Additional comments:
An Agency within DRD
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### Introduction

Roads Service is developing three Transport Plans to facilitate the implementation of the Regional Transport Strategy for Northern Ireland (RTS). One of these plans, the Regional Strategic Transport Network Transport Plan (RSTN TP), presents a range of multi-modal transport initiatives to manage, maintain and develop Northern Ireland's Strategic Transport Network. The implementation of the initiatives will depend on the availability of finance, completion of relevant statutory procedures and economic appraisals. The plan includes for the provision of a continuous dual carriageway standard road between the western end of the M22 motorway at Randalstown and the Castledawson roundabout. Roads Service would hope to commence construction of this within the next five years or so.

## Why the Scheme is needed

The A6 is part of the North Western Key Transport Corridor connecting Belfast to Londonderry via Toome, Maghera and Dungiven. With traffic levels continuing to grow and anticipated expansion of local industry, traffic congestion will increase and road safety will deteriorate. The proposed new dual carriageway will deliver improved road safety for both strategic and local road users and will facilitate further expansion of local industry in the area.

### **Existing Conditions**

Part of the route has been improved to dual carriageway at Toome. The existing single carriageway west of Toome to the Castledawson roundabout is 5.4 kilometres long whilst the existing single carriageway east of Toome to the M22 at Randalstown is approximately 6.75 kilometres long. To the west of the Castledawson Roundabout the road is single carriageway and to the east at Randalstown the road is dual two-lane motorway. Several private dwellings and businesses have direct access onto the A6 and priority junctions connect to the local road network.

Traffic on the route increases from 12,000 vehicles per day east of the Castledawson roundabout to 14,500 vehicles per day west of Toome to 17,500 vehicles per day between Toome and the M22 at Randalstown.

## Scheme Proposals

Scheme assessment examines the likely environmental, economic and traffic effects of alternative proposals. Scheme assessment is a three stage procedure, beginning with an examination of broadly defined routes, progressing through the selection of a 'preferred route option' to detailed environmental assessment, planning and design of the 'preferred route option'.

This leaflet illustrates a number of broadly defined dual carriageway routes from which Roads Service would propose to select a 'preferred route option'.

#### Castledawson to Toome

The Red Route – This follows the line of the existing Castledawson bypass from the Castledawson roundabout to the Brough Road junction. It then deviates offline crossing Hillhead Road, passing north of Rices Island and Aughrim Hill to tie into the Toome bypass west of the new River Bann bridge.

**The Blue Route** – This follows the line of the Castledawson bypass from the Castledawson roundabout deviating offline after crossing over the Moyola River to continue south of the Creagh. It then continues on the north side of the Moyola River, crossing the Creagh Road to tie into the roundabout at the western end of the Toome bypass.

The Brown Route – This follows the line of the Castledawson bypass from the Castledawson roundabout deviating offline to the south after crossing over the Moyola River. It continues offline, passing south of The Creagh on the north bank of the Moyola River, skirting round most of the properties on Blackpark Road to tie into Toome bypass at Hillhead Road West priority

#### Toome to Randalstown

The Red Route – The first 2 kilometres from the Toome bypass to Drumaslough Hill generally follows the line of the existing A6. West of Drumaslough Hill a new offline dual carriageway would be constructed to the south of the existing road through Drumcullen, across Ballynafey Road, south of Moneynick to tie into the M22 at Randalstown.

The Blue Route - A new offline dual carriageway would be constructed parallel to and south of the existing road from the Toome Bypass to tie into the M22 at Randalstown.

The Brown Route - A new offline dual carriageway would be constructed parallel to and south of the existing road from the Toome Bypass to tie into the M22 at Randalstown. The first 3 kilometres from Toome to Ballynafey Road is to the south of the blue route and the remainder from Ballynafey Road to the M22 at Randalstown is common with the blue route.

#### **Environmental Effects**

Roads Service attaches great importance to environmental issues. An assessment of the environmental advantages and disadvantages and constraints associated with the several broadly defined routes considered has contributed to the selection of Red, Blue and Brown routes. Currently, the study objective is to select a 'preferred route option' from the Red, Blue or Brown routes. The public exhibition will help to inform this selection process. A detail Environmental Assessment will be carried out on the selected 'preferred route option' as it progresses towards construction. This will also present mitigation measures to minimise adverse environmental effects of the scheme.

### Commenting on the Proposals

Roads Service would like to hear your views. A questionnaire will be available for completion at the exhibition. Alternatively you may send your comments by e-mail to roads.northern@drdni.gov.uk or by post to the Strategic Road Improvement Manager, Roads Service - Northern Division, County Hall, Castlerock Road, Coleraine BT51 3HS to reach Roads Service before 28 February 2005.

## What Happens Next?

Before construction of the scheme can begin Roads Service is required to complete a number of statutory procedures, which will include opportunity for further public consultation and comment. Notices published in the local press will include:

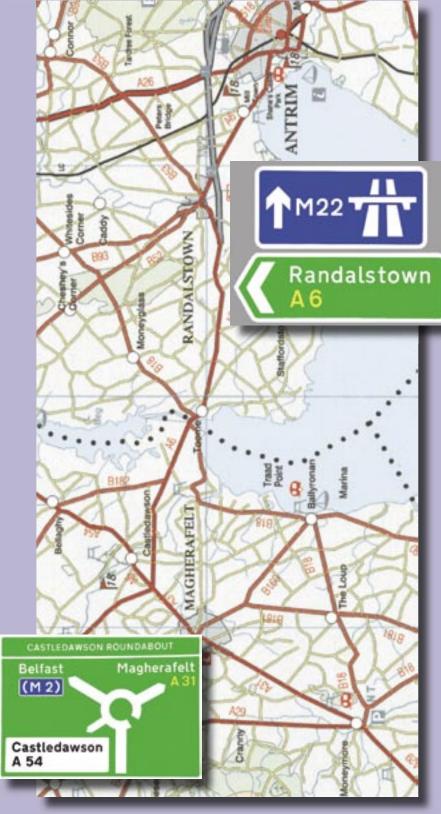
- Where the statutory procedures may be inspected; and
- Where written comment may be submitted.

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# **A6 Dualling**

Randalstown to Castledawson **Public Consultation** 15 & 16 February 2005

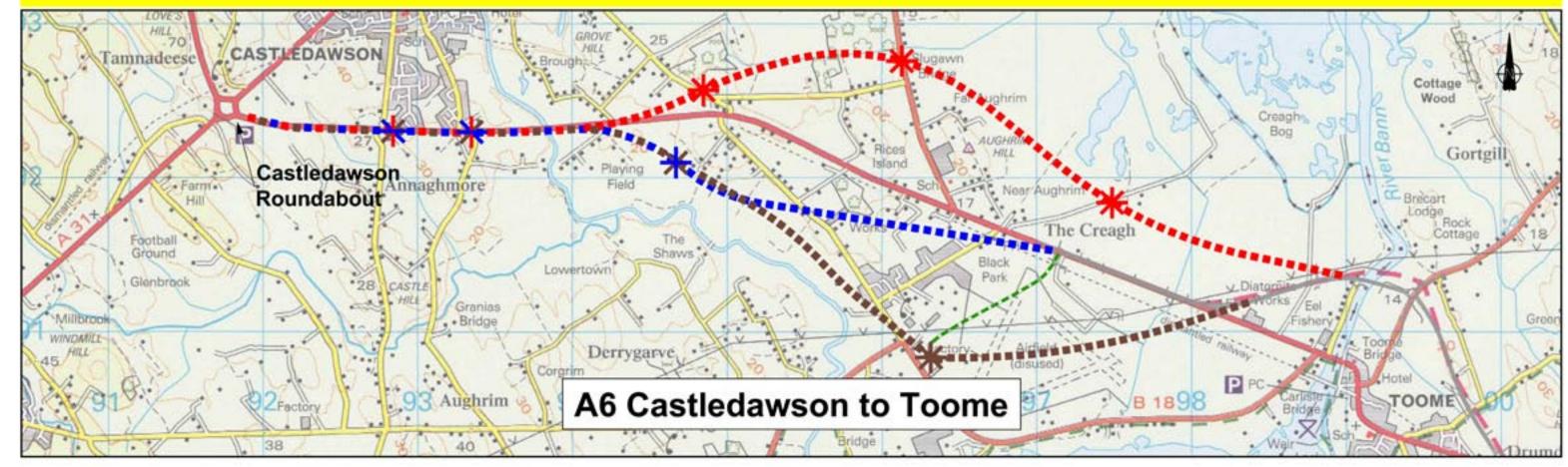


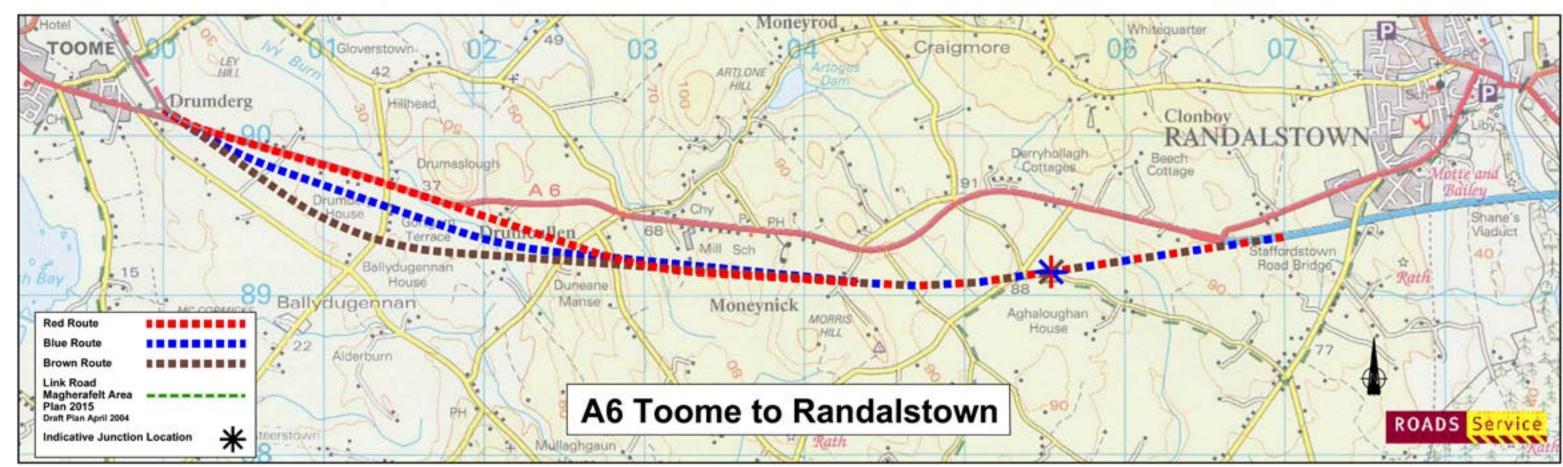






# **Route Options**





# **QUESTIONNAIRE**



Roads Service would like your views. Please write your comments in the spaces below and place your completed questionnaire in the box provided at the exhibition.

Alternatively you may send your completed questionnaire by post to the Strategic Road Improvement Manager, Roads Service - Northern Division, County Hall, Castlerock Road Coleraine BT51 3HS to reach Roads Service before 28th February 2005

Do you support the principle of providing a continuous dual carriageway standard road between the western end of the M22 motorway at Randalstown to the Castledawson Roundabout

	YES	NO							
f NO, please give your reasons:									
f YE	S, which	of the options	s do y	you pref					
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