

## WELCOME TO THE ORDERS EXHIBITION

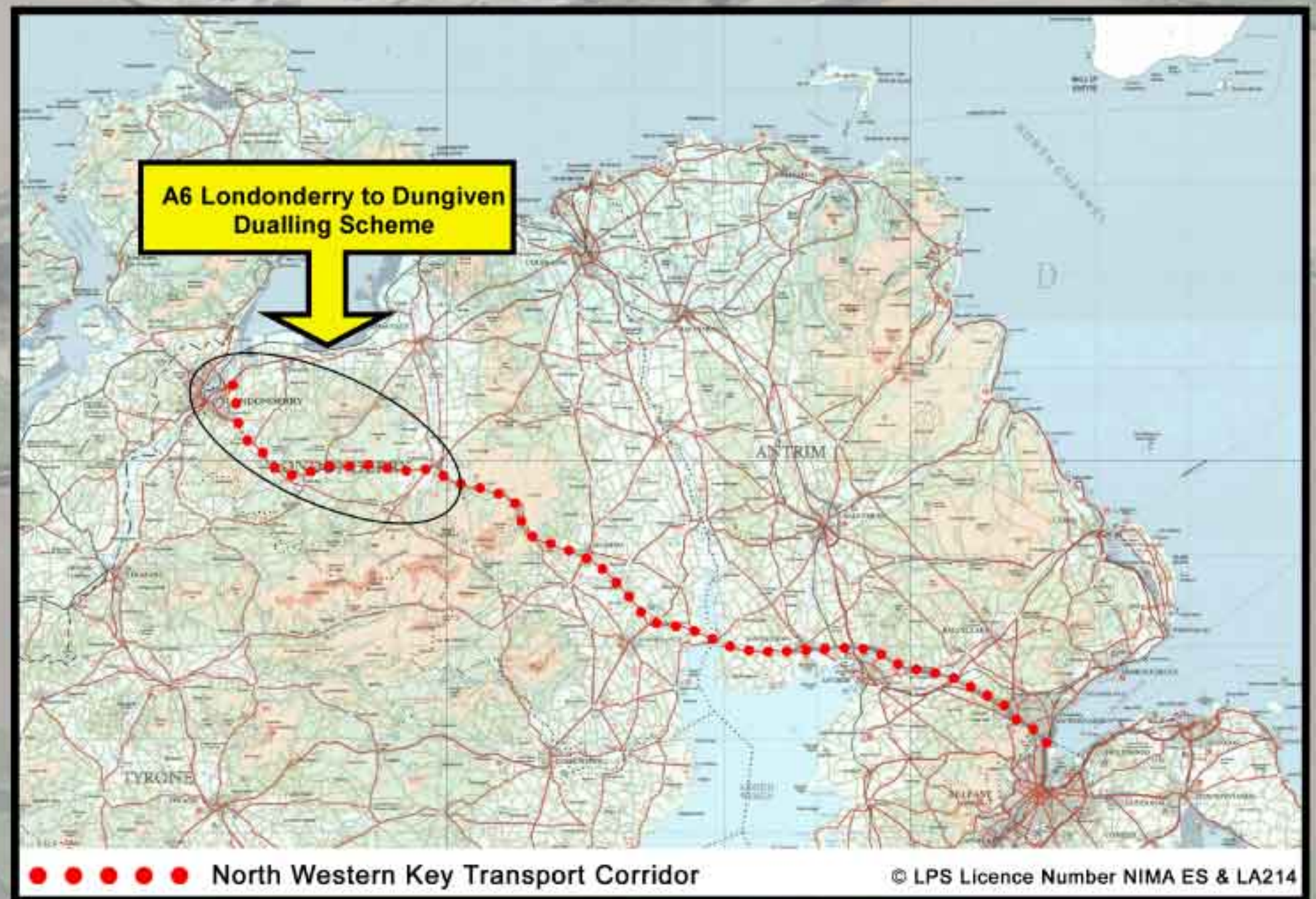
### A6 Londonderry to Dungiven Dualling Scheme

The Minister for Regional Development announced in May 2009 that a 'preferred route' had been selected for the A6 Londonderry to Dungiven Dualling Scheme.

The key objectives of this Orders Exhibition are to:

- Update stakeholders and the community on progress made so far and inform them of the draft Statutory Orders and Environmental Statements that have been prepared.
- Understand stakeholder and community issues, values and concerns related to the project.
- Assist stakeholders and the community to understand the results of the studies carried out and to understand the next steps.

For further information, visit the Roads Service website:  
[www.drdni.gov.uk/derry-dungiven](http://www.drdni.gov.uk/derry-dungiven)



### Publication of draft Statutory Orders and Environmental Statements

Roads Service published draft Statutory Orders (Trunk Road Order, Private Access Order, Vesting Orders) and Environmental Statements for the scheme on Wednesday 14<sup>th</sup> December 2011. Notices were placed in the local press.

### Objecting to the draft Statutory Orders and Commenting on the Environmental Statements

If you wish to object to the draft Statutory Orders or comment on the Environmental Statements, you must write to the:

Divisional Roads Manager  
Roads Service - Northern Division  
County Hall  
Castlerock Road  
Coleraine  
BT51 3HS

by Friday 2<sup>nd</sup> March 2012, stating your reasons.

### What Happens Next?

Depending on the nature and number of objections received, a Public Inquiry may be held before an independent inspector. If an inquiry is to be held, all those who have responded will be notified of the date and the venue at least six weeks beforehand. Notices will also appear in the local press.

### Draft Non-Statutory Health Impact Assessment

Roads Service has prepared a draft Non-Statutory Health Impact Assessment (HIA) for the proposed scheme. If you wish to comment on the draft Non-Statutory HIA, you can write to the Divisional Roads Manager at the above address by Friday 2<sup>nd</sup> March 2012.







NORTHERN IRELAND'S TRANSPORT POLICY


Northern Ireland's Transport Policy closely follows other UK policy:

- The White Paper — "A New Deal for Transport: Better for Everyone" published in 1998;
- "Moving Forward": Northern Ireland Transport Policy Statement published in 1998;
- "Regional Development Strategy for Northern Ireland 2025" published in 2001;
- "Regional Transportation Strategy 2003-2012" published in 2002;
- "Regional Strategic Transport Network Transport Plan 2015" published in 2005;
- "Investment Delivery Plan (IDP) for Roads" published in April 2008.

**A NEW DEAL FOR TRANSPORT:  
BETTER FOR EVERYONE**

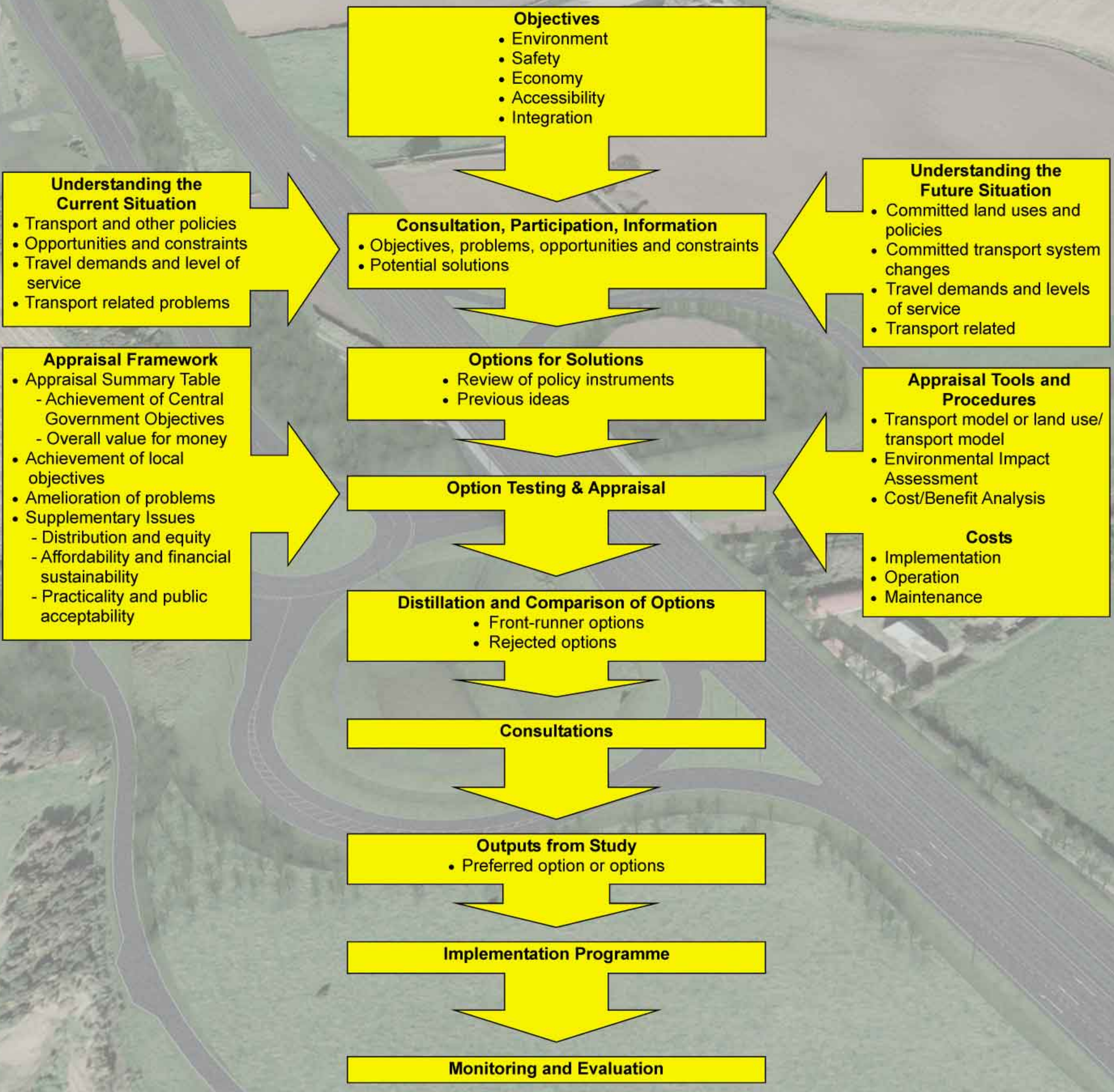
The Government's White Paper on the Future of Transport



New Approach To Appraisal (NATA) introduced the Government's Five Objectives for Transport:

- **Environment** - Environmental Assessment involves reducing the direct and indirect impacts of transport facilities on the environment of both users and non-users. There are 10 sub-objectives including noise, atmospheric pollution of differing kinds, impacts on countryside, wildlife, ancient monuments and historic buildings.
- **Safety** is concerned with reducing the loss of life, injuries and damage to property resulting from transport incidents and crime. The 2 sub-objectives are to reduce accidents and improve security.
- **Economy** is concerned with improving the economic efficiency of transport. The 5 sub-objectives are to improve economic efficiency for consumers and for business users and providers of transport, to improve reliability and the wider economic impacts, and to get good value for money in relation to impacts on public accounts.
- **Accessibility** is concerned with the ability with which people can reach different locations and facilities by different modes.
- **Integration** aims to ensure that all decisions are taken in the context of the Government's integrated transport policy.

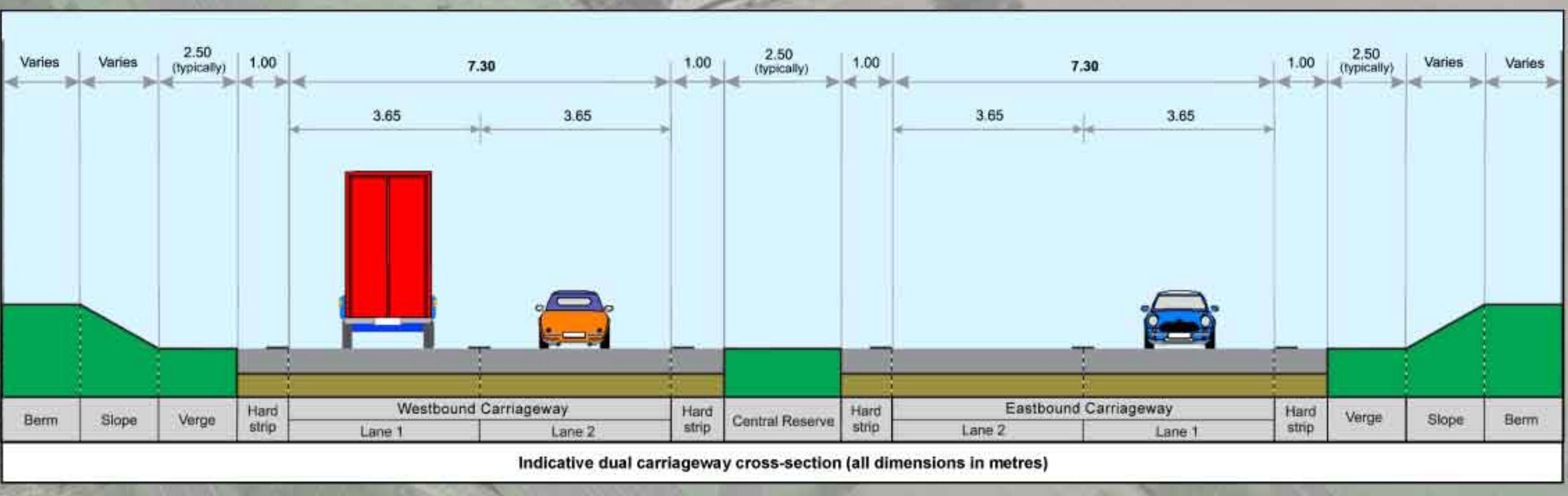
SCHEME ASSESSMENT PROCEDURE





**TYPICAL CARRIAGEWAY DETAILS**

The proposed road is a high-standard dual carriageway. It has no private access, no central reserve crossovers and with the minimum of junctions. This standard of dual carriageway has considerable safety benefits for the road user.



Indicative full grade-separated junction



Indicative compact grade-separated junction



Indicative compact grade-separated junction



Indicative full grade-separated junction

**MAINTAINING ACCESS**

**Agricultural Access**



Indicative agricultural underpass structure



Indicative agricultural access lane



Indicative accommodation overbridge & shared access lane



Indicative agricultural access lane

Where construction of a new road severs a farm, or improvement of an existing road makes (existing) ground level access more difficult for the local community, Roads Service will consider the question of access as early as possible.

For farms, Roads Service will consider the needs of the farm such as its layout and management as well as details about frequency and type of movements (e.g. stock or machinery).

The five main criteria on which Roads Service bases its decisions to provide accommodation crossings (including agricultural) are:

- The cost of an agricultural crossing in relation to the likely compensation payable;
- The value of a crossing in the national agricultural interest;
- The availability and convenience of other means of access;
- The other uses to which a bridge or underpass might be put; and
- Road user safety.

**Community Access**



Indicative dedicated footway / cycleway



Indicative dedicated footway / cycleway overbridge



Indicative dedicated footway / cycleway overbridge



Indicative dedicated footway / cycleway

WHAT HAPPENS NEXT?

**Explanation of Diagram**

This diagram illustrates the steps in the planning and development of a road scheme

Steps on the left hand side of the spine are complete

Steps on the right hand side of the spine are yet to be reached

**WE ARE HERE**  
Publication of draft  
Orders & Environmental  
Statements  
(Autumn 2011)

Development of  
"Preferred Route"  
(2009 - 2010)

Announcement of  
"Preferred Route"

Study of  
Alternative Routes

Public  
Consultation

Preliminary  
Alternatives  
Investigated

\* Construction  
starts

\* Land transferred  
to the DRD

Decision announced  
(planning completed  
Spring 2013)

Public Inquiry  
(If necessary)  
(Summer 2012)

\* Progression to Land Acquisition  
and Construction is subject to the  
availability of funds after the  
planning of the road is complete