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**transportni**



Your Ref:  
Our Ref:  
Date: 2 November 2015

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Mr Liam Hannaway  
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Dear Liam

**PROPOSED A24 BALLYNHINCH BYPASS ENVIRONMENTAL STATEMENT,  
DIRECTION ORDER AND VESTING ORDER: PUBLIC INQUIRY**

The Draft Direction Order, Draft Vesting Order and Environmental Statement for the proposed A24 Ballynahinch Bypass were published for statutory consultation in March 2015. On consideration of the responses submitted, the Department for Regional Development has determined it appropriate to convene a Public Inquiry to examine the case for and against the Proposed Scheme. The Inquiry will be held in the Millbrook Lodge Hotel, 5 Drumaness Road, Ballynahinch, BT24 8LS starting at 10.00am on 26 January 2016.

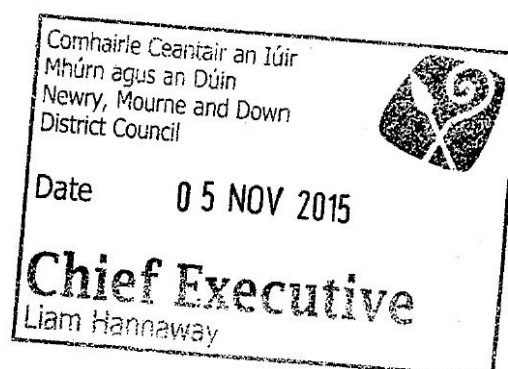
Please find enclosed a copy of the document containing the Department's proposals (Departmental Statement).

Also attached is additional information for consideration prior to the commencement of the Public Inquiry.

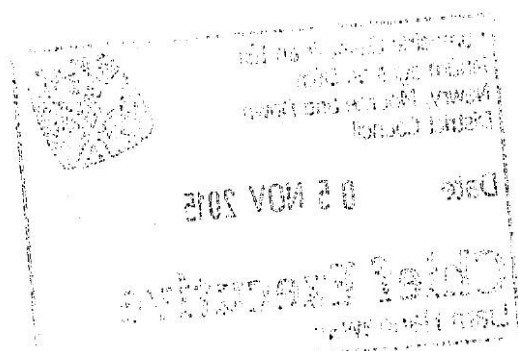
Yours sincerely

*Eoghan Daly*

**EOGHAN DALY**  
Strategic Roads Improvement Team  
Enc



EMAP-led - Atherton



## **PUBLIC INQUIRIES**

### **LOCAL GOVERNMENT ACT (NORTHERN IRELAND) 1972 ROADS (NORTHERN IRELAND) ORDER 1993 ROADS (AMENDMENT) (NORTHERN IRELAND) ORDER 2004**

#### **A24 Ballynahinch Bypass**

Notice is hereby given that local public inquiries will be held in the Millbrook Lodge Hotel, 5 Drumaness Road, Ballynahinch, BT24 8LS starting at 10.00am on 26 January 2016 into the proposals of the Department for Regional Development (the Department) listed below.

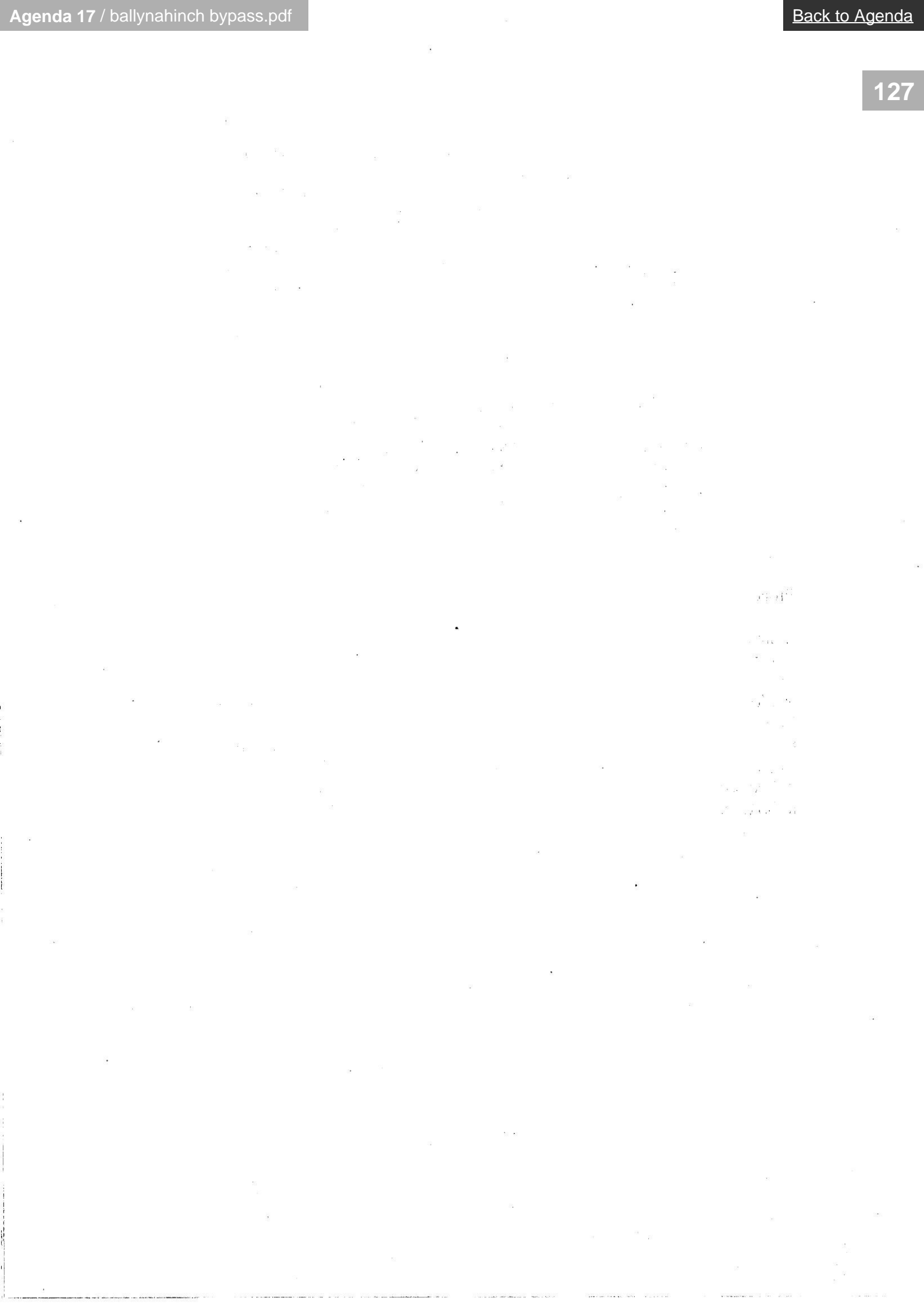
The Department has appointed Mr Mike Shanks as inspector to hold inquiries to consider-

1. the Environmental Statement prepared by the Department for the proposed A24 Ballynahinch Bypass together with opinions expressed in relation to it under the provisions of Articles 67A and 130 of the Roads (Northern Ireland) Order 1993;
2. the proposal to make The Trunk Road T2, (A24 Ballynahinch Bypass) Order (Northern Ireland) 2015 under Articles 14 and 68 of the Roads (Northern Ireland) Order 1993; and
3. the proposal to make an order under Article 113 of the Roads (Northern Ireland) Order 1993 and Schedule 6 to the Local Government Act (Northern Ireland) 1972 for the purpose of acquiring compulsorily the lands for the construction of the A24 Ballynahinch Bypass.

Proceedings on the Environmental Statement, Direction Order and Vesting Order are being taken concurrently in accordance with Article 133A of the Roads (Northern Ireland) Order 1993.

Documents and maps relating to the proposals may be inspected during office hours, until the commencement of the inquiries, at the offices of the Department for Regional Development, TransportNI, Southern Division, Marlborough House, Central Way, Craigavon, County Armagh, BT64 1AJ and Headquarters, Room 2-13, Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB and Ballynahinch Library, Main St, Ballynahinch, County Down BT24 8DN

All persons interested in the proposals and such other persons as the person appointed to hold the inquiries in his discretion thinks fit to allow, may attend and be heard.





Department for Regional Development – TransportNI

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

# **DEPARTMENTAL STATEMENT**

on the

## **PROPOSED A24 BALLYNAHINCH BYPASS**

**Environmental Statement Public Inquiry**

**Direction Order Public Inquiry**

**Vesting Order Public Inquiry**

TransportNI – Southern Division  
Marlborough House  
Central Way  
Craigavon  
BT64 1AD  
OCTOBER 2015

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## ANNEX A

## 1. INTRODUCTION

**1.1** The Department for Regional Development (DRD) TransportNI proposes to construct a 3.1km bypass of Ballynahinch ('the Proposed Scheme') as a long-term Strategic Road Improvement (SRI) in order to improve journey times, journey time reliability and safety on the A24 Belfast to Newcastle Trunk road. The provision of this bypass is also expected to improve traffic conditions in the town centre.

**1.2** The bypass would be aligned to the east of the town, commencing with a roundabout at the A24 Belfast Road/A21 Saintfield Road junction and terminating with a roundabout at the A24 Drumaness Road/B2 Downpatrick Road junction. It would also include a compact grade-separated junction at the B7 Crossgar Road.

**1.3** It would be comprised of a single 2-lane carriageway bypass with widening to provide overtaking opportunities through a Differential Acceleration Lane (DAL) for traffic exiting the new northern roundabout travelling south and a Wide Single 2+1 (WS2+1) carriageway for traffic exiting the new southern roundabout travelling north.

## **2. THE EXISTING SITUATION**

- 2.1** The A24 forms part of the T2 Trunk Route from Belfast to Newcastle. The A24 in Ballynahinch is used by both strategic traffic, including commuters travelling to and from Belfast, and local traffic.
- 2.2** Ballynahinch is a market town, situated approximately 24km (15miles) from Belfast, and approximately 16km (10miles) from both Downpatrick and Lisburn. Due to the town's strategic location between several surrounding settlements, a number of roads in addition to the A24 radiate from the town.
- 2.3** Ballynahinch forms a bottleneck for strategic traffic, as the A24 through Ballynahinch is the main route for converging traffic from the west (M1/A49) and north (A21/A24) of the province. This problem is particularly prevalent during the Easter and summer holiday seasons with road users seeking to access the popular seaside town of Newcastle and the greater Mournes area.
- 2.4** The A24 trunk road conveys traffic through town centre streets which are fronted by retail, commercial, educational, public service and residential properties.
- 2.5** Approaching the town centre on the A24 from the north, a 40mph speed limit, extending some 0.6km from the end of the national speed limit, precedes the 30mph speed limit. On entering the 30mph zone hard shoulders are replaced with a mixture of verges and footways and a petrol service station, schools and manufacturing works give way to housing.
- 2.6** Throughout the commercial district dedicated on-street parking is a feature, usually on both sides of the road. Footways are provided on both sides of the road. Traffic lights and delivery vehicles stopping in the running lanes to pick up/set down goods to the adjacent premises impede progress of through traffic in this part of the town. A gyratory system is in place where 4 one-way streets circulate traffic around the town centre.

- 2.7 The A24 exits the mini roundabout at Dromore Street to the south along Church Street. The eastern footway ceases in the vicinity of the police station, approximately 900m before the unrestricted/30mph speed limit signs (north of Spa Road junction).
- 2.8 Within the speed restriction there are many shops and dwellings, as well as a health centre, a bus depot and four schools fronting the route. There are approximately 130 properties with direct vehicular access to the A24.
- 2.9 On exiting the speed restriction, approximately 3.5km after entering it, the A24 to the south, crosses the Ballynahinch River, on the A24 Drumaness Road. The western footway extends a further 300m to the Ballymaglave Road.

### 3 TRUNK ROADS AND GOVERNMENT POLICIES

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

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

- The White Paper '*A New Deal for Transport: Better for Everyone*' published 1998;
- "*Moving Forward: The Northern Ireland Transport Policy Statement*" published 1998;
- "*Regional Development Strategy for Northern Ireland 2025*" published 2002;
- "*Regional Transportation Strategy for Northern Ireland 2002-2012*" published 2002;
- "*Regional Strategic Transport Network Transport Plan 2015*" published 2005;
- "*Expanding the Strategic Road Improvement Programme 2015 – Consultation Document*" Published 2005;
- "*Investment Delivery Plan (IDP) for Roads*" published 2008;
- "*Draft Investment Strategy for Northern Ireland 2011-2021*" published 2011;
- "*Regional Development Strategy 2035*" published 2012; and
- "*Ensuring a Sustainable Transport Future – A new approach to Regional Transportation*" published 2012.

- 3.3** The Regional Development Strategy for Northern Ireland 2025 (RDS) guides the development of Northern Ireland up to 2025 and beyond. The importance of the RDS is underpinned by Article 5 of the Strategic Planning (Northern Ireland) Order 1999 and was recognised in the Northern Ireland Executive's Programme for Government.
- 3.4** The Regional Transportation Strategy (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.
- 3.5** The RTS envisaged significantly increased investment in Strategic Road Improvements (SRIs) focussed on removing bottlenecks on the Strategic Road Network, recognising the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.
- 3.6** The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) is based on the guidance set out in the RDS and RTS. It sets out how the RTS will be implemented and confirms the individual schemes and projects to be implemented (subject to economic assessments, statutory processes and availability of resources) to support the RDS and RTS objectives and targets.
- 3.8** In recognition of the changing challenges facing the region, the Executive agreed that the Regional Development Strategy, which was published in 2001 and reviewed in 2008, needed to be revised. Following public consultation, the RDS 2035 was published on 15 March 2012. Whilst many of the objectives of the previous strategy are still valid this document now replaces it.
- 3.9** A revised strategy document - Ensuring a Sustainable Transport Future—A New Approach to Regional Transportation was published on 28 March 2012. The new approach to regional transportation compliments the Regional Development Strategy and aims to achieve its vision for transportation. One of the main Strategic Objectives of the Strategy is to *'improve connectivity within the region'* by completing the work identified in the current RSTNTP and Strategic Road Improvement Programme.

- 3.10** 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 A24 Ballynahinch Bypass scheme meets this vision by upgrading a strategically important route and removing a bottleneck for strategic traffic: it will also reduce congestion in the town centre.



#### **4 SCHEME DEVELOPMENT, STATUTORY PROCEDURES AND PUBLIC CONSULTATION**

- 4.1** In August 2005, Scott Wilson (URS since 2010) was commissioned by the Department for Regional Development Roads Service (now TransportNI) to provide consultancy services in connection with the A24 Bypass route around Ballynahinch, County Down. The development of the A24 Bypass route has been carried out in accordance with the Department's procedures set out in RSPPG E\_030 and the requirements of the Design Manual for Roads and Bridges (DMRB).
- 4.2** A Preliminary Options Report which summarises the outcome of a DMRB Stage 1 Scheme Assessment was completed in May 2007. Three corridor options, one to the west and two to the east of Ballynahinch, were assessed against the 5 Government criteria of Environment, Safety, Economy, Accessibility and Integration as well as Engineering. The report concluded that the eastern options were preferable based on engineering considerations as they would require fewer structures and crossing of roads and services, due to the shorter carriageway lengths required. All three options provided broadly similar decreases in personal injury accident numbers as well as having positive Benefit-to-Cost Ratios (BCRs), although these were significantly higher on the eastern corridor options.
- 4.3** An addendum to the Stage 1 Preliminary Options Report was prepared during 2007 to appraise an additional corridor (eastern corridor route Option C). This additional corridor was further to the east of Ballynahinch and avoided an isolated farm complex.
- 4.4** The Preliminary Options Report was formally approved by the Investment Decision Maker (IDM) in the form of the then Roads Service Board in January 2009. This is RSPPG E030 Approval Gateway 0. Following Approval Gateway 0, a DMRB Stage 2 Scheme Assessment was undertaken for three route options within the preferred route corridor.
- 4.5** These route options were exhibited on 12 November 2009 at a non-statutory public consultation event in the town centre's Market House, to invite comments from the public on the option being considered. The findings from this consultation event were

one of many factors taken into consideration at the end of the assessment during the identification of the preferred route. The Stage 2 Preferred Options Report was approved by the IDM on 23 January 2012. This is RSPPG E030 Approval Gateway 1.

- 4.6** The Preferred Route was then further developed into a Proposed Option. This development work included completing a full Environmental Impact Assessment (EIA) examining the impacts of the scheme under a range of headings, detailing the factors that would be put in place to mitigate the impact of the proposed changes.
- 4.7** The statutory changes to the trunk road network, in terms of designation of the roads, were also determined in the draft Direction Order, with the draft Vesting Order prepared to reflect and enable the necessary purchase of lands.
- 4.8** The documents published for statutory public consultation w/c 23rd and 30th March 2015 included the:
- Environmental Statement;
  - Draft Direction Order; and
  - Draft Vesting Order.
- 4.9** The documents were made available at various locations and an Orders Exhibition was held on the 14th and 15th April 2015 in the Market House, Ballynahinch where members of the TransportNI and their technical advisors were available to explain the details of the Proposed Scheme. 36 responses were received by the Department prior to the consultation closing date of 19th May 2015. 23 of these responses raised objections to elements of the Proposed Scheme. Many of the objections related to a number of issues; however, the breakdown of the predominant theme of each objection is as follows:
- 11 related to direct impacts on land holdings, either business (farmland & outbuildings) or domestic;
  - 3 related to concerns about the environmental impact including the potential for increased flooding;
  - 3 related to changes in access arrangements/impact of the bypass on passing trade;

- 2 related to the uncertainty in the timeframe as to when the Proposed Scheme may be delivered and related compensation for the impact;
- 2 related to the scope of the scheme and potential wider impacts of the scheme;
- 1 related to the provision of a compact grade-separated junction at Crossgar Road;  
and
- 1 was received from Northern Ireland Electricity.

**4.10** There were 5 letters in support of the scheme 8 comments that did not express a view either in favour or against.

**4.11** In addition to the consultation highlighted above, there have been many meetings with interested parties and key stakeholders to allow the Department to consider and where appropriate incorporate stakeholder requirements and possible mitigation measures during the development of the Proposed Scheme. A number of these meetings took place after the formal objections were lodged.

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

## 5. PUBLIC INQUIRY

- 5.1** The Department has appointed Mr Mike Shanks as the Inspector to the Inquiry. Formal notice of the intention to hold a Public Inquiry has been published in the Belfast Gazette, the News Letter, the Irish News, the Belfast Telegraph, the Mourne Observer and the Down Recorder during week ending 6 November 2015.
- 5.2** The Department is preparing responses to the objections that have been lodged and will exchange this information with the objectors prior to the Public Inquiry.
- 5.3** Prior to the Public Inquiry, the documents listed in **Annex A** will be available for inspection by members of the public or their representatives, by during normal office hours, at the following locations:
- Location A - TransportNI, Southern Division, Marlborough House, Central Way, Craigavon. BT64 1AD  
*Contact: Mr Neville Dynes 028 3832 0378.*
  - Location B -TransportNI, Headquarters, Lands and Legislation Branch, Room 201, Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB.  
*Contact: Ms Anne-Marie Rogers 028 9054 0540.*
  - Location C – Ballynahinch Library, Main St, Ballynahinch, County Down BT24 8DN  
*Contact: 028 9756 4282*
- 5.4** Electronic copies of the documents listed in **Annex A** are also available for inspection, or download, by members of the public or their representatives at any time via the link below:  
<https://www.drdni.gov.uk/articles/a24-ballynahinch-bypass-overview>
- 5.5** Copies of the documents listed in Annex A will be made available for inspection during the Public Inquiry at its venue - Millbrook Lodge Hotel, 5 Drumaness Road, Ballynahinch, BT24 8LS.

- 5.6** Evidence submitted to the Public Inquiry by TransportNI and its appointed consultants along with copies of information exchanged with objectors will be made available for inspection for the duration of the Public Inquiry at its venue.

## 6. THE DEPARTMENT'S CONSIDERATION

- 6.1** The A2/A24 Newcastle to Carryduff Trunk Road Network linking the Belfast Metropolitan Area to South Down passes through the heart of Ballynahinch in a general north/south orientation.
- 6.2** The A24 from Belfast to Clough forms part of the Regional Strategic Transport Network (RSTN) within Northern Ireland. The RSTNTP includes a programme for the implementation of SRIs to remove bottlenecks on the network where lack of capacity is causing serious congestion, and to improve the environment by providing bypasses of towns situated on the RSTN. As part of this programme, the A24 Ballynahinch Bypass scheme has been identified a SRI which should commence later in the plan period.
- 6.3** The appraisal of proposals for improvement are assessed against the Government's five criteria of Environment, Safety, Economy, Accessibility and Integration and also against the scheme specific objectives, i.e.:
- To reduce journey times for strategic A24 traffic in the opening year;
  - To improve journey time reliability for strategic A24 traffic in the opening year;
  - To contribute positively to transport economic efficiency;
  - To contribute positively to road safety;
  - To minimise the impact of the scheme on the environment; and
  - To achieve value for money.
- 6.4** TransportNI has considered the options available and concluded that implementation of the Proposed Scheme would greatly benefit both strategic and local road users by reducing journey times, improving journey time reliability and improving safety on the A24 Belfast to Newcastle trunk road.

## 7. THE PROPOSED SCHEME

- 7.1 The proposed A24 Ballynahinch Bypass would tie into the existing road network at the northern extent of the scheme with a new 4-arm at-grade roundabout at the junction of the A24 Belfast Road and the A21 Saintfield Road.
- 7.2 Travelling in a southbound direction, the proposed alignment would split away from the existing A24 before passing over agricultural ground on a shallow embankment. The embankment height would then increase towards a new bridge constructed over the U123 Moss Road. A Differential Acceleration Lane would be provided for southbound traffic exiting the new roundabout (at Saintfield Road) onto the bypass. This will provide an overtaking opportunity for approximately 660m before tapering in to a single carriageway on the approach to the B7 Crossgar Road.
- 7.3 The proposed mainline would continue to the south-east with a double crossing of the Glassdrumman River. The proposed alignment would then turn toward the south and enter a significant section of cutting where the bypass would pass under the B7 Crossgar Road.
- 7.4 The proposed cutting on the eastern side of the mainline to the south of the B7 Crossgar Road would be in excess of 30m deep and would be formed into the side of an existing drumlin which would be graded back from the road.
- 7.5 The proposed mainline would then veer in a south west direction with a culverted crossing of Windmill Stream. The proposed mainline would then rise onto an embankment over existing agricultural land and the recorded flood plain on its approach to the crossing of the Ballynahinch River. The proposed bridge crossing of the Ballynahinch River and its associated flood plain would be approximately 90m in length.
- 7.6 The proposed mainline would terminate at the southern end with a new 4-arm at-grade roundabout located at the existing junction of the B2 Downpatrick Road and the A24 Drumaness Road where it would tie into the existing road network.

- 7.7 A Wide Single 2+1 (WS2+1) carriageway would be provided for northbound traffic exiting the new roundabout (at Downpatrick Road) onto the bypass. This will provide an overtaking opportunity for approximately 880m before tapering in to a single carriageway on the approach to B7 Crossgar Road.
- 7.8 Due to the strategic nature of the proposed bypass, there would be no provision for direct access to adjacent agricultural land.
- 7.9 Saintfield Road Roundabout would be constructed at the junction of the A24 Belfast Road with the A21 Saintfield Road and would connect these roads to the proposed bypass. The old Saintfield Road would be stopped up at its northern end where it would be crossed by the new bypass and a separate new access to existing properties would be required.
- 7.10 Downpatrick Road Roundabout would be constructed at the junction of the A24 Drumaness Road with the B2 Downpatrick Road and would connect these roads to the proposed bypass. The Crabtree Road would be stopped up at its northern end where it would be crossed by the new roundabout. A new Crabtree Link road some 100m to the south of the new roundabout would provide access to properties and the retained portion of Crabtree Road from the A24 Drumaness Road.
- 7.11 The proposed bypass would intersect the existing U123 Moss Road on low-lying ground to the eastern side of the Ballynahinch town Settlement Limit. Several residential properties are located in the vicinity of this crossing point as well as a small engineering business and premises. There would be minimal change to the alignment of Moss Road on either side of the underpass.
- 7.12 It is proposed that a compact grade separated junction would connect the B7 Crossgar Road with the proposed bypass. The junction would include connector loops in the north-east and south-west quadrants which would include nearside diverge tapers. A new overbridge would carry the Crossgar Road over the proposed bypass. A section of continuous single lane dualling would be provided on the mainline in the proximity of this junction to prevent vehicles from turning right either onto or off the proposed bypass. The north-east connector loop would incorporate a junction with the realigned C370 Ballylone Road. The existing



Ballylone Road would be severed by the proposed bypass. In order to maintain connectivity with the B7 Crossgar Road the Ballylone Road would be realigned to a priority junction with the north-east connector loop.

- 7.13** The existing junction of the U127 Crabtree Road with the B2 Downpatrick Road is in close proximity to the priority junction between the Downpatrick Road and the A24 Drumaness Road. The existing junction of the Crabtree Road would be stopped up to vehicular traffic and a new link road provided with a new priority junction onto the existing Drumaness Road.
- 7.14** A shared footway/cycleway extending between the terminal roundabouts would be included within the proposed A24 Ballynahinch Bypass scheme. It would be a minimum 2.0m wide with a 1.5m separation from the carriageway and would be widened where possible, over visibility splays for example to provide a 3.5m wide facility, including a 1m separation strip from the carriageway. It is proposed that the footway/cycleway would be connected to the existing road/pedestrian network at the terminal roundabouts where crossing facilities would be provided through carriageway splitter islands as well as at the Crossgar Road junction.
- 7.15** A 'Park & Share' facility to accommodate 27 parking bays (including 3no. disabled bays) would be constructed on the northern side of the proposed Saintfield Road Roundabout between the A24 Belfast Road and A21 Saintfield Road.

## 8. CONCLUSIONS

- 8.1 TransportNI has undertaken a comprehensive analysis of the options for the Proposed Scheme including a full environmental impact assessment which has identified appropriate mitigation measures that would be implemented in the future construction contract by the appointed Contractor.
- 8.2 The Proposed Scheme has a TransportNI approved Estimate Range of £40-£50 Million. The economic assessment demonstrates that the Proposed Scheme would provide a good economic return with a Benefit to Cost Ratio of 2.146 under the predicted traffic growth forecast over the 60 year economic life of the scheme.
- 8.3 Implementation of the Proposed Scheme would greatly benefit both strategic and local road users by reducing journey times, improving journey time reliability and improving safety on the A24 Belfast to Newcastle trunk road.

## **ANNEX A**

### **Project Reports**

- Preliminary Options Report, May 2007
- Preferred Options Report, January 2012
- Proposed Scheme Report: Part 2 - Engineering, Traffic & Economics Report, March 2015

### **Project Statutory Orders**

Composite Notice of Intention (includes the Notice of Intention to Make a Direction Order, Notice of Intention to Make a Vesting Order, Environmental Statement: Notice of Determination and Environmental Statement: Notice of Publication)

The Trunk Road T2 (Ballynahinch Bypass) Order (Northern Ireland) 2015 (known as the Direction Order), comprising:

- Draft Direction Order
- Map 1
- Map 2

Draft Vesting Order, comprising:

- Vesting Schedule
- Map 1
- Map 2

Proposed Scheme Report: Part 1 Environmental Statement March 2015, comprising:

- Non-Technical Summary
- Volume 1 – Environmental Assessment
- Volume 2 – Appendices
- Volume 3 – Figures

### **Submissions for Public Inquiry**

A24 Ballynahinch Bypass Departmental Statement for Public Inquiry.

Submissions received to the publication of the Project Draft Statutory Orders.



5	<b>Roads Service Policy &amp; Procedure – Member of the public as Inquiry participant</b>
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**5.1 BEFORE THE INQUIRY****5.1.1 Preparing for the Inquiry**

5.1.1.1 Before making a formal objection, objectors should carefully assess the merits of their case and the prospects of success objectively, together with the costs they are likely to incur, and the time needed to pursue the matter. Careful study of the policy background, national policy guidance and Departmental circulars is essential.

5.1.1.2 Potential objectors should also be aware that it is for the inspector to review the arguments and to make a recommendation in accordance with the merits of the proposal but that it is for the Department to make a decision having considered that recommendation and any other relevant material considerations.

5.1.1.3 Early, focused preparation by all parties, as well as by the inspector, is essential if the inquiry is to run as efficiently and effectively as possible. This preparation should be based on the structured, consistent and reasonably comprehensive advance disclosure of the main issues to be considered at the inquiry. This enables others to focus their own preparations more clearly and helps to avoid unnecessary delay or repetition at the inquiry itself.

5.1.1.4 It is essential for parties to ensure that the scope of their case and their interest in the issues to be considered at the inquiry are settled at the earliest possible point in the process. Any proposed additions or extensions to parties' cases should therefore be kept to the minimum consistent with and contributing to the effective consideration of the key issues at the inquiry.

- Any doubts about the procedure to be followed or the inquiry programme should be raised with the inquiry's Programme Officer before the inquiry starts or with the inspector at the opening of the inquiry. As previously mentioned, inspectors will normally be sympathetic to accommodating an interested party who has difficulty in attending throughout the proceedings.
- When listening to the evidence of others, note any additional points which should be answered, this can then be incorporated in the evidence of the interested party.
- There is no need to repeat arguments that have been adequately covered by other parties. It is normally more than sufficient to endorse the point that has been made.

### **5.1.2 Suggesting alternative sites**

5.1.2.1 If a party intends to refer at the inquiry to an alternative site for the proposal, or in the case of a vesting order, proposes an alternative site for the purpose for which the Order is being promoted, he should inform the inspector at the earliest possible time. In doing so he should ensure that sufficient details of that site are provided to enable it to be properly identified. However, all concerned should bear in mind that an inquiry into a specific proposal for one site cannot turn itself into an inquiry into assumed proposals for other sites. An inspector may however, make a comparative appraisal of the alternative site on the information proffered before and during the inquiry.

5.1.2.2 If any party considers that there is good reason for a site inspection to be carried out at an early stage, this should be notified to the inquiry's Programme Officer (if one has been appointed) or to the inspector through Roads Service Headquarters Lands & Legislation Branch before the inquiry, or direct to the inspector at the opening of the inquiry.

## **5.2 DURING THE INQUIRY**

### **5.2.1 Attendance at the opening of the Inquiry**

5.2.1.1 It is important that all those who wish to make representations to the Inquiry attend the opening of the Inquiry to find out when they are likely to be called to speak.

5.2.1.2 There is no obligation for any party at an inquiry to be represented professionally. A person intending to present his own case might find the following points useful:

- During the course of the inquiry the Programme Officer will be available to provide assistance to members of the public seeking advice about the procedures of the inquiry.
- The inspector may afford an opportunity to an interested party to ask questions of witnesses. In such cases, questions should be concise and to the point. The inspector may be able to help inexperienced persons to frame questions, but it is often more effective to raise points in your own evidence and refer back to previous evidence as appropriate.
- Where witnesses are repeating evidence given previously by other witnesses and which has been the subject of cross-examination the inspector may limit or refuse further questioning.
- If an objector chooses to present a statement in evidence or question other witnesses he or his representative will, in turn, take the seat set aside, speak into the microphone giving his name and interest before commencing his statement / questioning.

## **5.3 AFTER THE INQUIRY**

### **5.3.1 Notification of Decision**

Any person entitled to receive notification of the Department's decision may apply to the Department in writing within 6 weeks of such notification (or of the supply of the report if that is later), for an opportunity to inspect any documents listed in the notification.



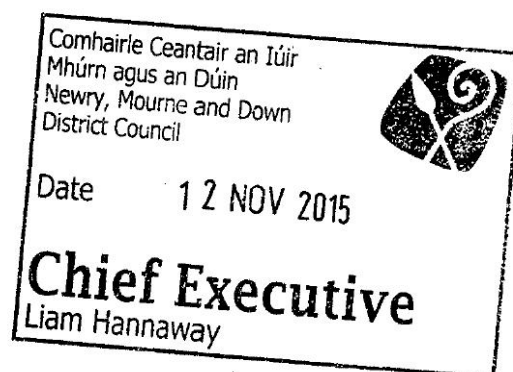
Home Office

Syrian Resettlement  
Correspondence Team  
Vulcan House Iron  
Sheffield  
S3 8WA

Tel: 020 7035 4848  
Fax: 020 7035 4745  
[www.homeoffice.gov.uk](http://www.homeoffice.gov.uk)

150

Mr Liam Hannaway  
Newry, Mourne and Down District Council  
O'Hagan House  
Monaghan Row, Newry  
BT35 8DJ



Reference: T14054/15

Your Reference: (M/2)

Dear Mr Hannaway,

Thank you for your letter of 16 September to the Prime Minister. As I am sure you can appreciate, the Prime Minister receives a large amount of correspondence and is unable to reply personally to each item received. Your letter has therefore been passed to the Syrian Resettlement Correspondence Team at the Home Office and I have been asked to reply.

I would like to start by thanking you for your kind offer to support at least 100 refugees on behalf of Newry, Mourne and Down District Council as well as your suggested use of Ballykinlar Camp as accommodation. The response of the public has been one of overwhelming generosity and we thank you for being part of that response.

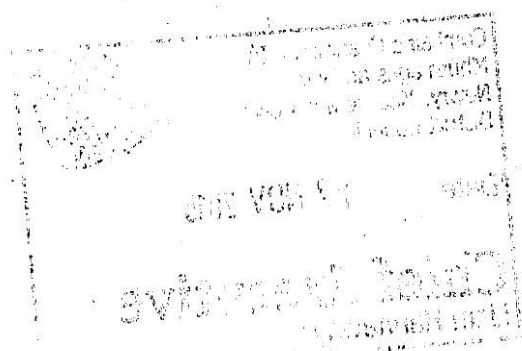
We are working closely with the Office of First and deputy First Minister who are leading the response to this issue in Northern Ireland through their Syria Refugee Planning Groups and will draw your letter to their attention.

Yours sincerely

R.Auld  
Syrian Resettlement Correspondence Team

Email: [Public.Enquiries@homeoffice.gsi.gov.uk](mailto:Public.Enquiries@homeoffice.gsi.gov.uk)

- ① Enrolled - Attention
- ② McCabe - Info.
- ③ Ack Receipt





**Southern Division**  
Marlborough House  
Central Way  
Craigavon  
BT64 1AD

Date: 6 November 2015

91411

Telephone: (028) 3834 1144  
Fax: (028) 3834 1867

Mr Liam Hannaway  
Chief Executive  
Newry, Mourne and Down District Council  
O'Hagan House  
Monaghan Row  
NEWRY  
BT35 8DJ

Dear Mr Hannaway

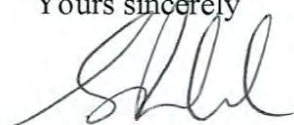
**BULL'S HILL ROAD, NEWRY**

Thank you for your letter dated 14 October 2015 regarding traffic issues at Bull's Hill Road, Newry.

I can advise that my officials have inspected personal injury collision records from the PSNI relating to Bull's Hill Road, Newry. This information, which covers the period 2012 to March 2015 indicates that there has been no injury collisions recorded at Bull's Hill Road. Information regarding more recent collisions has not yet been received from the PSNI. Upon receipt of any additional information from the PSNI further analysis can be carried out to ascertain if the collision type and severity can be addressed by engineering measures.

I trust you find this reply informative.

Yours sincerely



**SIMON RICHARDSON**  
Divisional Manager Southern  
Transport NI



# Commissioner for Complaints for Northern Ireland

## Consultation on the NI Local Government Code of Conduct for Councillors: Alternative Action

The closing date for responses is **15 January 2016**

Responses should be sent to [ombudsman@ni-ombudsman.org.uk](mailto:ombudsman@ni-ombudsman.org.uk)

If you have any questions about this consultation please contact:

<u>Name</u>	<u>Email</u>	<u>Telephone</u>
Ken Jackson	<a href="mailto:ken.jackson@ni-ombudsman.org.uk">ken.jackson@ni-ombudsman.org.uk</a>	02890 897768
Jacqueline O'Brien	<a href="mailto:jacqueline.o'brien@ni-ombudsman.org.uk">jacqueline.o'brien@ni-ombudsman.org.uk</a>	02890 897785

## **The Northern Ireland Local Government Code of Conduct for Councillors – Alternative Action which may be taken by the Commissioner for Complaints**

### **1. Introduction**

- 1.1 Part 9 of the Local Government Act (Northern Ireland) 2014 (the 2014 Act) introduced a new ethical standards framework for local government in Northern Ireland. The 2014 Act requires councillors to observe the Northern Ireland Local Government Code of Conduct for Councillors (the Code) and it gives the Northern Ireland Commissioner for Complaints (the Commissioner), powers to investigate and adjudicate on complaints of alleged breaches of the Code.
- 1.2 Under section 55(2) of the 2014 Act, the Commissioner may take action instead of, or in addition to, conducting an investigation in dealing with an alleged breach of the Code. The Commissioner has delegated the authority to conduct investigations and report on the outcome of those investigations to the Deputy Commissioner. A decision to take alternative action in any particular case will be made by the Deputy Commissioner, in exercise of her delegated authority.

### **2. The Objectives of Alternative Action**

- 2.1 The objective of Alternative Action is to bring about a satisfactory resolution of the complaint without the cost and resource implications of an investigation and/or an adjudication. The Alternative Actions described in this document are also intended to encourage compliance with the Code of Conduct and to demonstrate the Commissioner's commitment to promoting good ethical conduct as well to do deal with potential breaches of the Code in a proportionate and appropriate manner. For instance, alternative action may be appropriate where a complaint has arisen as a result of a breakdown in working relationships and such action may help in restoring working relationships at an early stage.

### **3. When Alternative Action may be appropriate**

- 3.1 Alternative Action is most likely to be considered appropriate where one or more of the following applies:
  - a) It appears to the Deputy Commissioner to be the most efficient, effective and proportionate means of resolving a complaint;
  - b) There is a reasonable expectation that the councillor is likely to be found in breach of the Code;

- c) Where the nature of the complaint is such that, even if it were found to be a failure to comply with the Code, it would in the Deputy Commissioner's opinion be unlikely to result in a *significant* sanction being provided by the Commissioner i.e. suspension for more than 1 month or disqualification for any period;
- d) The complaint has met the evidential test at assessment stage, but does not fully meet the Commissioner's [Public Interest Considerations](#) (i.e. seriousness/cost) a copy of which is available on the Ombudsman's website;
- e) The complaint relates to issues of respect and consideration for others and the complainant is also a politician; and
- f) The action proposed does not compromise the Deputy Commissioner or the Commissioner's independence should the matter return to the Deputy Commissioner for investigation or to the Commissioner for adjudication at a future time.

3.2 The types of Alternative Action which may be taken by the Deputy Commissioner and the circumstances in which they may be applied are set out at Appendix A. The action to be taken in any particular case will be determined by the Deputy Commissioner, at her discretion, dependent on all the circumstances of the case.



## Appendix A

## NI Local Government Code of Conduct for Councillors – Alternative Action which may be taken by the Deputy Commissioner for Complaints

Method	When Appropriate	Roles, Procedures and Resources
<b>1. Reminder of Obligations under the Code</b>	This action is likely to be taken where the complaint has not been recommended for investigation, but there remains a concern that, should the conduct complained of persist or escalate, it may give rise to a future breach of the Code. A reminder will be appropriate where it is considered likely to reduce the risk of a similar complaint arising in future.	<ul style="list-style-type: none"> <li>a) The Deputy Commissioner will write to the Councillor concerned reminding him/her of the Code's requirements in relation to the matter complained of and providing any additional advice or guidance considered appropriate.</li> <li>b) Resource Implications - minimal</li> </ul>
<b>2. Apology to the Complainant or the Public at large</b>	This action is likely to be taken where the Councillor accepts there has been a breach of the Code, or where it is clear that the councillor acted or communicated in the manner indicated in the complaint, but the nature of the breach is such that it is unlikely to result in a significant sanction.	<ul style="list-style-type: none"> <li>a) The nature of the apology should reflect the Ombudsman's guidance on issuing apologies for public service providers.</li> <li>b) The form and content of the apology is to be approved by the Deputy Commissioner.</li> <li>c) Where the Deputy Commissioner has approved the form of the apology, the complaint will not be reopened on the basis that the complainant is not content with the apology.</li> <li>d) The forum in which the apology is delivered i.e. whether in private, in the Council Chamber, in the media etc. will depend on the circumstances of the actions/communications giving rise to the complaint and will be determined by the Deputy Commissioner.</li> <li>e) Failure to provide a suitable apology will lead to the complaint reverting to the Deputy Commissioner for a decision on the next steps, including for example, a decision to begin or resume an investigation.</li> <li>f) Resource Implications - minimal</li> </ul>

<b>3. Rectification</b>	<p>This action is likely to be taken where the Councillor accepts he or she has failed to comply with the Code, but the failure is minor in nature and no adverse consequences for the Council or any other person have resulted from the breach. For instances, this is may arise, for example, where there has been a minor and inadvertent failure to register an interest.</p>	<ul style="list-style-type: none"> <li>a) The Councillor is required to comply with the Code. For example, by registering an interest which had not been previously registered.</li> <li>b) Rectification may be combined with another alternative action, such as a requirement to issue an apology (as at point 2 above).</li> <li>c) Resource Implications – minimal.</li> </ul>
<b>4. Disclosure to another body</b>	<p>The Deputy Commissioner is likely to make a disclosure to another body where the other body has greater or equivalent powers to investigate the complaint and it also has specialist skills or expertise on the issue of the complaint.</p> <p>Such disclosures will be made in accordance with the Commissioner's powers under Articles 21 and 21A of the Commissioner for Complaints (NI) Order 1996. For example, the Commissioner may make a disclosure to the Information Commissioner where it appears there has been an offence under the Data Protection Act 1998 or the Freedom of Information Act 2000.</p>	<ul style="list-style-type: none"> <li>a) The Deputy Commissioner will make a disclosure to another body in order for that body to take appropriate action. Her decision will be based on all the circumstances of the case.</li> <li>b) The Deputy Commissioner is likely to suspend any investigation while the matter is considered by the body to which the disclosure has been made.</li> <li>c) When the body to which the matter has been disclosed has evaluated the information and taken the action it considers appropriate, the complaint will revert to the Deputy Commissioner for a decision on the way forward.</li> <li>d) Resource Implications – the cost of any action taken by the body to which the disclosure is made will fall to that body.</li> </ul>

<b>5. Training on the Code</b>	<p>This action is likely to be taken where it is clear that the complaint has arisen due to a misinterpretation of the Code or a failure to understand the requirements of the Code.</p>	<ul style="list-style-type: none"> <li>a) The nature of the training required will be determined by the Deputy Commissioner based on all the circumstances of the case.</li> <li>b) The LGES Directorate will first establish that the Councillor has not received similar relevant training in the past.</li> <li>c) The training will usually be arranged by the Council with the agreement of the Chief Executive. The Deputy Commissioner must agree that the training proposed addresses the specific issue which has been identified</li> <li>d) Failure to accept or attend training will lead to the complaint progressing to investigation stage or to referral for adjudication, whichever the Deputy Commissioner considers appropriate.</li> <li>e) Resource Implications - the cost of training is to be met by the Council.</li> </ul>
<b>6. Mediation</b>	<p>This action is likely to be appropriate where the complaint has resulted from a breakdown in working relationships, usually this will involve disputes between councillors, or councillors and Chief Executives. On occasion, it may involve disputes between councillors and members of the public. A breakdown in working relationships between councillors and council officers will be dealt with by the Council Protocol for such cases.</p> <p>Where the Deputy Commissioner recommends mediation but the Councillor declines to participate in the mediation, the Deputy Commissioner will consider continuing the investigation. At adjudication, the Commissioner may take this refusal into account in determining the level of sanction, if any, applied where there is a finding of a failure to comply with the Code.</p>	<ul style="list-style-type: none"> <li>a) Mediation will be conducted by a confidential, independent, professional mediation service, to be arranged by the Chief Executive at the relevant Council with the agreement of the Deputy Commissioner.</li> <li>b) Both parties must first provide written confirmation to the Deputy Commissioner that they agree to participate fully in the mediation process.</li> <li>c) Should the mediation fail, for any reason, the complaint will revert to the Deputy Commissioner for her decision as to how to proceed with the complaint. The Deputy Commissioner may decide to take no further action in relation to a complaint where she considers that the Councillor complained of had not contributed to the failure of the mediation process.</li> <li>d) The parties cannot rely on any information disclosed during the mediation process in any subsequent investigation or adjudication proceeding from the complaint.</li> <li>e) Resource Implications - cost of mediation is to be met by the Council.</li> </ul>





To Consultees

**Transport, Strategy and Legislation Division**  
3<sup>rd</sup> Floor  
Clarence Court  
10-18 Adelaide Street  
Belfast  
BT2 8GB

Telephone: (028) 9054 0673  
Facsimile: (028) 9054 0598  
Email: [garry.mckenna@drdni.gov.uk](mailto:garry.mckenna@drdni.gov.uk)

Your reference:  
Our reference:  
Date 16 November 2015

Dear Consultee

**PUBLIC CONSULTATION ON THE PENALTY FARES (INCREASE)  
ORDER (NORTHERN IRELAND) 2016**

The purpose of this letter is to alert you to the fact that the Department for Regional Development (DRD) has issued a consultation document outlining the proposals to make a Statutory Rule entitled the Penalty Fares (Increase Order) (Northern Ireland) 2016.

If you consider that this is a matter which would be of any interest to you then the Department would be happy to forward a copy of the detailed consultation paper and would welcome any comments you may care to make on the proposed legislation, with particular regard to the potential impact it may have on equality of opportunity, human rights issues, rural impact and implementation costs. If you consider that this consultation should be copied to other interested parties, with whom we have not consulted, please contact me as soon as possible and I will ensure their inclusion.

The Department tries to make its consultation procedure as thorough and open as possible and may publish a summary of responses following completion of the consultation process. Your response, and all other responses to the consultation, may be disclosed on request. The Department can only refuse to disclose information in exceptional circumstances. Before you submit your response, please read the paragraphs below on the confidentiality of consultations and they will give you guidance on the legal position about any information given by you in response to this consultation.

The Freedom of Information Act gives the public a right of access to any information held by a public authority, namely, the Department in this case. This right of access to information includes information provided in response to a consultation. The Department cannot automatically consider as confidential



information supplied to it in response to a consultation. However, it does have the responsibility to decide whether any information provided by you in response to this consultation, including information about your identity, should be made public or be treated as confidential. If you do not wish information about your identity to be made public please include an explanation in your response.

This means that information provided by you in response to the consultation is unlikely to be treated as confidential, except in very particular circumstances. The Lord Chancellor's Code of Practice on the Freedom of Information Act provides that:

- the Department should only accept information from third parties in confidence if it is necessary to obtain that information in connection with the exercise of any of the Department's functions and it would not otherwise be provided
- the Department should not agree to hold information received from third parties "in confidence" which is not confidential in nature
- acceptance by the Department of confidentiality provisions must be for good reasons, capable of being justified to the Information Commissioner.

For further information about confidentiality of responses, please contact the Information Commissioner's Office or see website at: [www.ico.org.uk](http://www.ico.org.uk).

An electronic copy of the Consultation Paper is available on the Department's Web Site at <https://www.drdni.gov.uk/consultations/penalty-fares-increase-order-northern-ireland-2016>. This document is available in a range of formats, please contact us with your requirements.

Comments, on the proposed Order should be made in writing and may be forwarded electronically via e-mail to [janette.galloway@drdni.gov.uk](mailto:janette.galloway@drdni.gov.uk) or, alternatively, via post to Janette Galloway, Department for Regional Development, Transport Strategy and Legislation Division, 3rd Floor, Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB.

**The closing date for receipt of all responses is 12 February 2016 .**

Yours faithfully,

*Garry McKenna*

**Garry McKenna**

Transport Policy, Strategy and Legislation Division



# **PROPOSALS FOR THE PENALTY FARES (INCREASE) ORDER (NORTHERN IRELAND) 2016**

## **A CONSULTATION PAPER**

**Transport Policy, Strategy & Legislation Division  
3<sup>rd</sup> Floor Clarence Court  
10-18 Adelaide Street  
BELFAST  
BT2 8GB**

**Telephone: 028 90 540594  
Facsimile: 028 90 540604**

**16 November 2015**

# CONTENTS

- A note setting out the background to the proposal.
- A copy of the proposed Penalty Fares (Increase) Order (NI) 2016.
- A list of Consultees.

## BACKGROUND

The Penalty Fares System was designed to protect the majority of customers from the minority of people who travel without a valid ticket for the journey they are making. Fare evasion is estimated at 1% of total fares which equates to a potential loss of over £1million per year.

Schedule 1B to the Transport Act 1967, as inserted by S.I. 1990/994 (N.I. 7), makes provision for penalty fares to be paid by a person who travels on a bus or train service without paying the proper fare.

Paragraph 4(1) of that Schedule provides that the amount of a penalty fare shall be the full single fare for the journey plus an additional amount set by Order.

When the Act was initially drafted in 1967 the penalty fare amount was set at £5. Paragraph 4(1) of Schedule 1B to the Transport Act 1967 (Northern Ireland) (as inserted by SI 1990/994 (N.I. 7)) provides that the amount of a penalty fare shall be the full single fare for the journey plus £5.

The penalty fare was increased by Order in 1991 to £10 and a further increase in 2008, when the Penalty Fares (Increase) Order (Northern Ireland) 2008 increased the penalty fare to £20.00.

Translink, as the main public passenger transport provider in Northern Ireland, has requested that the Department consider a further increase the penalty fare by Order in Northern Ireland.

The basis for the proposed increase is:

- the current penalty fare of £20.00 is no longer seen as an effective deterrent to fare evaders;
- higher penalty fares are dispensed elsewhere, e.g.



Transport for London's penalty fare is set at £80.00 (reduced to £40 if paid within 21 days);

First Group penalty fares are up to £50 dependant on the area within which the transport service operates; and

Iarnrod Eireann's penalty fare is set at €100.

- off-vehicle ticketing has been proposed with the introduction of Belfast Rapid Transit with the potential to increase the risk of fare evasion.

The Department considers that with the passage of time and the need to ensure that any penalty fare amount should act as an effective deterrent to fare evasion, the current amount of £20.00 set in 2008 is considered to be too low. It is felt that a £50 penalty would act as such a deterrent to fare evasion without being too excessive.

There is little additional revenue received from fines, the real value comes from the extra revenue received as more passengers chose to pay their fare rather than attempt fare evasion.

The proposed draft Order sets out the requirements for the increase in the penalty fare. A copy of the proposed Order is attached at Annex A.

The list of consultees is also provided. If you consider that this consultation should be copied to additional interested parties please contact me as soon as possible and I will ensure their inclusion.

Comments on the proposed Order should be made in writing and may be forwarded electronically via e-mail to either [george.kearns@drdni.gov.uk](mailto:george.kearns@drdni.gov.uk) or [janette.galloway@drdni.gov.uk](mailto:janette.galloway@drdni.gov.uk) or, alternatively, via post to George Kearns or Janette Galloway, Department for Regional Development, Transport Policy, Strategy and Legislation Division, 3rd Floor, Clarence Court, 10–18 Adelaide Street, Belfast BT2 8GB.

**The closing date for receipt of all responses is 12 February 2016.**

The Department tries to make its consultation procedure as thorough and open as possible. Following the end of the consultation we shall publish details of the responses received. Information you provide in your response, including **personal information**, could be published or disclosed under the Freedom of Information Act 2000 (FOIA). Under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals with obligations of confidence. If you want the information that you provide to be treated as confidential it would be helpful if you could explain why. Although we will take full account of your explanation we cannot give an assurance that confidentiality can be maintained in all circumstances. Any automatic confidentiality disclaimer generated by your IT system will not be regarded as binding on the Department.

For further information about the confidentiality of responses please contact the Information Commissioner's Office (or see web site at: [www.ico.org.uk](http://www.ico.org.uk)).

**Annex A**

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STATUTORY RULES OF NORTHERN IRELAND

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**2015 No.**

**ROADS AND RAILWAY TRANSPORT**

**The Penalty Fares (Increase) Order (Northern Ireland) 2016**

*Made* - - - - - \*\*\*2016

*Coming into operation* - - - - - \*\*\*2016

The Department for Regional Development (a), in exercise of the powers conferred by paragraph 4(2) of Schedule 1B to the Transport Act (Northern Ireland) 1967(b) and now vested in it (c), makes the following Order -

**Citation and commencement**

1. This Order may be cited as the Penalty Fares (Increase) Order (Northern Ireland) 2016 and comes into operation on the \*\*\*\*\*2016.

**Increase in amount of penalty fare**

4. In paragraph 4(1)(a) (d) of Schedule 1B to the Transport Act (Northern Ireland) 1967 for “£20” substitute “£50”.

Sealed with the Official Seal of the Department for Regional Development on \*\*\*2016

A senior officer of the Department




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(a) SI 1999/283

(b) 1967 c.37 (N.I.); Schedule 1B was inserted by Schedule 1 to S.I. 1990/994 (N.I. 7)

(c) The functions of the Ministry of Development under the Transport Act (Northern Ireland) 1967 were transferred to the Department of the Environment by S.R.&O (N.I.) 1973 No.504 and to the Department for Regional Development by S.R. 1999 No.481

(d) Paragraph 4(1)(a) was amended by Article 2 of S.R. 2008 No. 281

EXPLANATORY NOTE  
*(This note is not part of the Order)*

Schedule 1B to the Transport Act (Northern Ireland) 1967 (as inserted by SI 1990/994 (N.I. 7)) makes provision for penalty fares to be paid by a person who travels on a bus or a train service without paying the proper fare.

Paragraph 4(1) of that Schedule provides that the amount of a penalty fare shall be the full single fare for the journey plus £20.

This Order increases that amount by an additional £30 to £50.



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## LIST OF CONSULTEES

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Northern Ireland Railways  
 Consumer Council  
 City, District and Borough Councils  
 Community Transport Associations  
 Disability Action  
 Equality Commission for NI  
 NI Committee of ICTU  
 NI Human Rights Commission  
 Northern Ireland Transport Holding Company  
 Health and Safety Executive (NI)  
 Railway Preservation Society of Ireland  
 Inclusive Mobility Transport Advisory Committee  
 Age NI  
 Citizens Advice Bureau  
 All those listed in Appendix 3 of the Department's Equality Scheme

## SECONDARY CARE DIRECTORATE

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



Date 04 DEC 2015

**Chief Executive**  
Liam Hannaway



Department of  
**Health, Social Services  
and Public Safety**

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

Castle Buildings  
Room D4.19  
Belfast BT4 3SQ

Tel: 028 90520265

Email: [ryan.wilson@dhsspsni.gov.uk](mailto:ryan.wilson@dhsspsni.gov.uk)

Our Ref: DH1-15-1405

Date: 30 November 2015

Dear Sir/Madam

### Helicopter Emergency Medical Service (HEMS) for Northern Ireland – Public Consultation

I write to advise you of the launch of a consultation on the key issues related to the establishment of a Helicopter Emergency Medical Service (HEMS) for Northern Ireland, following the Minister's Statement of 3<sup>rd</sup> September 2015. The consultation will close on 22<sup>nd</sup> January 2016.

The consultation document and consultation response questionnaire can be accessed using the following link:

<https://www.dhsspsni.gov.uk/consultations>

It has been prepared by the Department of Health, Social Services and Public Safety, and contains a number of proposals and options regarding:

- Management and Funding models;
- HEMS Service Configuration/Models of Care;
- Target Patient Groups;
- Home Base Locations; and
- Collaboration with other services

The Department will report to the Minister in early 2016, following consideration of all consultation responses, in order for a decision to be taken on the service model to be implemented.

A number of public consultation meetings will be held as follows:

- Ballymena: Adair Arms Hotel, 30<sup>th</sup> November 2015, 7:00-9:00pm
- Belfast: Stormont Hotel 2<sup>nd</sup> December 2015, 7:00-9:00pm
- Londonderry: City Hotel, 6<sup>th</sup> January 2016, 7:00-9:00pm



- Irvinestown: Manor House Hotel, week commencing 11<sup>th</sup> January (date to be confirmed), 7:00-9:00pm

The meetings will be attended by senior officials from the Northern Ireland Ambulance Service, the Health and Social Care Board and the Belfast Trust Trauma Service.

Alternative versions of the consultation documents are available by request.

The closing date for comments is **22<sup>nd</sup> January 2016** and responses should be sent to:

[hemsconsultation@dhsspsni.gov.uk](mailto:hemsconsultation@dhsspsni.gov.uk)

HEMS Consultation  
Department of Health, Social Services and Public Safety  
Room 1, Annex 1  
Stormont Estate  
Belfast  
BT4 3SQ

Yours sincerely

**RYAN WILSON**  
**SECONDARY CARE DIRECTORATE**