

## 9 CONCLUSIONS AND RECOMMENDATIONS

The preliminary assessment completed as part of this study has taken the form of four distinct assessments:

- Engineering Assessment
- Traffic and Economic Assessment
- Environmental Assessment
- Comparative Assessment

All assessments have been carried out independently. No one corridor emerges as being preferred, however three alignments perform well in the route option comparison models: route option 1 from the north corridor, and route options 8 and 11 from the south corridor, ranking as the top options in three out of the four comparison models.

These route options offer the best opportunity for a good alignment whilst avoiding severing The Creagh area, and the large property take which would be associated with a central corridor option. These options have the potential to provide good access to the surrounding road network, particularly the B18/B182 traffic movements. This is not to suggest that these options would not be without problems. Route option 1 crosses an environmentally sensitive area, and would require embankment across the floodplain to the east. Route option 8 crosses through The Creagh at the eastern end of the scheme. Route option 11 crosses land close to the northern banks of the Moyola River.

It is recommended that narrow corridors around route options 1, 8 and 11 are taken forward to Stage 2 where more detailed investigations as to their merit can be carried out.