

A6 RANDALSTOWN TO CASTLEDAWSON DUALLING SCHEME

WELCOME TO THE EXHIBITION

A6 Randalstown to Castledawson Dualling Scheme

The Minister for Regional Development announced in September 2005 that a 'preferred route' had been selected for the Randalstown to Castledawson Dualling Scheme.

This exhibition describes the existing road layout and illustrates the new road layout.

For further information, visit the Roads Service website:
www.roadsni.gov.uk/randalstown-castledawson



Publication of Draft Orders

- Notices have been placed in local newspapers informing that separate Draft Orders have been prepared for the Randalstown to Toome part of the scheme and for the Toome to Castledawson part of the scheme.
- The draft orders include a **Notice of Intention to Make a Direction Order** (the equivalent of seeking planning permission), a **Notice of Intention to make a Vesting Order** (to acquire the land to build the scheme), and an **Environmental Statement** (which reports the findings of the environmental assessment carried out on the scheme).

Commenting on the Draft Orders

Publication of the Draft Orders allows the public to comment on or to object to the proposals.

If you would like to comment or object to the proposals, please write to:

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

The closing date for comments or objections is Monday 30th April 2007.

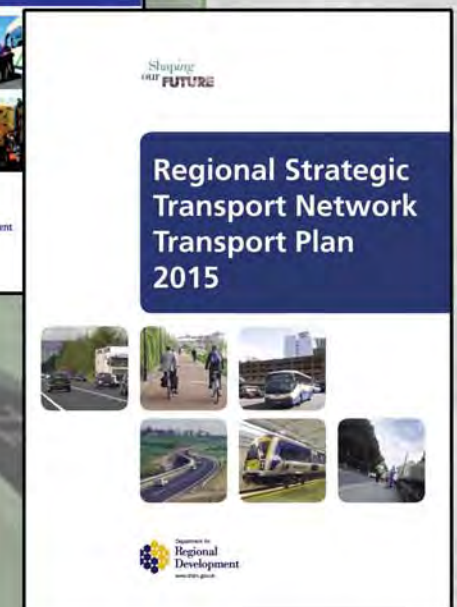
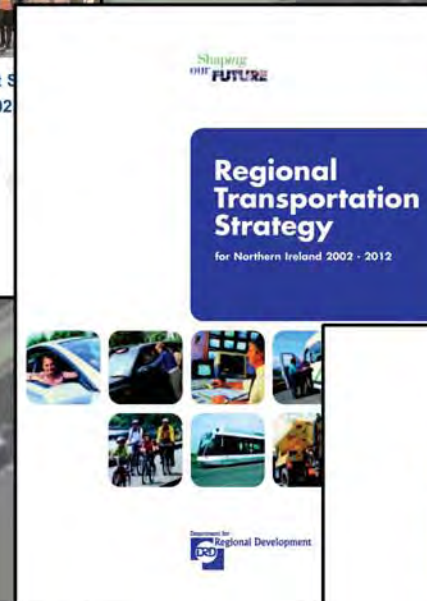
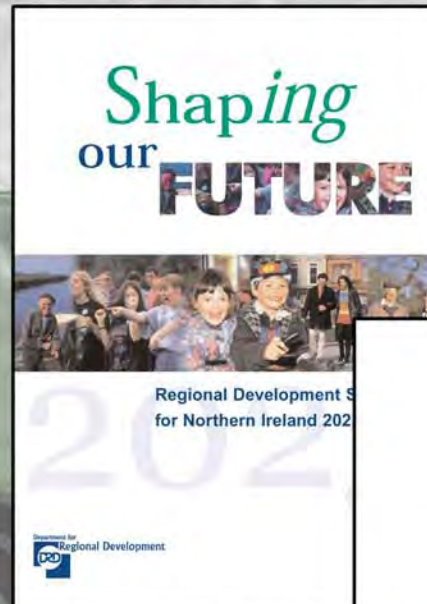
- Depending on the weight and content of objections, the Department for Regional Development may convene a Public Inquiry to test the case for and against the scheme.



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

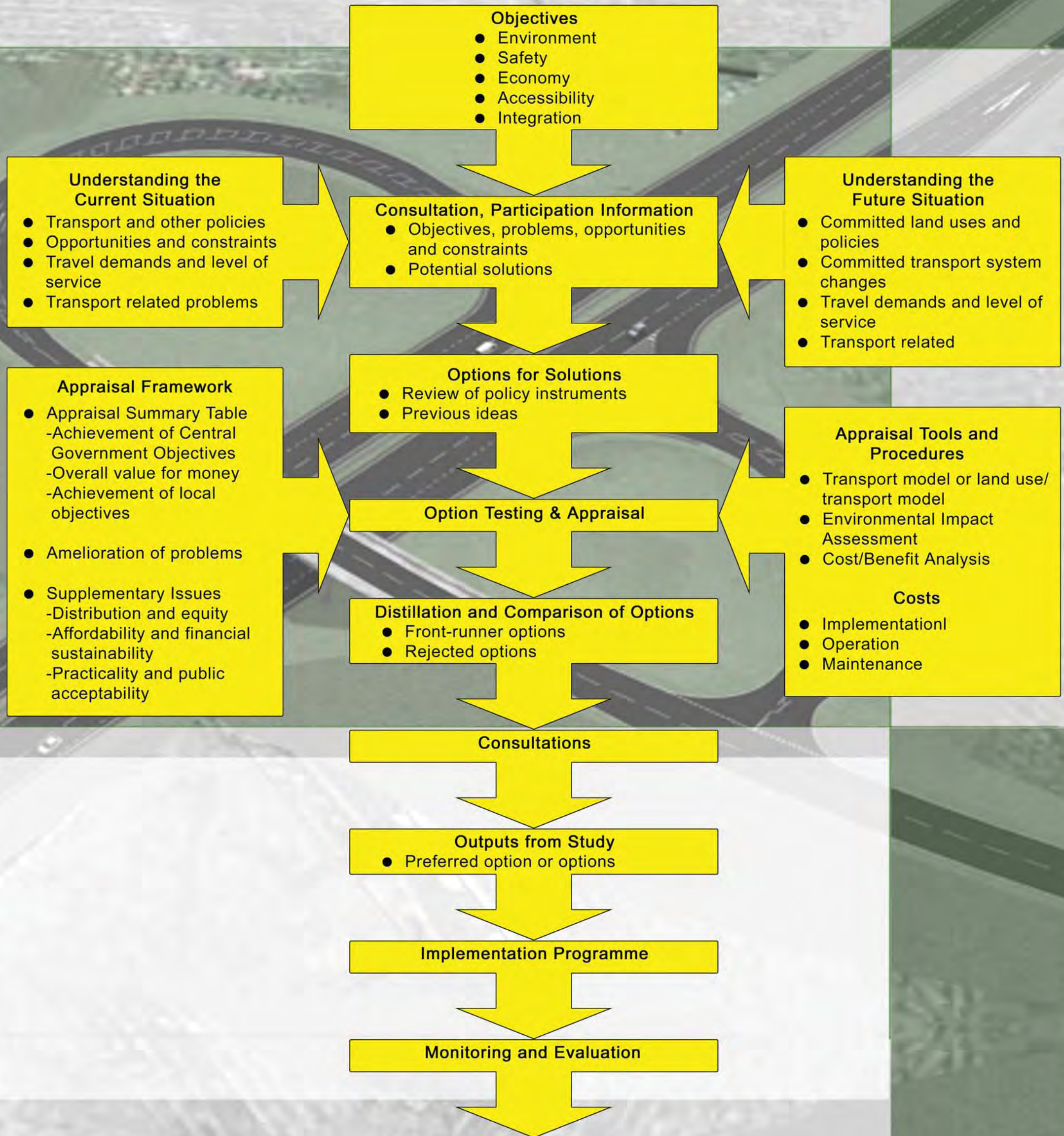


A NEW DEAL FOR TRUNK ROADS IN ENGLAND: GUIDANCE ON THE NEW APPROACH TO APPRAISAL

The Government's Five Objectives for Transport

- **Environmental** impact 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



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 Statement

Development of "Preferred Route"

Announcement of "Preferred Route"

Public Consultation

Preliminary Alternatives Investigated

Construction Starts

Land transferred to the DRD

Decision Announced

Public Inquiry (If Necessary)

Further progress is dependent on statutory procedures and decisions by the Minister for Regional Development

A6 TOOME TO CASTLEDAWSON DUALLING SCHEME

EXISTING CONDITIONS

The A6 is an important part of the North Western Key Transport Corridor, linking Belfast and Londonderry. The corridor is of strategic and economic importance within Northern Ireland, providing an essential road link between the Belfast Metropolitan Area and the North-West.

Engineering Conditions

- This stretch of the A6 is a 5.4km single carriageway A-class road comprising 2.2km of online road improvement and 3.2km of Castledawson Bypass. The Creagh Roundabout at the western end of the Toome Bypass is a 3-leg roundabout, located just north of The Creagh Business Park. The Castledawson Roundabout is a 4-leg roundabout at the junction of the A6 with the A31 Magherafelt Road.

East of The Creagh Roundabout is the dual carriageway Toome Bypass which opened to traffic in March 2004.

- The number of road junctions and private accesses along the route increases traffic conflict between strategic and local traffic. This key safety concern needs to be addressed in any upgrading strategy.



Traffic Conditions

- Traffic flows on this stretch of the A6 range from 19,400 vehicles west of Toome, decreasing to 16,200 vehicles per day east of the Castledawson Roundabout (2006).

- During the four year period 2002 to 2005, 31 collisions occurred on the A6 between The Creagh Roundabout and Castledawson Roundabout; a number of these resulted in fatalities.



ENVIRONMENTAL ISSUES

Community Effects

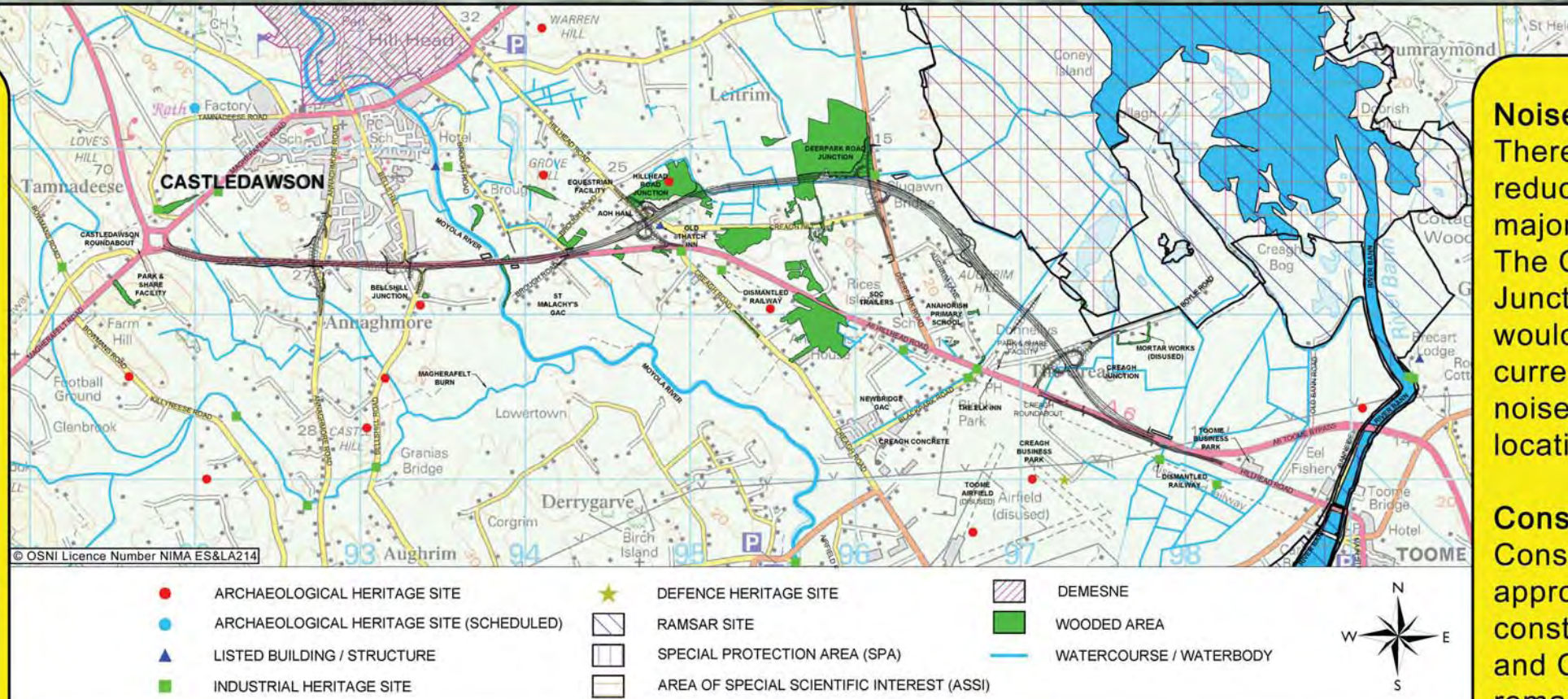
Local vehicle movements will be significantly improved on the local road network around The Creagh, due to the removal of strategic traffic from the existing Hillhead Road. This would also result in a safer environment for pedestrians and cyclists.

Ecology & Nature Conservation

The proposed scheme would not affect any designated ecological sites around Toome. Lough Neagh and Lough Beg SPA is of international importance for migratory Whooper Swans imposing severe constraints on route alignment.

Cultural Heritage

There would be no direct effects on any Scheduled Sites or Listed buildings. Whilst direct impact on known archaeological features is considered small, it is almost certain that some archaeology would be encountered during construction.



Noise and Vibration

There would be a net benefit with reduced noise levels for the majority of properties between The Creagh and Hillhead Road Junction. However, traffic noise would impact properties not currently subject to transportation noise, due to their existing rural location.

Construction Effects

Construction would take approximately 24 months. During construction, the Hillhead Road and Castledawson Bypass would remain open to traffic. Side roads would experience sporadic disruption, however the aim would be to minimise disruption to local residents and road users.

Land Use

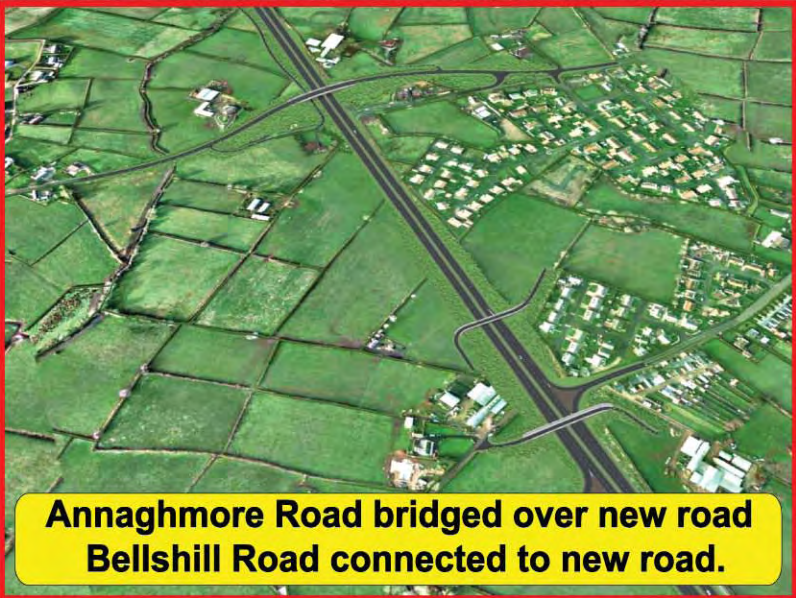
A significant number of agricultural landowners would be affected by the scheme, resulting in damage to farm business viability, severance and disturbance.



A6 TOOME TO CASTLEDAWSON DUALLING SCHEME



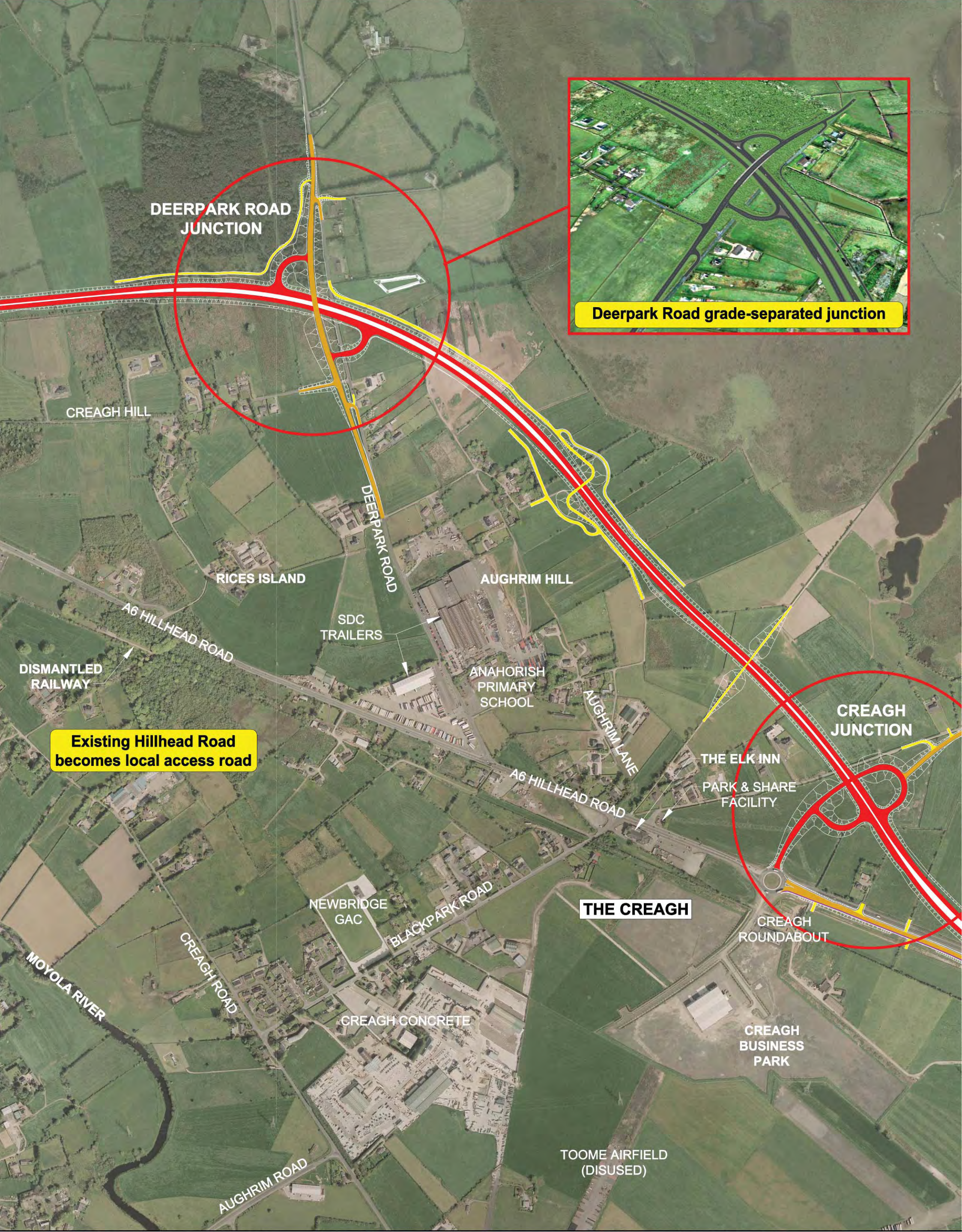
New carriageway built alongside and to the south of Castledawson Bypass



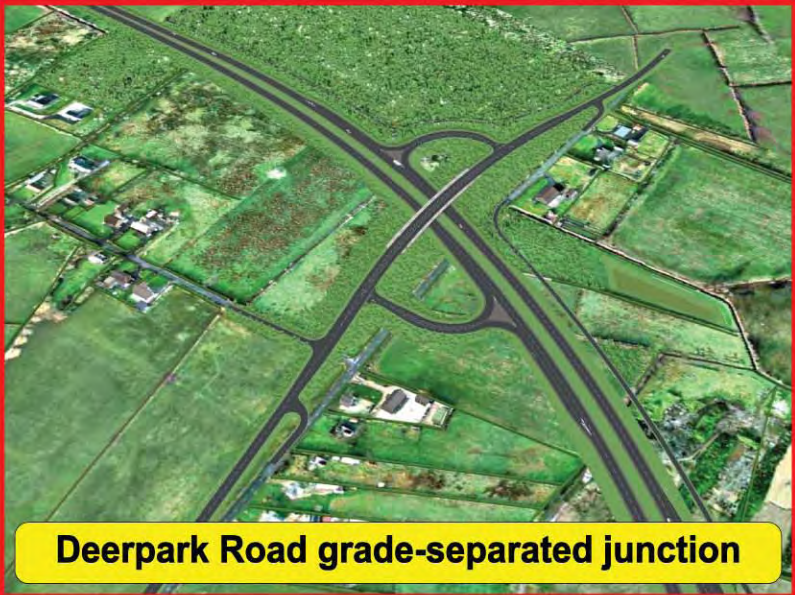
**Annaghmore Road bridged over new road
Bellshill Road connected to new road.**



Hillhead Road grade-separated junction



DEERPARK ROAD JUNCTION



Deerpark Road grade-separated junction

CREAGH HILL

RICES ISLAND

DEERPARK ROAD

AUGHRIM HILL

SDC TRAILERS

ANAHORISH PRIMARY SCHOOL

AUGHRIM LANE

CREAGH JUNCTION

THE ELK INN
PARK & SHARE FACILITY

Existing Hillhead Road becomes local access road

DISMANTLED RAILWAY

A6 HILLHEAD ROAD

A6 HILLHEAD ROAD

THE CREAGH

CREAGH ROUNDABOUT

NEWBRIDGE GAC

BLACKPARK ROAD

CREAGH CONCRETE

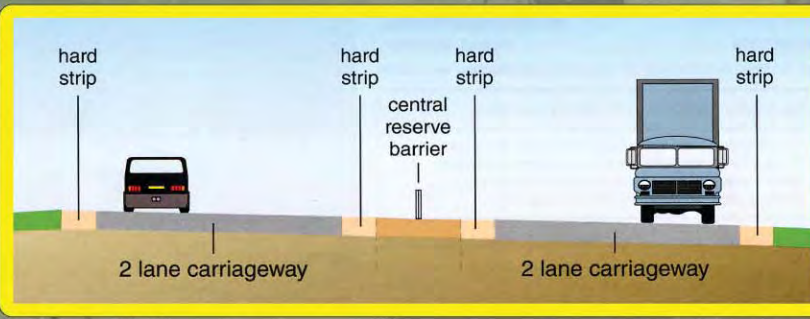
CREAGH BUSINESS PARK

MOYOLA RIVER

CREAGH ROAD

TOOME AIRFIELD (DISUSED)

AUGHRIM ROAD

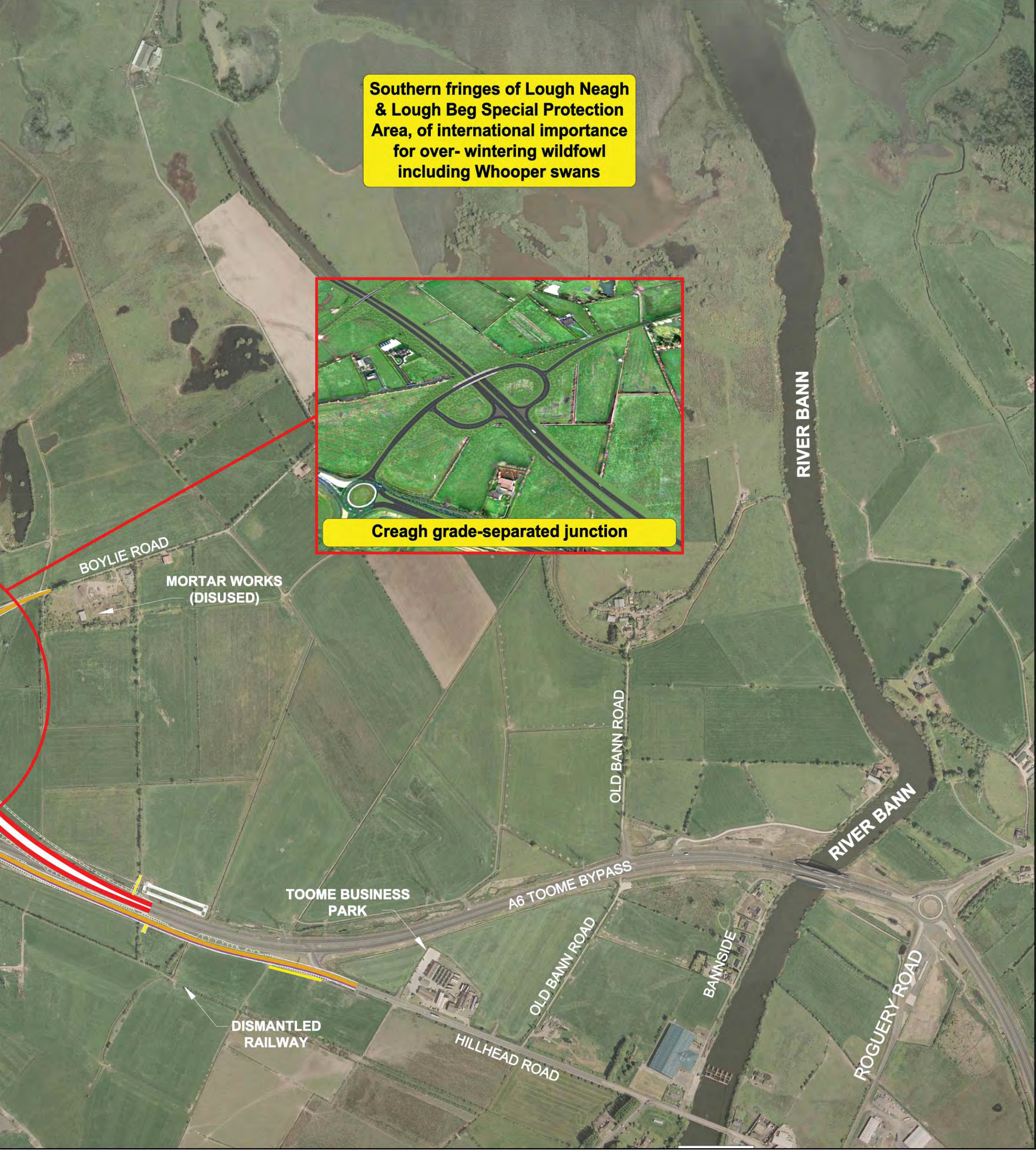


The proposed road is a high standard dual carriageway. It has no private accesses, no central reserve crossovers and with the minimum of junctions. This standard of dual carriageway has considerable safety benefits for the road user.

Southern fringes of Lough Neagh & Lough Beg Special Protection Area, of international importance for over-wintering wildfowl including Whooper swans

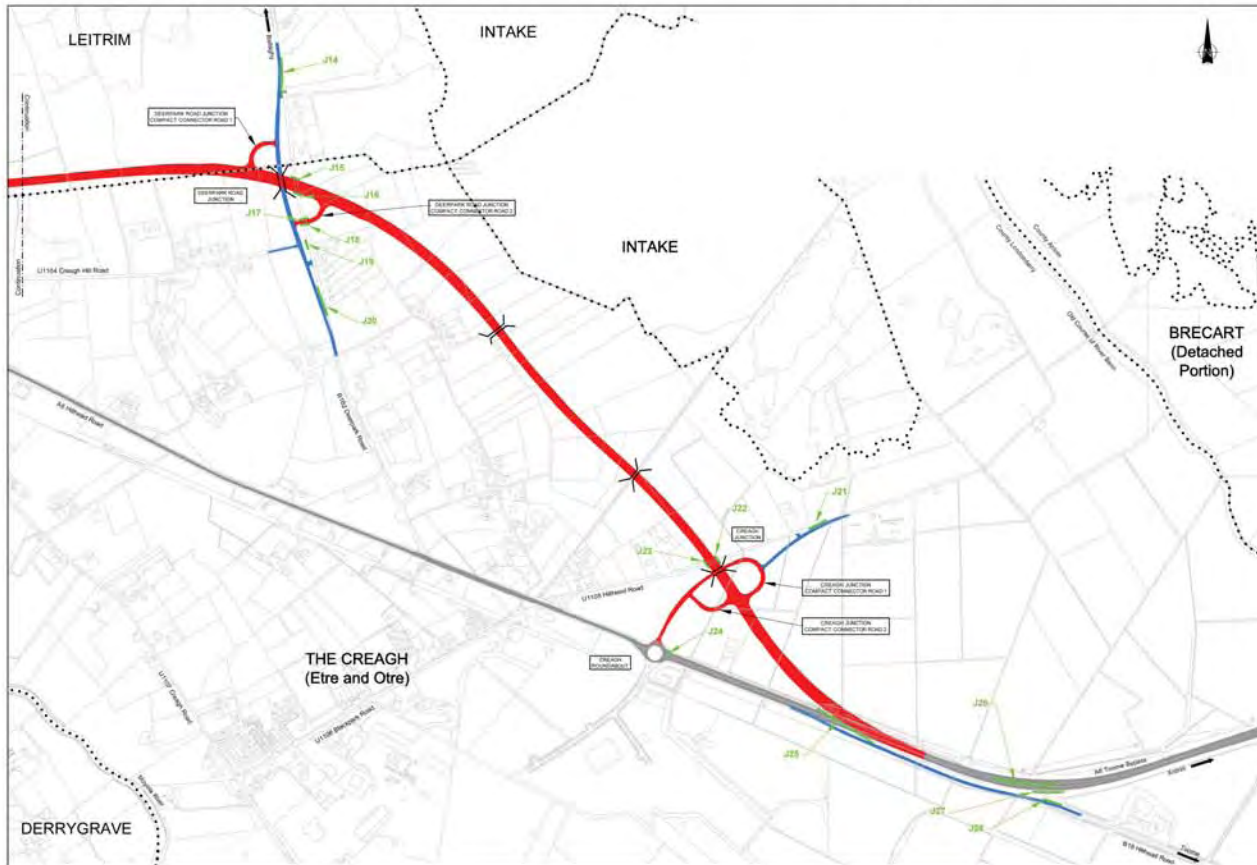
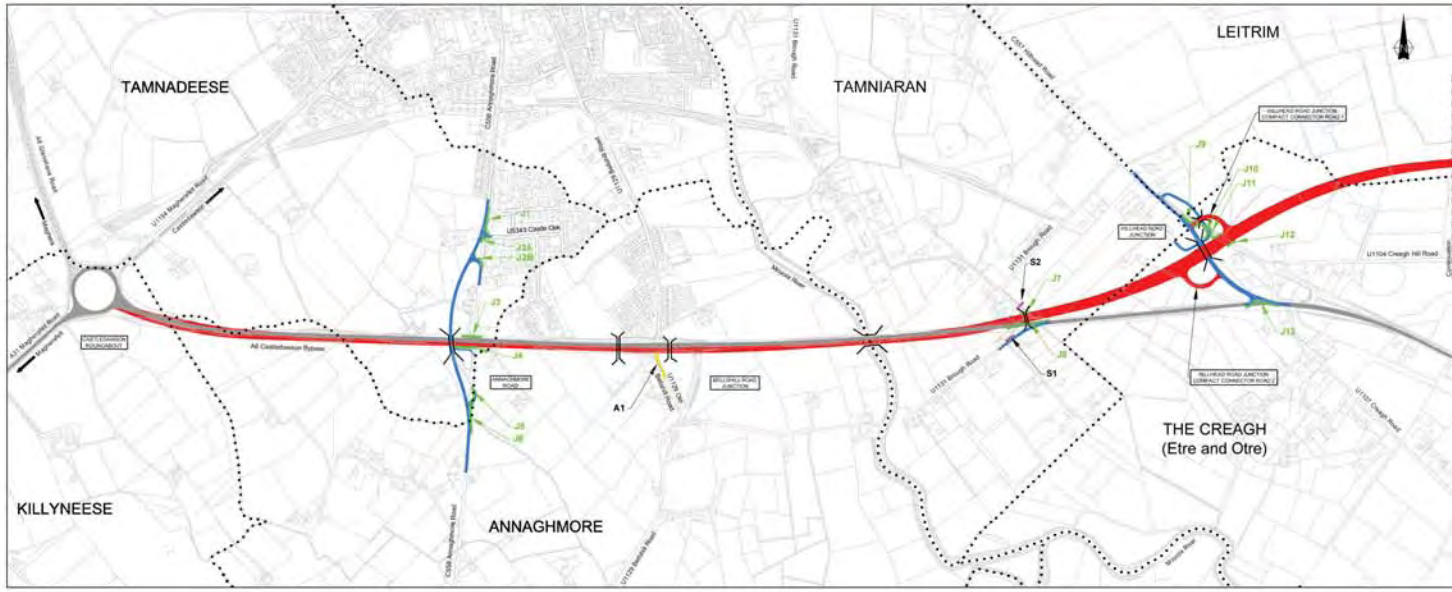


Creagh grade-separated junction



A6 TOOME TO CASTLEDAWSON DUALLING SCHEME

DIRECTION ORDER



Notes

ROADS Service

NORTH WESTERN KEY TRANSPORT CORRIDOR: A6 TOOME TO CASTLEDAWSON DUALLING SCHEME

THE TRUNK ROAD T8 (TOOME TO CASTLEDAWSON) ORDER (NORTHERN IRELAND) 2007

Scale	1:50000
Date	20 JUNE 2007
Author	DR J.M.
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FERGUSON MELVEEN

Drawing No: S100291/DO/001

