

A6 Derry to Dungiven Dualling Scheme

Community Information Events



A free public exhibition of the possible routes for the 30 kilometre dual carriageway road between Derry and Dungiven, including a dual carriageway bypass of Dungiven will be held in:

The Sports Pavilion, 3 Chapel Road, Dungiven on:

Tuesday 20th May 2008 from 1pm to 9pm

Wednesday 21st May 2008 from 1pm to 9pm

The YMCA, 51 Glenshane Road, Drumahoe on:

Tuesday 27th May 2008 from 1pm to 9pm

Wednesday 28th May 2008 from 1pm to 9pm

Staff from Roads Service and their advisors will be available to answer your questions.

1. Progress update

Roads Service is examining a range of possible routes for the new road located within or close to the preferred corridor presented at last September's Community Information Events. These possible routes have been developed to take full account of the topography, the environment and other constraints.

Forthcoming walkover studies and site investigation will provide further information on ground conditions and will assist with engineering and environmental assessment of these possible routes. Traffic survey work carried out late last year and further traffic surveys to be carried out within the next few months will allow Roads Service to consider the relative economic benefits of these possible routes. These surveys, in concert with the results of a wide range of other surveys and assessments, will assist Roads Service to comprehensively examine these possible routes and to announce in Spring 2009 that a preferred route has been selected for the new road.

2. How you can help

Please come along to the free exhibitions where you can view the possible routes and speak on a one to one basis with staff from Roads Service and their advisors. You can also register your comments and/or concerns by completing the questionnaire available at the Community Information Events and from the Roads Service website www.roadsni.gov.uk/derry-dungiven.

3. Possible routes being examined

Broad two-dimensional representations of the possible routes currently being examined are shown overleaf. Selected from a larger number of alignments that were examined, these possible routes are considered to represent practical solutions which Roads Service wish to examine in greater detail.

It should be noted that parts of the possible routes being examined stray slightly outside the preferred corridor presented at last September's Community Information Events. This has resulted from environmental designations within the preferred corridor presented at last September's Community Information Events and a Roads Service desire to revisit previously rejected alignments for the Dungiven Bypass.

Environment and Heritage Service (EHS) propose to designate the Faughan River and its tributaries as an Area of Special Scientific Interest (ASSI) and a candidate Special Area of Conservation (cSAC). This limits the number of possible routes between Caw Roundabout and Drumahoe and at Burntollet Bridge. Also, the

River Roe and its tributaries ASSI and cSAC status limits the number of possible routes between Dernaflaw and Dungiven.

An earlier examination of a standalone bypass of Dungiven recommended that the bypass should follow a corridor south of Dungiven and north of the River Roe. In the context of the 30 kilometre road now being examined, Roads Service considers it appropriate to examine further bypass alignments north of the town and south of the River Roe.

4. Selecting the preferred route

Roads Service will appraise each of the possible routes shown overleaf against the Government's five objectives for transport — Environment, Safety, Economy, Accessibility and Integration. It should be noted that the preferred route may comprise one of the possible routes shown or a 'combination' of discrete elements of the possible routes shown, e.g. a route between Caw Roundabout and Claudy made up from part of the Blue route, part of the Brown route and/or part of the Red route.

The maps overleaf show an enlarged study area when compared to the corridor presented at last September's Community Information Events. This will allow for small alignment changes to be made for example to connect the discrete elements of a combined route and to allow our environmental scientists and others to properly study the road corridor.

5. Completion of planning for the new road

Planning major road schemes is a lengthy procedure. As noted above Roads Service would hope to announce a 'preferred route' for the new road in Spring 2009. Subsequent in-depth examination of this 'preferred route' will conclude with the publication of draft statutory procedures and Environmental Statement. Roads Service would hope to publish these in Autumn 2010. It is anticipated that a Public Inquiry into the scheme would be held during 2011 and the timing of the construction of the dual carriageway would be determined by the outcome of this Inquiry.

6. Constructing the new road

Roads Service has not yet decided if the new road would be built using one or more contracts. Procurement options are currently being explored to determine the most appropriate method of delivering the scheme.

Short summary of the road planning process

We Are Here

1. SELECT PREFERRED CORRIDOR

Examine improvement strategies and select a preferred corridor

2. SELECT PREFERRED ROUTE

Examine routes within preferred corridor and select preferred route for road

3. DEVELOP PREFERRED SCHEME

Development of preferred scheme and prepare Environmental Statement

4. STATUTORY ORDERS

Publish statutory orders & hold public inquiry (if required)

5. CONSTRUCTION

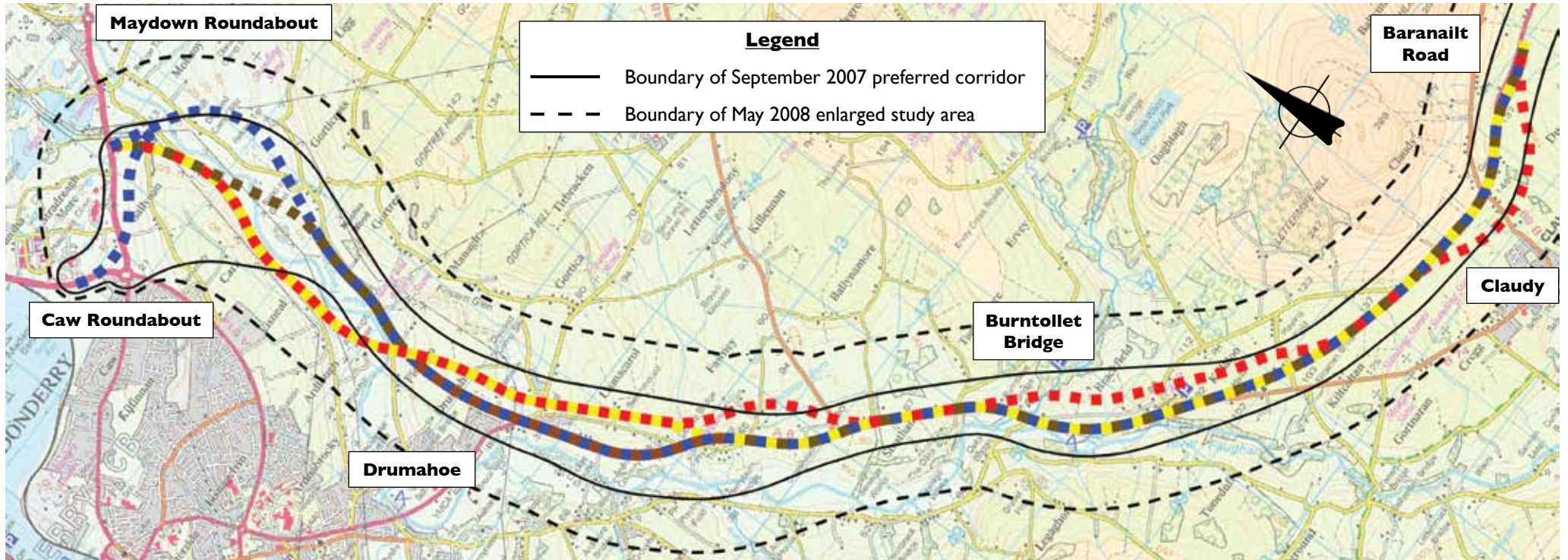
Build the road improvement

For further information on the A6 Derry to Dungiven Dual Carriageway visit the Roads Service web site at www.roadsni.gov.uk/derry-dungiven

Should you like this leaflet in an accessible format e.g. Braille, audiocassette, minority ethnic language etc, please contact the Strategic Roads Improvement Team, Roads Service Northern Division, County Hall, Castlerock Road, Coleraine BT51 3HS tel 028 7034 1240 fax 028 7035 9926 email: roads-northern@drdni.gov.uk

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Section I: Possible Routes between Caw Roundabout and Claudy



Standard of road: the proposed road is a high standard dual carriageway. It has no private accesses, no central reserve crossovers and with the minimum of junctions.

Possible routes: the four possible routes being examined are shown as broad Blue, Brown, Red, and Yellow dotted lines on the map above:

- **Blue Route** starts at Madam's Bank Road north west of Caw Roundabout, continues cross country to join the existing A6 south east of Drumahoe and then follows the existing road to the north east of the A6 turnoff to Claudy.
- **Brown Route** starts from the A2 about midway between the Caw and Maydown Roundabouts, continues cross country to join the A6 south east of Drumahoe and follows the existing road to the north east of the A6 turnoff to Claudy.
- **Red Route** starts from the A2 about midway between the Caw and Maydown

Roundabouts, continues cross country to join the A6 south east of Tamnaherin Road, then dips offline north east past Burntollet and Killaloo and then south of the A6 to rejoin the existing road north east of the A6 turnoff to Claudy.

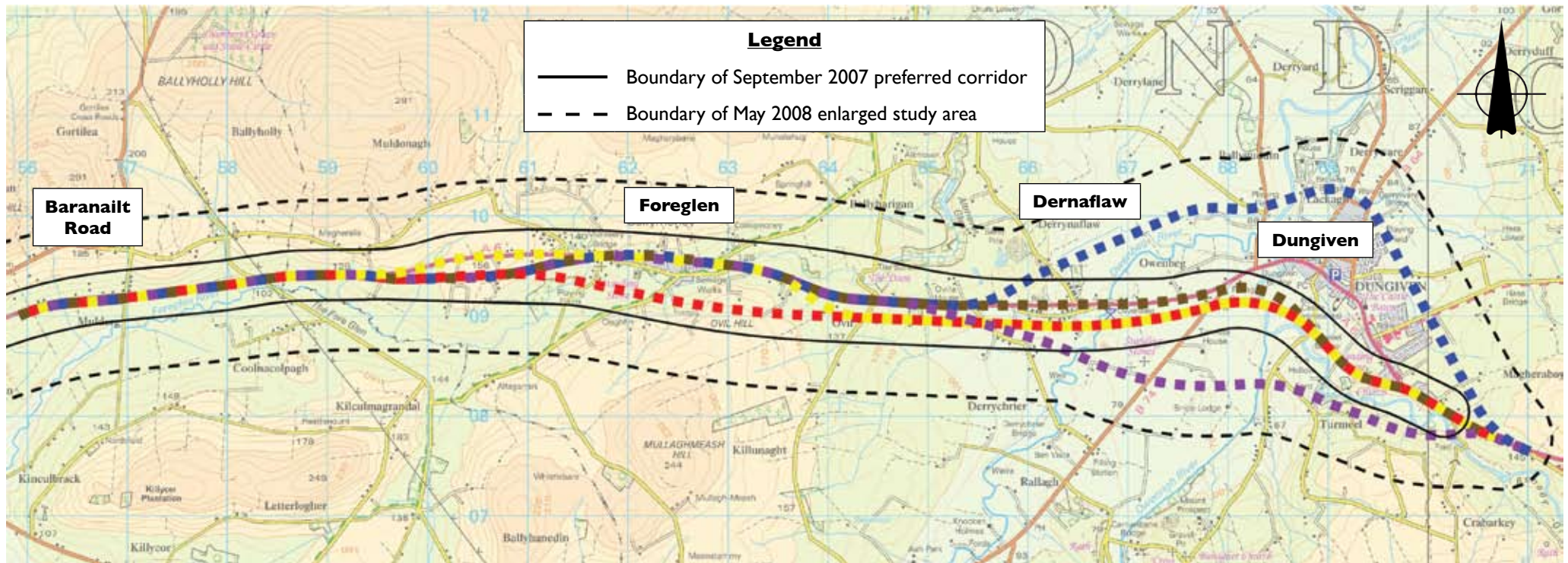
- **Yellow Route** starts from the A2 about midway between the Caw and Maydown Roundabouts and follows the Red route to The Cross and then follows the Blue route to rejoin the existing road north east of the A6 turnoff to Claudy.

Junction Strategy: grade separated junctions would be provided (i) where the possible routes join to the A2 Clooney Road (ii) between Drumahoe and The Cross and (iii) at the A6 turnoff to Claudy to connect the new road to the local road network.

Local access: where appropriate, local private means of access will be constructed from the local road network to maintain access to houses, farms and other property.

PLEASE NOTE: If you live, or your property is located anywhere within the May 2008 enlarged study area, then you may still be affected by the project proposals

Section 2: Possible Routes between Claudy and Dungiven (including Dungiven Bypass)



Standard of road: the proposed road is a high standard dual carriageway. It has no private accesses, no central reserve crossovers and with the minimum of junctions.

Possible routes: the five possible routes being examined are shown as broad Blue, Brown, Pink, Red, and Yellow dotted lines on the map above:

- **Blue Route** is online from east of Claudy, dips offline to the south before Foreglen, then follows the existing road before dipping offline north around Dernaflaw and north around Dungiven to rejoin the A6 at Crebarkey.
- **Brown Route** is online from east of Claudy, dips offline to the south before Foreglen, then follows the existing road to Feeny Road and dips offline south of Dungiven to rejoin the A6 at Crebarkey.
- **Purple Route** is online from east of Claudy, dips offline to the south before Foreglen, follows the existing road to west of Dernaflaw, dips offline to pass

south of Dernaflaw, the Owenbeg GAA pitches and Dungiven to rejoin the A6 at Crebarkey.

- **Red Route** is online from east of Claudy, dips offline to pass south of Foreglen, Dernaflaw and Dungiven to rejoin the A6 at Crebarkey.
- **Yellow Route** is online from east of Claudy, follows the existing road and then dips offline south of Dernaflaw and Dungiven to rejoin the A6 at Crebarkey.

Junction strategy: grade separated junctions would be provided at (i) Ballynahedin Crossroads (ii) east of Foreglen (iii) west of Dungiven (iv) east of Dungiven to connect the new road to the local road network.

Local access: where appropriate, local private means of access will be constructed from the local road network to maintain access to houses, farms and other property.

PLEASE NOTE: If you live, or your property is located anywhere within the May 2008 enlarged study area, then you may still be affected by the project proposals