted 30/04/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I am emailing you to express my full support for the proposed upgrade to the A1.

I would ask if this work could be completed as quickly as possible as lives have been lost and continue to be lost on this dangerous road.

a). The Department notes your correspondence of 30 April 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU29**

Name ..... [redacted]

Date Submitted 01/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road improvement Scheme. My son [redacted] lost his life in this road [redacted]. He was totally innocent. Following his death we realised that plans were in place to upgrade this road but have not yet reached construction. When we looked at the plans proposed for the junction were [redacted] died we were totally devastated as we realised if these plans had been implemented he would be alive. It is difficult enough to deal with the death of your child as a result of incompetent driving by other people but the realisation that the lay out of the road was a contributory factor crushed us further. [redacted] upheld his part of the bargain. Paid all that was asked of him, made sure his car was road worthy and drove with due care and attention. He deserved the same in return. This road fails to deliver that protection. Since the Year 2000 50 people have lost their lives on this road which is a truly shameful statistic. The numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non existing slip roads, crash barriers and lighting make this road extremely dangerous and surely one of the most treacherous roads in Northern Ireland.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention and I hope that those who have concerns /objections show responsibility and good conscience. As no piece of land, a little extra journey time or access to property is as precious as saving the life of your loved one.

Believe me we know

a). The Department is sorry for the loss of your son [redacted], which must be devastating for you and others who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.

b). The Department notes your correspondence of 1 May 2019, in support of the proposals and we welcome your support for the proposed development.

c). The Department have engaged with landowners and key stakeholders throughout the development of the scheme. We are continuing to engage with the individuals impacted by the scheme to reach agreement on our proposals.

d). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

e). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

f). The Department would like to thank you for your interest in the proposed development.

g). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU30**

Name ..... [redacted]

Date Submitted 02/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road Improvement Scheme.

I think it is shocking that this road has been allowed to remain the way it has for so long. I drive on this road from Newry to Belfast and vice versa regularly and even when I had first passed my test (10 years ago) it was glaringly obvious that this road was not safe.

I think that someday in the future people will look back on this road and think to themselves how alarming it was that it was allowed to be that way for so long.

Last year I lost a good friend [redacted] on this road. [redacted] was a very safe driver, there was nothing he could do to save himself. [redacted], who was funny, kind and an all round genuine person is now just another name added to the list of lives that has been lost to this road.

People seem to be raising issues against the improvements of this road, stating things such as improvements may cause people problems accessing homes and businesses. This may be the case but realistically adding 5 or 10 minutes onto your daily commute is a small price to pay in the grand scheme of saving lives.

Thank you for taking the time to read this email.

a). The Department is sorry for the loss of your friend [redacted], which must be devastating for you and others who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.

b). The Department notes your correspondence of 2 May 2019, in support of the proposals and we welcome your support for the proposed development.

c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

e). The Department have engaged with landowners and key stakeholders throughout the development of the scheme. We are continuing to engage with the individuals impacted by the scheme to reach agreement on our proposals.

f). The Department would like to thank you for your interest in the proposed development.

g). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview.

Dfl Roads
Southern Division
29 January 2020

Support number **SU31**

Name ..... Rt.Hon. Nigel Dodds OBE

Date Submitted 01/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication however the correspondent has asked to be removed from the mailing list.

I was recently emailed by a mother whose son was killed on the A1 in May last year. She said that since the year 2000 there have been 50 deaths on that road and she feels that had the proposed improvements had been implemented then her son's life could well have been saved along with some of the others who also perished.

I am writing to let you know of my full support for the improvement works and I trust that every effort will be made to complete them as soon as possible.

Further to email correspondence with Rt. Hon. Nigel Dodds OBE he has asked to be removed from the mailing list.

Support number **SU32**

Name ..... [redacted]

Date Submitted 04/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road improvement Scheme.... and then state your reason...

(Obviously we will be explaining our devastation at [redacted] unnecessary death and the many lives lost on this road. Many of whom could have been avoided. We hope as many families as possible will also tell their story.)

However your reason might just be as simple as.

I or my family member travel this road daily/occasionally and i am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non-existing slip roads, crash barriers and lighting.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

a). The Department acknowledges your response which appears to be in relation to the tragic loss of [redacted]. Every loss will be devastating for those who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones

b). The Department notes your correspondence of 4 May 2019, in support of the proposals and we welcome your support for the proposed development.

c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

e). The Department would like to thank you for your interest in the proposed development.

f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU33**

Name ..... [redacted]

Date Submitted 01/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I drive this road from Newry to Sprucefield almost every day and am always amazed at the hazards it presents and how dangerous it can be. From cars pulling into the road from side roads, lorries and tractors with trailers using the crossing and being across lanes.

It is fatally important that this road is upgraded to help save lives.

a). The Department notes your correspondence of 1 May June 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

DfI Roads
Southern Division
29 January 2020

Support number **SU34**

Name ..... [redacted]

Date Submitted 01/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I would like to provide my support towards the A1 Road Improvement Scheme, while also expressing extreme concern about the perceived reluctance towards improving it in the near future.

This is a very personal issue as not only do I, and those close to me, travel on this road several times a week but unfortunately my girlfriend's family lost their brother and son, [redacted], in an accident a few years ago. This has had a major impact on the whole family and community, and the fact that there has been so many severe accidents and deaths on this road since is a disgrace.

Please try your hardest to implement improvements to this road are required ASAP in order to protect the safety of all individuals and families travelling on this road daily. I realise this is a difficult time in Northern Ireland given the political situation, but surely something has to be done about this issue, even it is a small gesture I know it would be greatly received by the whole community.

a). The Department is sorry for the loss of your girlfriend's brother [redacted] which must be devastating for you and others who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.
b). The Department notes your correspondence of 1 May 2019, in support of the proposals and we welcome your support for the proposed development.
c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.
d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.
e). The Department would like to thank you for your interest in the proposed development.
f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU35**

Name ..... Paul Givan MLA

Date Submitted 18/04/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I am writing in respect of the public consultation on the proposals contained within the A1 Junctions Phase 2 Road Improvement Scheme.

I support improvements that need to be carried out to the A1 Dual Carriageway. This section of road is a key arterial route in Northern Ireland with very significant volumes of traffic. Sections of the road are dangerous, particularly crossing points with minor roads, and I support efforts being made to improve these.

Where landowners are impacted I would encourage the Department to work proactively and sympathetically in reaching accommodations with the individuals affected by these proposals. It is vitally important the number of serious injuries and sadly fatalities that have occurred in the past is reduced in the future.

I look forward to progress being made on this programme of work.

a). The Department notes your correspondence of 18 April 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department have engaged with landowners and key stakeholders throughout the development of the scheme. We are continuing to engage with the individuals impacted by the scheme to reach agreement on our proposals. As such the Department have sought to reduce the impact of the proposals where possible and the scheme has benefited in this regard.

e). The Department would like to thank you for your interest in the proposed development.

f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU36**

Name ..... [redacted]

Date Submitted 01/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road improvement Scheme as I travel this road most days to Belfast from Newry for work.

The major concerns for me are Dromore junctions across from Tyre unit (are a death trap) / Loughbrickland (right turn into village needs closed asap) / Banbridge right turns (castlewellan junction & quarry)

I am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non-existing slip roads, crash barriers and lighting.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention each day.

a). The Department notes your correspondence of 1 May 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU37**

Name ..... [redacted]

Date Submitted 01/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to voice my support of the A1 Road Improvement Scheme. The A1 dual carriageway is one of the most dangerous roads in Northern Ireland and one of the busiest! People treat it like a motorway, particularly drivers from the Republic of Ireland and therefore the crossings along the carriageway are nothing short of treacherous!! I lost my partner on this same road in 2014 and am still picking up the pieces of what had been my life and the lives of our children. If something is not done to improve the safety of this road, lives will continue to be taken needlessly and families will continue to be handed traumatic life sentences that they do not deserve!! It's very easy to put the works off because something else appears more important, but once you have been affected by tragic loss on that road, your attitude will very quickly change!! Please continue to work on making the A1 a safer road, for everyone's sake. Every life is precious and no one wants to be reduced to a mere statistic!! My partner [redacted] was so much more than a statistic but all we have now are memories and regrets.

a). The Department is sorry for the loss of your partner [redacted] which must be devastating for you and others who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.

b). The Department notes your correspondence of 1 May 2019, in support of the proposals and we welcome your support for the proposed development.

c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

e). The Department would like to thank you for your interest in the proposed development.

f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU38**

Name ..... [redacted]

Date Submitted 09/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

Hello, I'm writing simply to approve of the proposed scheme on the A1. Living in Dromore, I've made my family promise to never turn right onto or off the dual carriageway as the traffic is in a motorway frame of mind and unprepared for slower vehicles crossing. I'm a minister here, and I often fear for our younger and more elderly members who have to cross the A1 to get to and from church and the town. Closing all central barrier gaps and adding new bridges and junctions is a hugely worthwhile investment in driver safety.

a). The Department notes your correspondence of 9 May 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU39**

Name ..... [redacted]

Date Submitted 01/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road improvement Scheme as my brother [redacted] were killed in a car crash on [redacted].

Since then I have watched the death toll rise and rise and it breaks my heart to think that family after family have been plummeted into a lifetime of grief (as we all were) purely because the road was not fit for purpose.

I fail to understand why so many people are allowed to go to their deaths simply due to a lack of resource and willingness to address the obvious lethal A1 set up.

While many lives could have been saved by earlier action saving heartache for many I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention and I welcome the plans to upgrade which are needed without further delay

a). The Department is sorry for the loss of your brother [redacted], which must be devastating for you and others who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.

b). The Department notes your correspondence of 1 May 2019, in support of the proposals and we welcome your support for the proposed development.

c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

e). The Department would like to thank you for your interest in the proposed development.

f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU40**

Name ..... [redacted]

Date Submitted 01/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 road scheme. My dear friend [redacted] was unnecessarily killed on this road. A death which very much could have been avoided had these improvements been completed years ago. I am absolutely devastated by the loss of my friend, and have been witness to his families grief and despair. I also worry for my own family who travel this road frequently due to the dangers with the numerous junctions, cross over points, gaps in the central reservation, inadequate or non existing slip roads, right turns, crash barriers and poor lighting.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

a). The Department is sorry for the loss of your friend [redacted] which must be devastating for you and others who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.

b). The Department notes your correspondence of 1 May 2019, in support of the proposals and we welcome your support for the proposed development.

c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

e). The Department would like to thank you for your interest in the proposed development.

f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU41**

Name ..... [redacted]

Date Submitted 07/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to place on record my support for the upgrade of the A1 between Newry and Sprucefield.

I travel this road frequently and have witnessed some near misses and have come across some pretty horrendous accidents. The many crossing points and exits and entrances make driving along this stretch a complete nightmare. Indeed the road, in its' present layout, can be rightly described as a death trap.

As a family we also suffered the devastating loss of [redacted] now – [redacted] being the boyfriend of our daughter [redacted]. Her devastation and that of [redacted] s parents and sisters will haunt us for the rest of our lives. [redacted] death was preventable – the road layout undoubtedly played a major part in his accident. This fact only serves to increase our heartache – knowing that his death could have been avoided. Sadly, [redacted] was not the only innocent victim over the years – many of the other fatalities could also have been prevented had the road layout have been upgraded sooner.

Whilst we recognise that human error will always be a factor in RTC's we feel very strongly that the contributory factors to RTC's that CAN be eliminated MUST be eliminated and the present layout of the A1 contributes significantly to many fatal and serious RTC's on this stretch of road. And whilst we also recognise that some peoples' homes and farms will be demolished or altered significantly to facilitate the upgrade, surely the prevention of further heartache for the relatives of crash victims is more important.

We look forward to the early completion of these necessary works.

a). The Department is sorry for the loss of your daughter's boyfriend [redacted], which must be devastating for you and others who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.

b). The Department notes your correspondence of 7 May 2019, in support of the proposals and we welcome your support for the proposed development.

c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

e). The Department would like to thank you for your interest in the proposed development.

f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU42**

Name ..... [redacted]

Date Submitted 01/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I'm writing in support for the completion of the A1 scheme. I live on the A1 at Beechhill.

There is a middle reserve at Beechhill, which is the first middle reserve from Cork. Heading southbound after Beechhill it is a Motorway. The amount of accidents/fatalities that have happened at this middle reserve is beyond a joke. There is an underpass although it isn't sign posted as it was built for agricultural use (which is laughable). Although I've lived here all my life and understand how dangerous the road is I still don't cross at the middle, I use the underpass.

I travel to and from Belfast everyday for work and see first hand how dangerous and careless people are on the roads.

Closing these middle reserves and updating junctions with safety barriers is vital. Too many lives have been lost at the cost of careless drivers and first and foremost an unsafe road.

This road needs to be a Motorway.

a). The Department notes your correspondence of 1 May 2019, in support of the proposals and we welcome your support for the proposed development.

b). As part of the development the Department proposes to construct road safety improvements to a 25.2km stretch of all-purpose dual carriageway on the A1 Trunk Road (T4) from Hillsborough Roundabout to Loughbrickland.

c). The Department is currently developing proposals for a new Regional Strategic Transport Network Transport Plan (RSTNTP) which will set out the priorities for future development of the main road and rail networks. Detailed options testing has been completed and it is expected that draft proposals and options will be presented to the Minister in the coming weeks and months. Further improvements along the A1 will be considered, as part of this process. Once the Minister has identified her preferred options and priorities, a draft document setting these out will be issued for public consultation.

d). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

e). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

f). The Department would like to thank you for your interest in the proposed development.

g). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU43**

Name ..... Paula Bradshaw MLA

Date Submitted 29/04/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:
(Your original submission text is shown in black text. The Department's response is shown in blue text)

I write in support of the placement of a barrier between the carriageways of the A1 between Hillsborough and Banbridge, and of the upgrades to five junctions planned to make this happen.
I am particularly concerned, as the Party Health Spokesperson, at the safety risks posed by the existence of the road in its current state, both between Hillsborough and Banbridge and also either side of this stretch (north to just south of Lisburn and south to just north of Newry). It is entirely inappropriate and dangerous for a road forming such a majority inter-urban connection with a 70mph limit for most of its length to continue to have dangerous crossing points, as remains the case in too many locations.
I would urge the completion of the upgrades as a matter of utmost priority, given the safety implications.

a). The Department notes your correspondence of 29 April 2019, in support of the proposals and we welcome your support for the proposed development.
b). As part of the development the Department proposes to construct road safety improvements to a 25.2km stretch of all-purpose dual carriageway on the A1 Trunk Road (T4) from Hillsborough Roundabout to Loughbrickland.
c). The Department is currently developing proposals for a new Regional Strategic Transport Network Transport Plan (RSTNTP) which will set out the priorities for future development of the main road and rail networks. Detailed options testing has been completed and it is expected that draft proposals and options will be presented to the Minister in the coming weeks and months. Further improvements along the A1 will be considered, as part of this process. Once the Minister has identified her preferred options and priorities, a draft document setting these out will be issued for public consultation.
d). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.
e). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.
f). The Department would like to thank you for your interest in the proposed development.
g). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview.

Dfl Roads
Southern Division
29 January 2020

Support number **SU44**

Name ..... [redacted]

Date Submitted 13/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

The Freight Transport Association (FTA) is one of the UK's largest trade associations and represents over 17,000 companies relying on or providing transport integration both domestically and internationally, to or from the UK. Our members include hauliers, freight forwarders, rail, sea and air freight operators, through to customers -producers, manufacturers, wholesalers and retailers.

The FTA support the stopping-up of private access, junctions and central reservation crossings as this will significantly improve road safety for Goods Vehicles, improve journey time reliability, reduce vehicle emissions and reduce fuel consumption for Goods Vehicles

- **The A1 road is a vital strategic road for Freight that not only connects Belfast and Dublin hubs but also acts as a gateway for freight going to/from Warrenpoint Port as well as time sensitive food exports that are exported to Great Britain via the Port of Dublin. Approximately 60% of 'Just In Time' Ni foods exports to GB are shipped ex Dublin due to the shorter transit time for delivery into the South of England. The A1 road is also the busiest road for freight between Northern Ireland and the Republic of Ireland with approximately 30% of the 13,000 daily goods vehicles crossing the border doing so via the A1.**

- **The maximum speed limit for Goods Vehicles in Northern Ireland on single carriageway roads is 40mph and on a dual carriageway it is set at 50mph. Sections of the A1 dual carriageway have many of the risk factors associated with a single carriageway road such as private access roads, junctions and vehicles crossing the road. By removing these risks we can help ensure Goods Vehicles can transit the A1 at an appropriate and efficient speed.**

- **Many Goods Vehicles that are heavily laden have to brake harshly when confronted by slow moving vehicles entering the A1 from side roads or from crossing the central reservation at a junction. This represents a danger for those goods vehicles and other road users that may be forced to make evasive action. Agricultural vehicles crossing the central reservation also pose a significant risk to goods vehicles due to slow movement and overhanging trailers that infringe onto the carriageway. Removing these junctions will significantly improve road safety for our members and the wider general public.**

- **Modern Euro 6 Goods Vehicles are extremely fuel efficient when driven at a consistent speed, normally under cruise control. A good illustration of how inefficient braking and stopping is for Goods Vehicles is the average fuel consumption of a 40 tonne truck travelling at 50km/h with no stop which is 28L/100km.**
  However when the same vehicle has to stop once every 1km over the 50km distance, fuel use increases by 85% to 52L/100km.
  Fuel represent 30% of operating costs therefore a road network that means Goods Vehicles can travel at a safe, consistent speed use less fuel thus delivering economic benefits and reduced emissions.

In conclusion, the FTA and the local transport industry welcome the planned 25.2 Kilometre road improvement scheme between Hillsborough and Loughbrickland as it will improve road safety while aiding more consistent and efficient travel on what is a strategically important road.

a). The Department notes your correspondence of 13 May 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU45**

Name ..... [redacted]

Date Submitted 04/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my interests on the completion of the A1 road improvement scheme. I have always felt the A1 is so dangerous to drive on with having a few near misses myself over the years. Seven years ago my sister had a bad accident on it. My cousin two years ago had another bad accident resulting in surgery and a long time in recovery. Unfortunately the latest accident to effect my family happened a year ago resulting in my cousin [redacted] death, he wasn't lucky enough to walk away and it has been devastating for our family. I don't wish that phone call on anyone. The numbers are there, the fatalities! Something has to change.

a). The Department is sorry for the loss of your cousin [redacted] which must be devastating for you and others who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.

b). The Department notes your correspondence of 4 June 2019, in support of the proposals and we welcome your support for the proposed development.

c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

e). The Department would like to thank you for your interest in the proposed development.

f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU46**

Name ..... [redacted]

Date Submitted 05/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I want to express my interests in the completion of the a1 road improvement scheme. This road is so outdated for the volume of traffic which travels on it every day. Being on a motorway and suddenly changing to a carriage way is ridiculous for the speed people are doing. My daughter had an accident seven years ago in which a car pulled out of a crossroad in front of her. This road has to change or there will definitely be more fatalities.

a). The Department notes your correspondence of 5 June 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU47**

Name ..... [redacted]

Date Submitted 12/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I want to put on record my full support for the proposals being brought forward by DFI under the title "A1 Junctions Phase 2".

This road has a poor safety record in terms of turning vehicle movements, especially with regard to right turns across the central reservation. I wholly back the proposal to close the central barrier for the whole distance from Hillsborough to Loughbrickland and to provide further grade separated junctions, a slip road and a link road to improve safety. It is true that some people will face slightly longer journeys than a present as a consequence, but I believe this is more than offset by the lives that will undoubtedly be saved.

While I understand it is outside the scope of this project, I would also strongly encourage DFI to bring forward similar schemes on:

1. The A1 from Loughbrickland to Beech Hill.

2. The A1 from Hillsborough to Sprucefield.

3. The A26 from Antrim to Ballymena.

a). The Department notes your correspondence of 12 June 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department acknowledges that further sections of the A1 to the south and north of the current scheme extents still require further consideration with regard to upgrade. Other sections of the network with similar highway layout and characteristics may also require further consideration with regard to upgrade.

e). The Department is currently developing proposals for a new Regional Strategic Transport Network Transport Plan (RSTNTP) which will set out the priorities for future development of the main road and rail networks. Detailed options testing has been completed and it is expected that draft proposals and options will be presented to the Minister in the coming weeks and months. Further improvements along the A1 will be considered, as part of this

process. Once the Minister has identified her preferred options and priorities, a draft document setting these out will be issued for public consultation.

f). The Department would like to thank you for your interest in the proposed development.

g). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU48**

Name ..... [redacted]

Date Submitted 19/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I would like to show my support for the A1 upgrade. Both myself and my wife travel the road from Newry to Belfast each day. We have both seen too many collisions and had some near misses. The road needs to have this development ASAP.

a). The Department notes your correspondence of 19 June 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU49**

Name ..... [redacted]

Date Submitted 20/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I am writing to express my support for the proposed development upgrade on the A1 road. I strongly believe that as well as improving our infrastructure it will help to save lives on what is a very dangerous stretch of road. This is a very necessary and lifesaving project that should not be delayed any further.

a). The Department notes your correspondence of 20 June 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU50**

Name ..... [redacted]

Date Submitted 27/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the proposed safety improvements on the A1. This is a road that both myself and my loved ones use regularly, and I feel that any measure which could be implemented that will enhance the safety of the A1's road users should be pursued.

a). The Department notes your correspondence of 27 June 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

DfI Roads
Southern Division
29 January 2020

Support number **SU51**

Name ..... [redacted]

Date Submitted 27/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

Thanks for the opportunity to comment on the proposed changes to the A1 between Loughbrickland and Hillsborough.

I live in Newry and work in Belfast, and commute daily via car.

My comments are as follows:

- **I agree with the proposals**
- **I believe they will improve safety**
- **Gap closures in particular are vital in my view in order to improve safety. I knew [redacted] and I hope that the lessons from the manner of his death have been included in this scheme.**
- **In terms of my own daily journey, the two spots where I have seen the most 'near misses' are -**
    - **A1 Southbound, Loughbrickland; right turners going towards Loughbrickland village**
    - **A1 Southbound, Loughbrickland; right turners joining the carriageway at Moss Road (near Dask). This is outside the scope of the current scheme but I would urge policy-makers to review this junction. Vehicles joining at Moss Road with the intention of travelling northbound often take unnecessary risks, and I have seen two serious near-misses in the last couple of months.**
- **In terms of landscaping, please give consideration to planting wildflower meadows instead of grass verges.**

a). The Department is sorry for the loss of [redacted] which must be devastating for you and others who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.

b). The Department notes your correspondence of 27 June 2019, in support of the proposals and we welcome your support for the proposed development.

c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

e). The Department acknowledges that further sections of the A1 to the south and north of the current scheme extents still require further consideration with regard to upgrade.

f). The Department is currently developing proposals for a new Regional Strategic Transport Network Transport Plan (RSTNTP) which will set out the priorities for future development of the main road and rail networks. Detailed options testing has been completed and it is expected that draft proposals and options will be presented to the Minister in the coming weeks and months. Further improvements along the A1 will be considered, as part of this process. Once the Minister has identified her preferred options and priorities, a draft document setting these out will be issued for public consultation.

g). The roadside landscape is made up of a number of components, including cuttings, embankments, verges, hedgerows, drains/attenuation ponds and tree belts, some or all of which are common to many types of roads and have the potential to be managed in a more pollinator-friendly way, and this proposed scheme recognises the opportunity for pollinator-friendly planning and management. In regards to landscaping, in line with guidance publications, such as 'Pollinator-friendly management of Transport Corridors' (Please see link to document: https://pollinators.ie/wp-content/uploads/2019/10/Transport-Corridors_actions-to-help-pollinators-2019-WEB.pdf), the use of wildflower meadows will be considered within all roadside verges. Such mixtures are considered within verges where appropriate. The road verges will be seeded with a general, low maintenance, roadside verge grass seed mix, adapted to create a flowering '6-week meadow'. Areas away from designated sight lines, where mowing regimes are not required to be of a regular nature, will be seeded with wild grasses and meadow flowers. Grass and wildflower mixes using seed from native sources shall be employed to provide quality areas of low maintenance, rapid establishment, and visual appearance. In general, the schemes landscape planting plans aim to promote the use of native trees, plants and wildflower seed from indigenous seed sources within the transport corridor landscape treatments. In addition, there is an opportunity to promote the use of species that are found in the vicinity of the scheme in order to improve local habitat connectivity.

h). The Department would like to thank you for your interest in the proposed development.

i). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU52**

Name ..... [redacted]

Date Submitted 27/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

We have reviewed the plans for the A1 upgrade and would like to show our support for the urgent implementation of the same. As daily users of the A1 to travel to and from work and to and from our children's school we are keen to see progress with upgrades to the road to improve our safety and the safety of other road users. Our closest access point to the road is at the Skeltons Road junction. This is a hazardous junction and we are aware of a number of road traffic accidents that have occurred in close vicinity to the junction, including the tragic death of [redacted] who's mother and girlfriend are currently campaigning for urgent action to improve the road.

We also regularly tow a trailer and are keen to see improvements made to cross the A1 dual carriageway safely as currently to get to the Drumneath Road we have to cross 4 lanes of traffic in a relatively slow moving vehicle.

We have witnessed extremely dangerous situations on the A1 at various road crossings including at the Quilly Road junction in Dromore and the Dromara Road, Hillsborough. If all the road crossings were closed this would make everyone's journey much safer.

We hope that any objections or concerns are dealt with in a expedient manner in order to prevent any further delay to the very urgent works.

a). The Department notes your correspondence of 27 June 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU53**

Name ..... [redacted]

Date Submitted 27/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

As a frequent motorist on the A1, I support all improvements for the safety of all.

#Howmanymustdie?

a). The Department notes your correspondence of 27 June 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU54**

Name ..... [redacted]

Date Submitted 27/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

Please note my support for the improvements to the A1.

a). The Department notes your correspondence of 27 June 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

DfI Roads
Southern Division
29 January 2020

Support number **SU55**

Name ..... [redacted]

Date Submitted 27/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road improvement Scheme.

I travel this road daily and I am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non existing slip roads, crash barriers and lighting.

On the [redacted] I travelled this road at 10.15pm, my long time friend and work colleague was on the same journey 45 minutes later and was killed. His name was [redacted] since this I have felt uneasy on this road, I find no reason to not upgrade this road. The constant what ifs? The devastation it left to his friends, his family and the kids of the school he worked in was truly terrible. The impact it has had on me personally has been very upsetting, not a day goes by that I don't think of [redacted]. A guy in his prime, the world as his feet, making a difference to the lives of others. Some say legends never die, [redacted] will always live with his friends and it is our duty to ensure that something is done. It could be me next who knows but one thing for certain it could all be avoided.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

a). The Department is sorry for the loss of your friend [redacted] which must be devastating for you and others who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.

b). The Department notes your correspondence of 27 June 2019, in support of the proposals and we welcome your support for the proposed development.

c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

e). The Department would like to thank you for your interest in the proposed development.

f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

DfI Roads
Southern Division
29 January 2020

Support number **SU56**

Name ..... [redacted]

Date Submitted 27/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support to the DfI concerning the A1 improvements!

The current plan may not address every issue concerning risk on the A1 but they are a step in the right direction and any measures that can save human life should be taken without any further delay!

I travel every working day on the entire A1 from Newry to Belfast. I myself escaped with minor injuries during a car accident on the black spot at Dromore in November 2018. I have witnessed so many unnecessary accidents and it is more than time to address the risk issues at play.

Thank you for all of your effort in trying to improve this terrible and heavily utilised road

a). The Department notes your correspondence of 27 June 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU57**

Name.....[redacted]

Date Submitted 27/06/2019

NIMVO plot number .....N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road improvement Scheme.

This is a subject that is very close to home to me following loosing a close friend and family member on this road that caused major devastation at his unnecessary death. I regularly hear of many lives lost on this road. Many of whom could have been avoided.

I and my family member travel this road daily to work and I am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non existing slip roads, crash barriers and lighting.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

I hope you take the time to read this email and take in to account my concerns

a). The Department is sorry for the loss of your close friend and family member, which must be devastating for you and others who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.

b). The Department notes your correspondence of 27 June 2019, in support of the proposals and we welcome your support for the proposed development.

c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

e). The Department would like to thank you for your interest in the proposed development.

f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU58**

Name ..... [redacted]

Date Submitted 27/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

My name is [redacted] and I wish to express my support for the proposed improvements along the A1 dual carriageway.

My daughters partner [redacted] was killed along the A1 last [redacted] and it has devastated our family. As a mother myself I constantly worry about my childrens safety on the roads and this road is particularly dangerous due to the numerous crossings in the central reservation, the short slip lanes, bag lighting and surface water. To have something like this happen so close to home and to know that there are certain safety features, that if implemented sooner may have saved his life and saved our family this pain is the most heartbreaking aspect of all.

I feel it is time that these upgrades were implemented to save any other family from experiencing this pain.

a). The Department is sorry for the loss of your daughter's partner [redacted], which must be devastating for you and others who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.

b). The Department notes your correspondence of 27 June 2019, in support of the proposals and we welcome your support for the proposed development.

c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

e). The Department would like to thank you for your interest in the proposed development.

f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU59**

Name ..... [redacted]

Date Submitted 27/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I support the proposed improvements for the A1, this toads needs to be made safer and fewer deaths.

a). The Department notes your correspondence of 27 June 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU60**

Name ..... [redacted]

Date Submitted 27/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road improvement Scheme.

This is a subject that is very close to home to me following losing a close friend and family member on this road that caused major devastation at his unnecessary death. I regularly hear of many lives lost on this road. Many of whom could have been avoided.

I and my family member travel this road daily to work and I am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non-existing slip roads, and crash barriers and lighting.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

I hope you take the time to read this email and take in to account my concerns

a). The Department is sorry for the loss of your close friend and family member, which must be devastating for you and others who have lost loved ones on this road. Every road death is tragic and we extend our sincere sympathies to the families who have lost loved ones.
b). The Department notes your correspondence of 27 June 2019, in support of the proposals and we welcome your support for the proposed development.
c). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.
d). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.
e). The Department would like to thank you for your interest in the proposed development.
f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU61**

Name ..... John O'Dowd MLA

Date Submitted 26/06/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I am writing to support the proposal as set out in the A1 Junctions Phase 2 Road Improvement Scheme Consultation

The safety of motorists must be paramount and the record of serious accidents and many deaths on this road makes for grim reading. Therefore, the proposals are necessary and must proceed. I would also call for any further measures which could be taken to improve road safety along the A1 to be taken without further delay.

a). The Department notes your correspondence of 26 June 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU62**

Name..... [redacted]

Date Submitted .....01/04/2019 and 27/04/2019

NIMVO plot number .....N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

01 April 2019

Unfortunately another death on this road yesterday. I also witnessed an incident on Friday at one of the 'gaps' at the foot of drumneath Road on the A1, which is only a few hundred meters from yesterday's tragic accident.

I have seen the most recent release last week on the next stages, but I fear more people will lose their lives unless the gaps are closed. The gaps should be closed in advance of any permanent construction projects to save lives, surely.

27 April 2019

Perhaps there is not much you can do, but see photo taken a week or so ago near Dromore on the A1.

The photo does not really do the incident justice. Incredibly dangerous!

There are incidents on this road all the time, and there will be more fatalities unless the mid sections are closed off well in advance of the road works you reference below.

a). The Department notes your correspondence of 01 April and 27 April 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). It is acknowledged that there is scope to deliver the Works in a phased manner by prioritising sections of mainline works and associated junctions and delivering these as discrete works packages. The advantage of this approach is that discrete works packages would require smaller funding commitments, thereby allowing sections of Improvement Works to commence earlier without having to rely on a larger funding commitment to deliver the entire project as one contract.

e). The Department would like to thank you for your interest in the proposed development.

f). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020

Support number **SU63**

Name ..... [redacted]

Date Submitted 01/05/2019

NIMVO plot number ..... N/A

The Department has considered the correspondence in the above communication and responds as follows:

(Your original submission text is shown in black text. The Department's response is shown in blue text)

I wish to express my support for the completion of the A1 Road improvement Scheme, I travel this road and I am very aware of the dangers with the numerous junctions, cross over points/ gaps in the central reservations, right turns, inadequate or non existing slip roads, crash barriers and lighting.

I feel the upgrade of this road is vitally important for the protection of the many who use it with due care and attention.

a). The Department notes your correspondence of 1 May 2019, in support of the proposals and we welcome your support for the proposed development.

b). One of the main objectives of this proposed development is to improve the safety and consistency of this section of the A1 dual carriageway. The safety of those travelling on our roads is a priority for the Department. The Department is keen to deliver these proposals as soon as practicably possible, whilst following due process.

c). The Department recognises just how important the A1 Junctions Phase 2 Road Improvement Scheme is and is doing everything it can to progress the project. Progression to construction remains subject to clearing the statutory procedures, approval of a business case by the Department of Finance, successful procurement and the availability of finance in future settlements.

d). The Department would like to thank you for your interest in the proposed development.

e). Additional information on the scheme proposals, including the Departmental Statement for the Public Inquiry, can be obtained from the A1 Junctions Phase 2 webpage via the following link: https://www.infrastructure-ni.gov.uk/articles/a1-junctions-phase-2-overview

Dfl Roads
Southern Division
29 January 2020