

**A2 Ballykelly Bypass**

Stage 1 - Community Consultation Event Report

The Department for Regional Development, Roads Service  
October 2008

Prepared by: .....  
Timothy Dodds  
Engineer

Approved by: .....  
Clare Anderson  
Principal Engineer

A2 Ballykelly Bypass - Stage 1 - Community Consultation Event Report

Rev No	Comments	Date
2	Final Report	09.10.08

24 Linenhall Street, Belfast, BT2 8BG  
Telephone: 028 9043 4900 Fax: 028 9043 4909 Website: <http://www.fabermaunsell.com>

Job No 60037803 Reference Stage 1 - CCE Report Date Created September 2008

This document has been prepared by Faber Maunsell Limited ("Faber Maunsell") for the sole use of our client (the "Client") and in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between Faber Maunsell and the Client. Any information provided by third parties and referred to herein has not been checked or verified by Faber Maunsell, unless otherwise expressly stated in the document.

No third party may rely upon this document without the prior and express written agreement of Faber Maunsell.

# Table of Contents

<b>Executive Summary</b> .....	<b>1</b>
<b>1 Introduction</b> .....	<b>2</b>
1.1 Introduction .....	2
1.2 Background.....	2
1.3 Proposed Routes .....	2
<b>2 Consultation</b> .....	<b>4</b>
2.1 Pre-Consultation .....	4
2.2 Consultation Arrangements .....	4
2.3 Attendance at the Exhibition .....	4
2.4 Effectiveness of the Consultation .....	4
<b>3 Analysis of the Consultation Responses</b> .....	<b>5</b>
3.1 Introduction .....	5
3.2 3.2. Corridor option - Local Preference .....	6
3.3 Non – Local Preference .....	7
3.4 Public Comments.....	7
<b>4 Summary</b> .....	<b>9</b>
4.1 Consultation Process .....	9
4.2 Consultation Results.....	9
Appendix 1 - Exhibition Display Panels.....	11
Appendix 2 - List of Consultees.....	12
Appendix 3 - Letter of Invitation.....	14
Appendix 4 - Questionnaire Responses.....	15
Appendix 5 - Press Releases & Media Articles .....	16
Figure 1 - Origin of Responses .....	5
Figure 2 - Support the Principle of a Bypass.....	6
Figure 3 - Local Preference .....	6
Figure 4 - Residents' location – Corridor option preference.....	7
Figure 5 - Summary of Comments .....	8

# Executive Summary

This report summarises the process and results of the public consultation exercise conducted for proposals to develop a bypass around Ballykelly on the A2.

A Public Exhibition was held at the Drummond Hotel, Ballykelly on the 7th and 8th May 2008, which presented an introduction of the proposed improvement scheme to the public.

The exhibition presented 2 Corridor Options, one to the northern side of Ballykelly and one to the southern side of the village, to ascertain initial public opinion on a preferred route.

Representatives of both Roads Service and Faber Maunsell were present to answer any questions and provide assistance to members of the public.

To assist those attending, a series of presentation boards were displayed. These boards included information about the need and impact of the proposal, whilst the Comments Sheet distributed on the day gave the local community and businesses the opportunity to express their views on the plans.

The exhibition was well received and achieved its objective in obtaining the benefit of local knowledge to assist in the development of the scheme, thus allowing an informed decision on the preferred corridor to be established.

By the end of the consultation period on 23rd May 2008, a total of 44 public consultation responses had been received from members of the public and other interested parties, including those which arrived after the stated deadline. These late responses have been included in the analysis of the responses.

In summary, the exercise demonstrated marginal support for the Northern Corridor Option with 52% of responses and 54% of local respondents in favour of this route.

# 1 Introduction

## 1.1 Introduction

Faber Maunsell Limited has been appointed to assist the Department for Regional Development (DRD) Roads Service, Northern Division to complete Stages 1 & 2 on schemes to improve the A2, providing a bypass to the village of Ballykelly and linking Limavady to L'Derry and all areas in between.

A Public Exhibition was held at the Drummond Hotel, Ballykelly on the 7th and 8th May 2008, which presented the proposed improvement scheme to the public. The exhibition presented 2 no. corridor options, one to the northern side of Ballykelly and one to the Southern side of the village, to ascertain initial public opinion on a preferred route. Representatives of both the Roads Service and Faber Maunsell were present to answer any questions and provide assistance to members of the public.

## 1.2 Background

Under the guidance published in the Department for Regional Development's 10-year Regional Transport Strategy (RTS) for Northern Ireland, the DRD has developed a Regional Strategic Transport Network Transport Plan 2015 (RSTN TP) for the maintenance, management and development of the transport network up to the end of 2015. The plan includes a programme for the implementation of Strategic Road Improvements (SRIs) to remove bottlenecks on areas of the network where lack of capacity is causing serious congestion and to provide bypasses to towns situated on the RSTN to help relieve the environmental effects of heavy through traffic.

The A2 Ballykelly Bypass scheme is contained in the recently published Investment Strategy for Northern Ireland and is one of a number of schemes included in the 10-Year Forward Planning Schedule. Construction is not expected to commence until near the end of the Investment Strategy period 2017/18.

DRD Roads Service appointed Faber Maunsell to provide consultancy support to assist Northern Division's Strategic Road Improvement Team to progress the A2 Ballykelly Bypass through the DMRB TD37/93 Stage 1 & Stage 2 Scheme Assessment process, culminating in the announcement of a preferred route option.

The A2 is a principle route to the major hub city of Londonderry and links Derry to Limavady & Coleraine as well as the City of Derry Airport. It is part of the Key Northern Transport Corridor<sup>1</sup> and is therefore one of the 5 major arterial routes in Northern Ireland.

## 1.3 Proposed Routes

A summary of the corridors presented at the exhibition follows:

### Northern Corridor

The Northern corridor area of study is bounded by the A2 on the southern side and the Coleraine – L'Derry railway line on the Northern side and Lough Foyle to the immediate north side of the Railway.

The construction of this option would result in the severance of a number of farms and farmland, loss of prime arable land and loss of environmental amenity.

This corridor also passes through lands planned for disposal at Shackleton Barracks by the Ministry of Defence (MoD)

### Southern Corridor

The Southern corridor area of study is bounded by the A2 on the northern side. The construction of this option would also result in the severance of a number of farms and farmland, loss of prime arable land and loss of environmental amenity.

---

<sup>1</sup> Key Transport Corridor – acting as the upper tier of regionally important routes (road and rail), the KTCs are those strategic long distance routes which connect a number of towns and provide links to the major regional gateways.

The construction of this option would result in the severance of a number of farms and farmland, loss of prime arable land and loss of environmental amenity.

This corridor also passes through lands planned for disposal at Shackleton Barracks by the Ministry of Defence (MoD)

**Southern Corridor**

The Southern corridor area of study is bounded by the A2 on the northern side. The construction of this option would also result in the severance of a number of farms and farmland, loss of prime arable land and loss of environmental amenity.

## 2 Consultation

### 2.1 Pre-Consultation

Prior to the public consultation exercise, notification of the event was undertaken, when over 1000 leaflets and letters were distributed on the 28th & 29th April to all residents and business' based in the vicinity of the proposed scheme giving details of the public exhibition. A further number of leaflets were distributed at community venues in Ballykelly. Details of the event were placed in five local newspapers and Roads Service prepared a News Release and participated in a BBC Radio Foyle interview. Further details on the consultation process can be found in Appendices 2, 3 & 4.

### 2.2 Consultation Arrangements

The public exhibition was held on the 7th and 8th May 2008 at the Drummond Hotel, Ballykelly. Representatives of DRD Roads Service and Faber Maunsell were present to answer any questions and provide assistance to members of the public.

The principle dates and events of the consultation exercise were as follows:

- 7th May 2008 14:00 – 15:00 Exhibition open to specially invited elected representatives
- 7th May 2008 15:00 – 21:00 Exhibition open to the public
- 8th May 2008 10:00 – 21:00 Exhibition open to the public
- 23rd May 2008 Closing date for responses (questionnaires)

The exhibition comprised of display panels relating to the existing situation and the impact of the proposed scheme. In addition, an introduction panel was displayed showing the scheme in the context of the Northern Key Transport Corridor. Replicas of the display panels that follow the format listed below can be found in Appendix 1.

- Welcome to the Exhibition
- Introduction
- Constraints & Issues
- Assessment Process
- Study Area
- Environmental Issues
- Proposals
- What Happens Next?

### 2.3 Attendance at the Exhibition

The exhibition was well attended by members of the public, with 127 visitors signing in during the two days. The preview exhibition on 7th May was attended by the Chief Executive and at least three councillors from Limavady Borough Council, one of which was an MLA. One other MLA visited during the exhibition.

### 2.4 Effectiveness of the Consultation

The consultation met its key objectives; to inform the local community of the scheme, to provide Roads Service and Faber Maunsell with essential local knowledge and to gauge the consensus of locals not only on the need for the scheme but also the corridor most preferred by local people.

# 3 Analysis of the Consultation Responses

- 3.1 Introduction**  
A total of 44 responses (35% of all visitors who attended the meeting) were received as a result of the public consultation exercise. The breakdown of the origin of those responses is shown in Figure 1.

Figure 1 - Origin of Responses

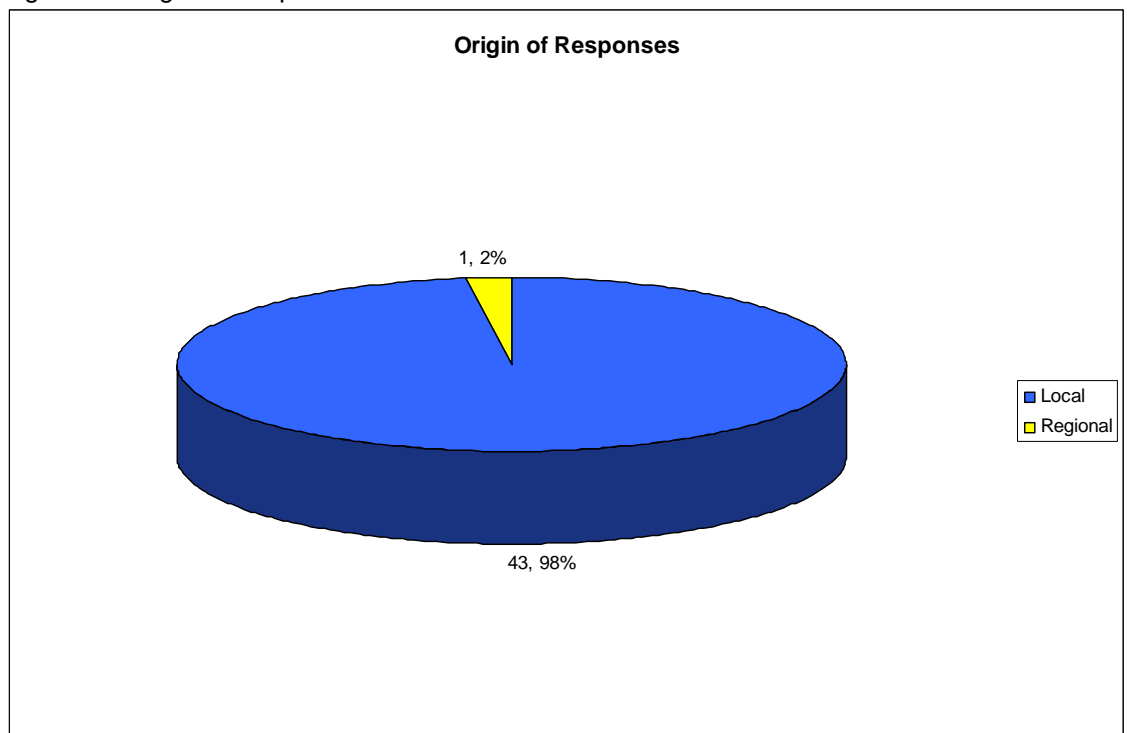
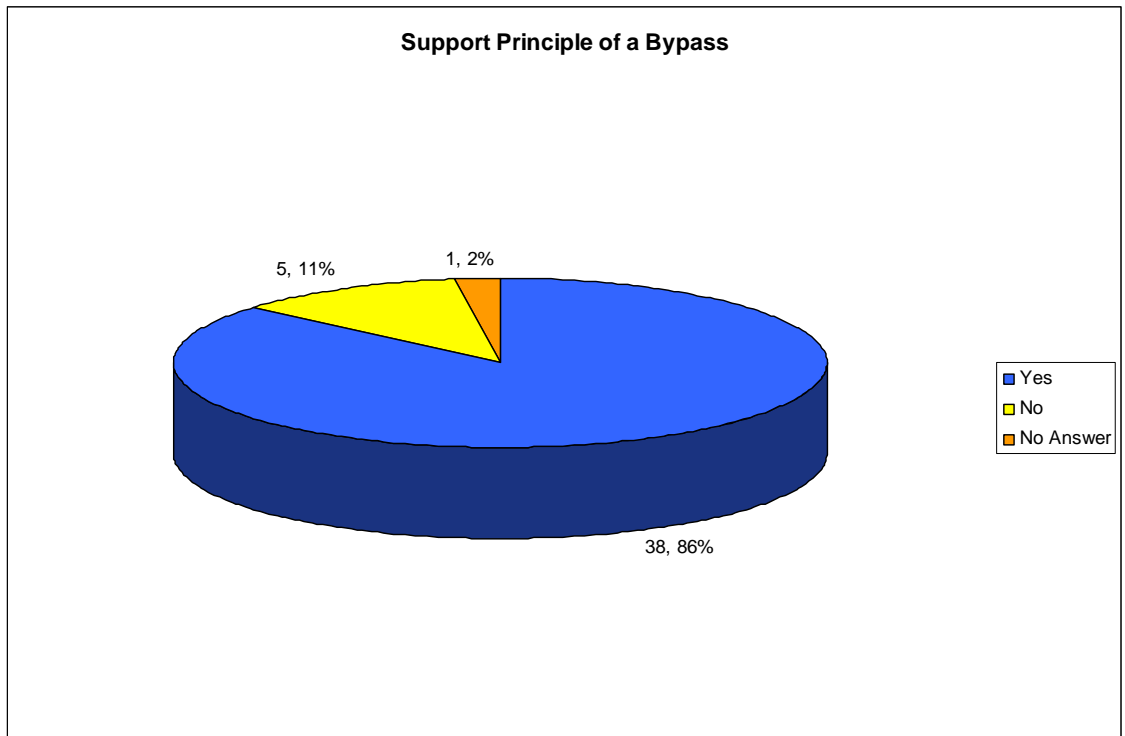


Figure 1 shows that 98% (43) of respondents were in the locality (living alongside the proposed scheme), whereas 2% (1) of responses were from other local residents (Derry).

As shown in Figure 2, of these responses, 86% (38) supported the principle of a bypass for Ballykelly, 11% (5) did not support a bypass and 2% (1) gave no indication.

Figure 2 - Support the Principle of a Bypass



**3.2 Corridor option - Local Preference**  
 Of the 43 responses received from this local area, 54% (23) of residents support the Northern Corridor Option and 37% (16) of residents support the Southern Corridor Option. Figure 3 depicts the entire breakdown of local preference.

Figure 3 - Local Preference

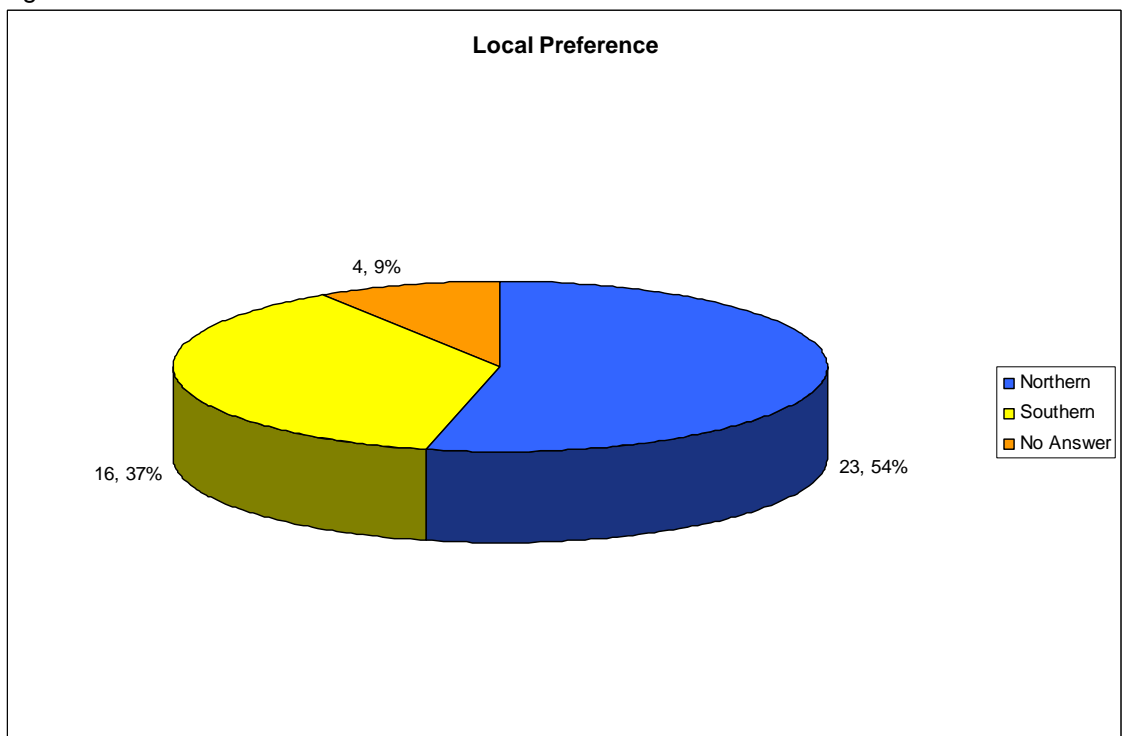
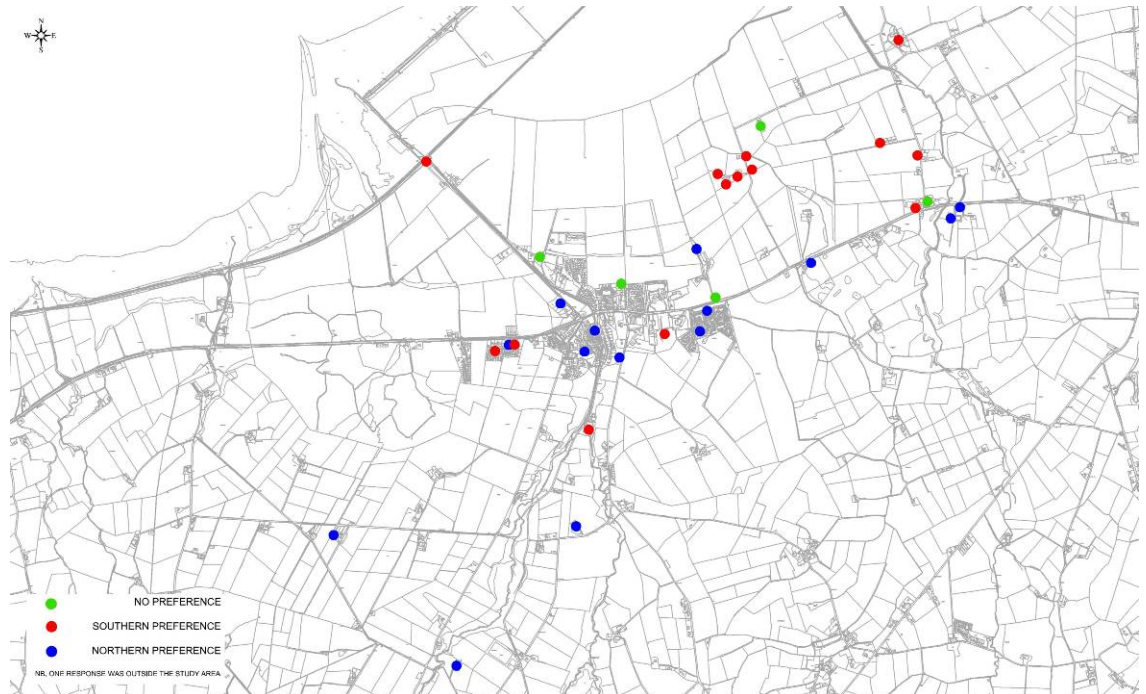


Figure 4- Residents' location - Corridor option preference shows the location of all local residents who gave a response to the scheme proposals.

Figure 4 - Residents' location – Corridor option preference



### 3.3 Non – Local Preference

The 1 non-local respondents was in favour of a bypass but did not have a preference as to the bypass corridor.

### 3.4 Public Comments

From the 44 responses which were received, 41% (18) were without comments, 54% (24) had brief comments and 5% (2) had detailed comments regarding the scheme proposals on their completed questionnaires or written responses. A pie chart summary of the comments made by the public during the consultation exercise is shown in Figure 5.

From the comments received, the following aspects were seen to be the most important to the community:

- Environment & Wildlife
- Perceived better construction land – Southern Route
- Fewer obstacles e.g. No Sewage works – Southern Route
- Destruction of prime farming land – Southern Route
- Residential land values – Southern Route
- Farm viability – both route corridors
- Availability of MOD land – Northern Route

Opinion is divided on the most suitable corridor option for a bypass around Ballykelly. Mention was made of the availability of soon-to-be surplus MOD land at Shackleton Barracks on the Northern side of the A2 and the lower potential impact that a northern alignment would have on existing residents.

The environmental importance of the southern route was mentioned a number of times, as well as the amenity value for country walks. However, one respondent is quoted as saying: “The

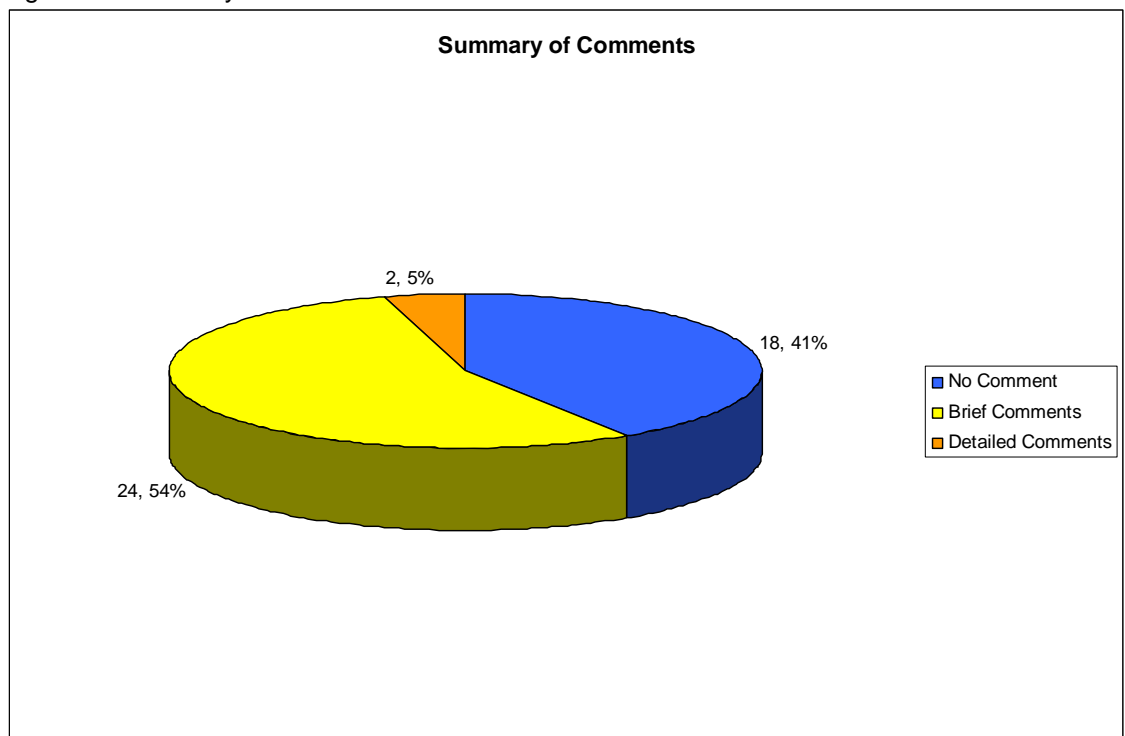
Northern Route will destroy acres of the best polder<sup>2</sup> farming land in Europe.....” This area is renowned as valuable arable agricultural land as well as attracting migrating birds. Several responses from farmers also indicated the likelihood that severance and increased traffic would have on their businesses.

A comment was also made that a southern route may be a more suitable route for construction as it “would go through sandy rises and falls which I think would be far cheaper to grade out to a level contour”. Another respondent indicated in a letter that there may be issues with road foundations on the northern side as “...we have recently built a new house and had various civil engineers reports in relation to the site. We are aware that this area is very close to the Foyle Plate and as a result we were required to pile 20 metre foundations before building could proceed.”

The urgency of the work was highlighted by several respondents who wanted immediate starts, indicating the local perception of the ‘need’ for the proposal. There were general comments made about the safety risk of increased traffic for pedestrians and children on the existing A2.

Some respondents were seeking more information before firmly supporting any proposal.

Figure 5 - Summary of Comments



<sup>2</sup> A polder is a low-lying tract of land enclosed by embankments known as dikes that forms an artificial hydrological entity, meaning it has no connection with outside water other than through man operated devices. There are three types of polders: (i) Land reclaimed from a body of water, such as a lake or the sea bed; (ii) Flood plains separated from the sea or river by a dike; and (iii) Marshes separated from the surrounding water by a dike and consequently drained. Polders are most commonly found, though not exclusively so, in river deltas, former fen lands and coastal areas. <http://en.wikipedia.org/wiki/Polder>

# 4 Summary

## 4.1

### Consultation Process

The Community Consultation Event for the proposal to bypass Ballykelly was held over two days in May 2008 at the Drummond Hotel, Ballykelly. Material displayed indicated information on the proposed scheme, including preliminary assessments of traffic data and environmental and land impacts, and gave attendees the opportunity to speak with representatives of both Roads Service and appointed consultants prior to formulating a response.

The exhibition was publicised through advertisements in the local press and letter drops were also undertaken within the local area. Roads Service also prepared a News Release and participated in a BBC Radio Foyle interview. Elected representatives and statutory consultees were invited by letter. Attendees were able to peruse the boards on display and question the Roads Service and Faber Maunsell representatives present. They were encouraged to fill in one of the questionnaires provided, either by completing the form on the day or by returning by post within two weeks of the event.

The 2 general route options considered were:

- A Northern Corridor, bounded by the A2 on the southern side and the Coleraine – L'Derry railway line on the Northern side and Lough Foyle to the immediate north side of the Railway; and
- A Southern Corridor, bounded by the A2 on the northern side.

The exhibition achieved its primary objectives: to obtain the benefit of local knowledge; to assist in the development of the scheme with a view to making an informed decision on the preferred corridor to take forward to Stage 2; and to inform the local community of the proposals.

## 4.2

### Consultation Results

By the end of the consultation period, a total of 44 responses had been received. Of those, 43 were from people considered to be 'materially affected' due to the proximity of their properties to the scheme.

The total response represents only a 4% response rate as a total 1,200 number of leaflets were both posted out and placed in local community areas.

The Northern Corridor was favoured by the majority (marginal) of people who returned comments cards.