

Roads Service

Improved Roads Linking Around Londonderry

Review of the Strategic Road Network

Final Report
February 2010





Revision Schedule

Strategic Road Network – Final Report February 2010

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1.0 Introduction

1.0 Introduction

1.1 Background

The Regional Strategic Transport Network Transport Plan (RSTN-TP) 2015 was prepared by the Department for Regional Development and is based on the guidance set out in the Regional Development Strategy (RDS) and the Regional Transportation Strategy (RTS). The vision for transportation contained within the RDS, as defined in the RTS, is “To have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone’s quality of life”.

The RSTN-TP represents a balanced approach to meeting Northern Ireland’s strategic transport needs over the defined 10 year period, making a vital contribution to the social and economic development of the region.

The RSTN of Northern Ireland comprises the complete rail network, five Key Transport Corridors (KTCs), four Link Corridors, the Belfast Metropolitan Transport Corridors and the remainder of the trunk road network. The Plan consists of proposals for the maintenance, management and development of this transport network up to the end of 2015.

The KTCs represent the top tier of the Region’s long distance routes connecting the cities and main towns to the major regional gateways and the Belfast Metropolitan Area (BMA) and are as follows:

- the **Eastern Seaboard Corridor** – road and rail links between BMA and Dublin and northward to Larne, improving access to Warrenpoint and Rosslare;
- the **Northern Corridor** – links the BMA to Antrim, Ballymena, Ballymoney, Coleraine, Limavady and Londonderry by road and rail;
- the **North Western Corridor** – links the BMA to Londonderry, strengthening access to Belfast International Airport;
- the **Western Corridor** – links west of Lough Neagh connecting Donegal, Londonderry, Strabane, Omagh and onward to Monaghan and Dublin; and
- the **South Western Corridor** – links the BMA to Craigavon, the Fermanagh Lakelands, the Sperrins and to important cross-border routes.

The five KTCs, highlighting the Northern, North Western and Western Corridors, are shown in **Figure 1.1** opposite.

Londonderry is located at the intersection of the Northern, North Western and Western Key Transport Corridors.

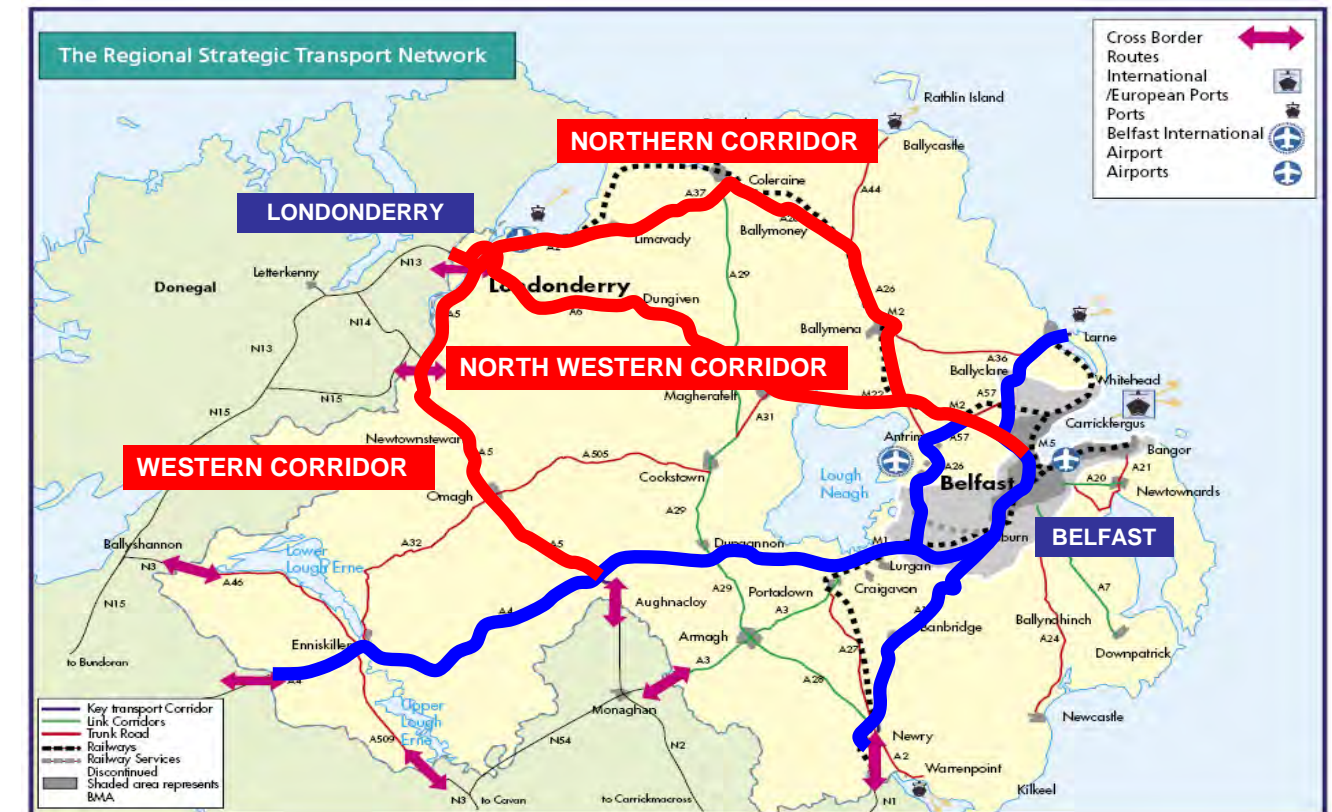


Figure 1.1 – RSTN Key Transport Corridors

1.2 Aim of the Study

Scott Wilson was appointed by Roads Service to undertake a high level study of traffic movements around the city of Londonderry on the strategic road network and to consider how traffic on these strategic routes could best be distributed into and around the city.

The key elements of the study are as follows:

- Assemble information concerning proposals in the area;
- Assess the impact of the A2, A5 and A6 improvement schemes;
- Prepare a report on the current and future situation, making recommendations on how best to distribute traffic into and around the city; and
- Recommend a programme of further work.

This report has been prepared based on the assembled information and focuses on a review of the current and future traffic situation around the city and includes recommendations on how best to distribute traffic into and around the city.

To address the requirements of the study, the available information has been reviewed, a general study area has been defined and various transport corridors have been considered.

The results of an Initial Feasibility Study for providing a new road link between the A5 and A6, considering indicative route options and key environmental constraints, are reported separately.

General location plans of the study area are shown in **Figures 1.2 to 1.4**.

1.3 Report Structure

This report has been prepared to describe the work undertaken to satisfy the requirements of the study.

Chapter 2 presents a high-level review of existing conditions within the study area.

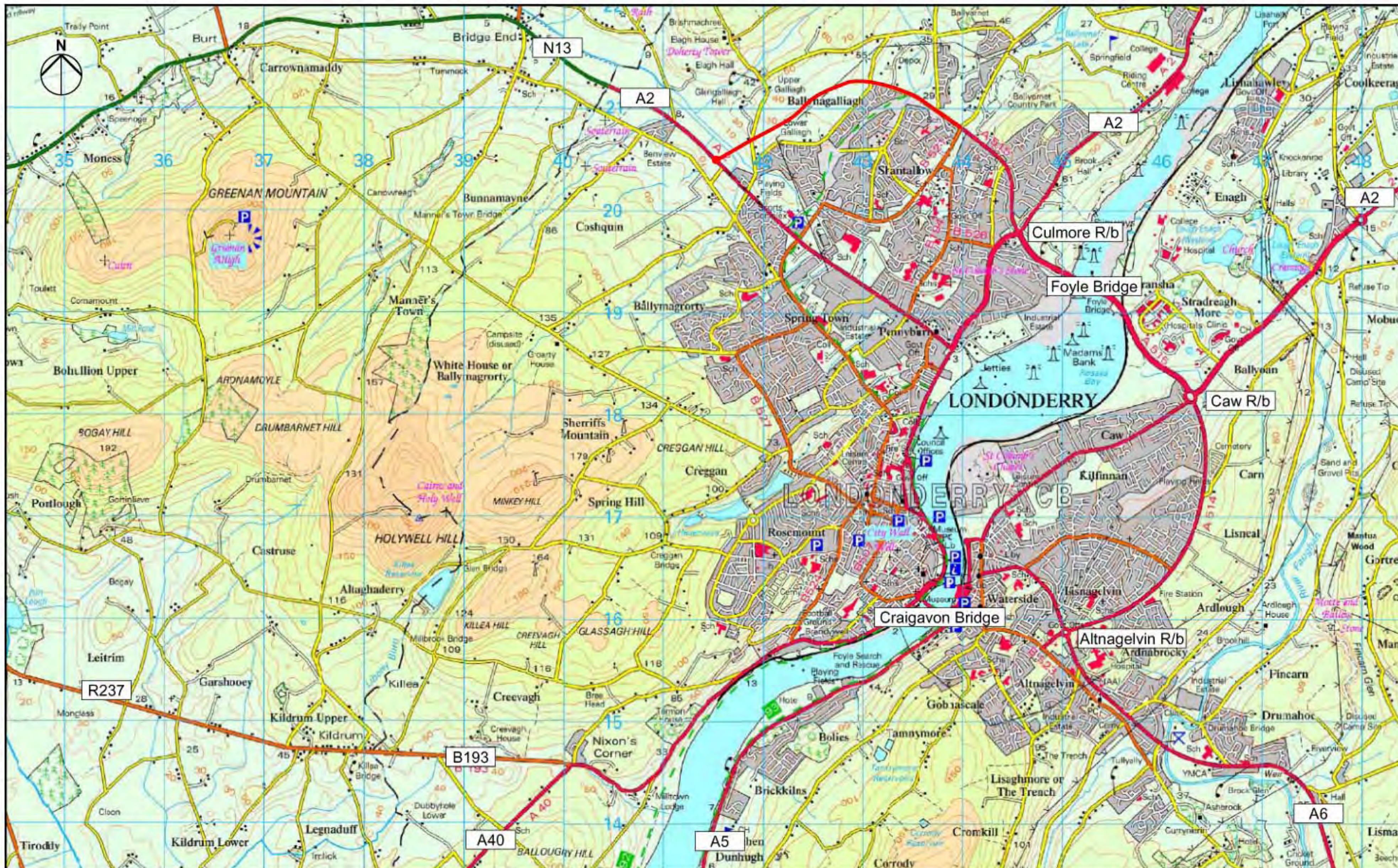
Chapter 3 summarises the consultations which have taken place with the key stakeholders during the course of the study.

Chapter 4 includes information on the strategic network improvements that are currently being developed by Roads Service and the National Roads Authority.

Chapter 5 provides details of local planning and regeneration initiatives which affect the study area.

Chapter 6 provides details of the strategy for improved roads linking around Londonderry.

Chapter 7 sets out the conclusions and recommendations of this study.



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Improved Roads Linking Around Londonderry
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 Figure 1.2
 General Location Plan
 City of Londonderry



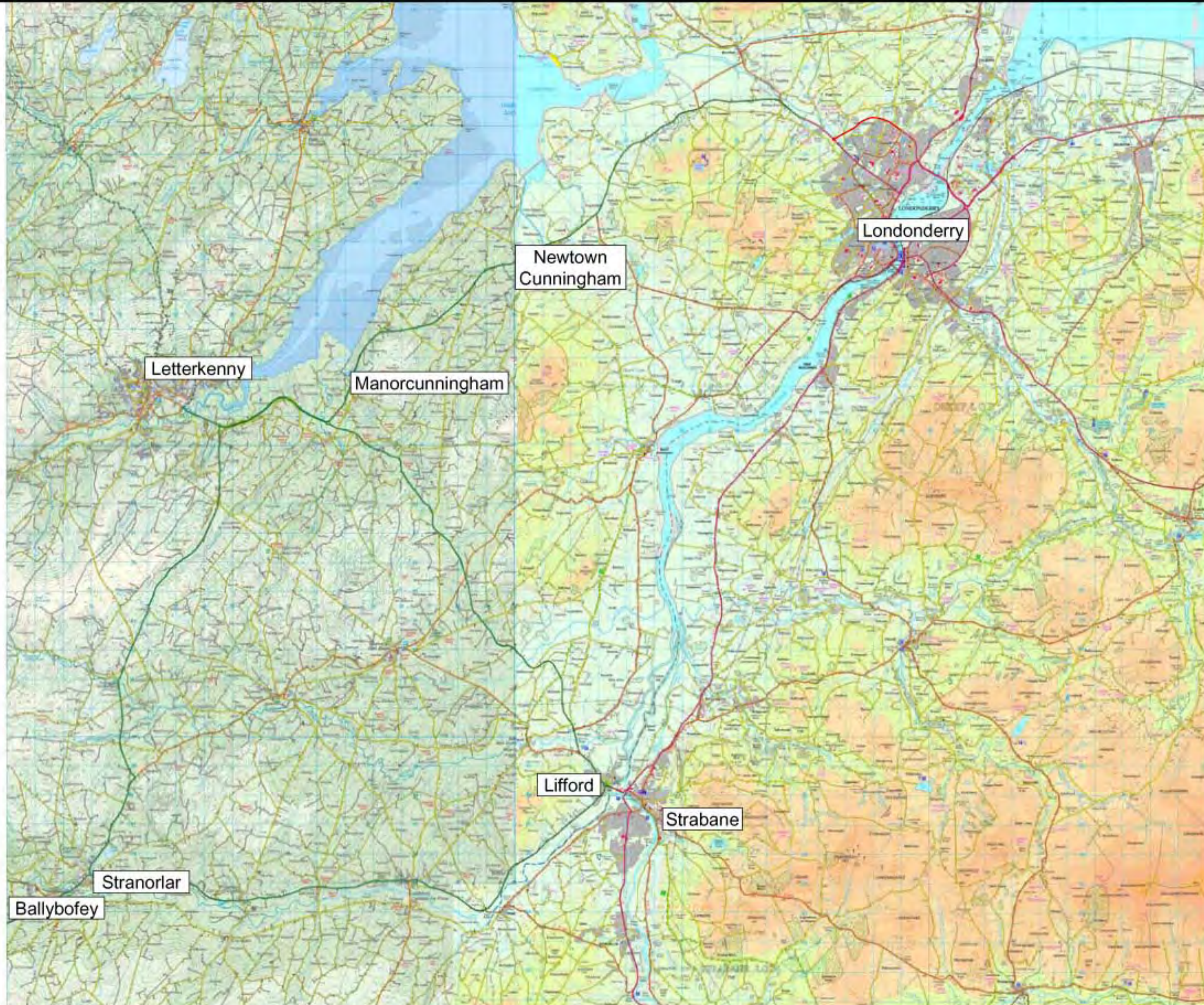
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Figure 1.3
General Location Plan
Londonderry Area



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Figure 1.4
General Location Plan
Londonderry – Donegal

2.0 Existing Traffic Conditions

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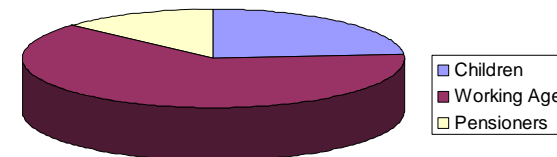
2.1 Introduction

Londonderry is the principal retailing centre and commercial core for the Derry City Council area and for the neighbouring areas of Limavady and Strabane and for parts of Donegal. It is a busy retail centre and its regional role has been confirmed and enhanced in recent times with the opening of major new facilities.

Because of the District's historic heritage and strategic location between County Donegal and the Causeway Coast, it is already an important tourist destination. Within the city, the major features of interest include the City Walls and various museums and visitor centres. Beyond the City, the Areas of Scenic Value associated with the Foyle and Faughan valleys and the Sperrin Area of Outstanding Natural Beauty represent important tourist attractions.

The Population and Migration Estimates for Northern Ireland (2008) – Statistical Report, issued in July 2009, indicates that the population of Derry Local Government District increased by 0.5% from 108,500 in June 2007 to 109,100 in June 2008.

Examination of the information indicates that 24% of the population are children under the age of 16, 63% are of a working age and only 13% are pensioners relative to 17% overall in Northern Ireland. This highlights the generally younger demographic profile of the city.



Londonderry is located at the convergence of three Key Transport Corridors in Northern Ireland, namely the Northern Corridor via the A2 (Limavady), the North Western Corridor via the A6 (Dungiven) and the Western Corridor via the A5 (Strabane), and the N13/A2 transport corridor from Letterkenny/Donegal.

It is recognised that parts of the local road network in and on the approaches to the city can experience congestion during periods of peak traffic demand, particularly during the peak commuter time periods.

Currently there are two crossings of the River Foyle in the city, namely the Foyle Bridge to the north and Craigavon Bridge in the centre of the city. Examination of the recorded traffic flows in 2007 indicates that during a typical weekday (Monday to Friday) some 33,660 vehicles used the Foyle Bridge and 26,920 vehicles used the upper deck of the Craigavon Bridge, with an estimated combined traffic flow on the upper and lower decks of approximately 43,600 vehicles. During a typical weekday, it is therefore estimated that some 77,300 vehicles crossed the River Foyle in 2007. The impact of this volume of traffic on the junctions at either end of the bridges can lead to significant localised congestion and therefore requires careful consideration when assessing the strategic road network around Londonderry.

Both of these crossings are essential to the operation of the city and their importance is highlighted when closure of the Foyle Bridge to heavy goods vehicles is required for reasons of safety due to high winds. When this occurs, Foyle Bridge traffic reroutes through the city centre via the Craigavon Bridge which can lead to significant additional congestion within the city.

Roads Service is currently developing, assessing and constructing a number of major road schemes in and around the city to improve transport conditions which will influence the way traffic approaches and moves around the city.

The purpose of this section of the report is to provide a high level overview of existing traffic conditions within the area based on currently available information to assist in establishing strategic baseline traffic demand and trip distribution patterns. This information includes long term automatic traffic counts and trip information obtained from a programme of roadside interview surveys undertaken in 2006 on the principal routes into the city.

2.2 Existing Traffic Demand

Roads Service maintains a network of automatic traffic counters (ATCs) throughout Northern Ireland to provide a basis for long term monitoring of traffic demand. The locations of the counters around the city of Londonderry and the most recent available data are shown in **Figure 2.1**.

Examination of the traffic data in 2007 indicates that the A5 south of New Buildings carried some 12,030 vehicles during an average day, increasing to 12,930 vehicles during a typical weekday. The A5 north of Bolies in 2007 carried some 17,390 vehicles during an average day, increasing to 18,350 vehicles during a typical weekday. Although not part of the Roads Service ATC network, Woodside Road, which runs generally parallel and to the east of the A5 route, carried some 3,600 vehicles per day in June 2009, which is equivalent to 4,100 vehicles during a typical weekday.

The A6 east of Drumahoe carried some 13,590 vehicles during an average day in 2007, increasing to 14,050 during a weekday.

The A2 east of the City of Derry Airport carried some 15,070 vehicles during an average day in 2007, increasing to 16,050 vehicles during a weekday.

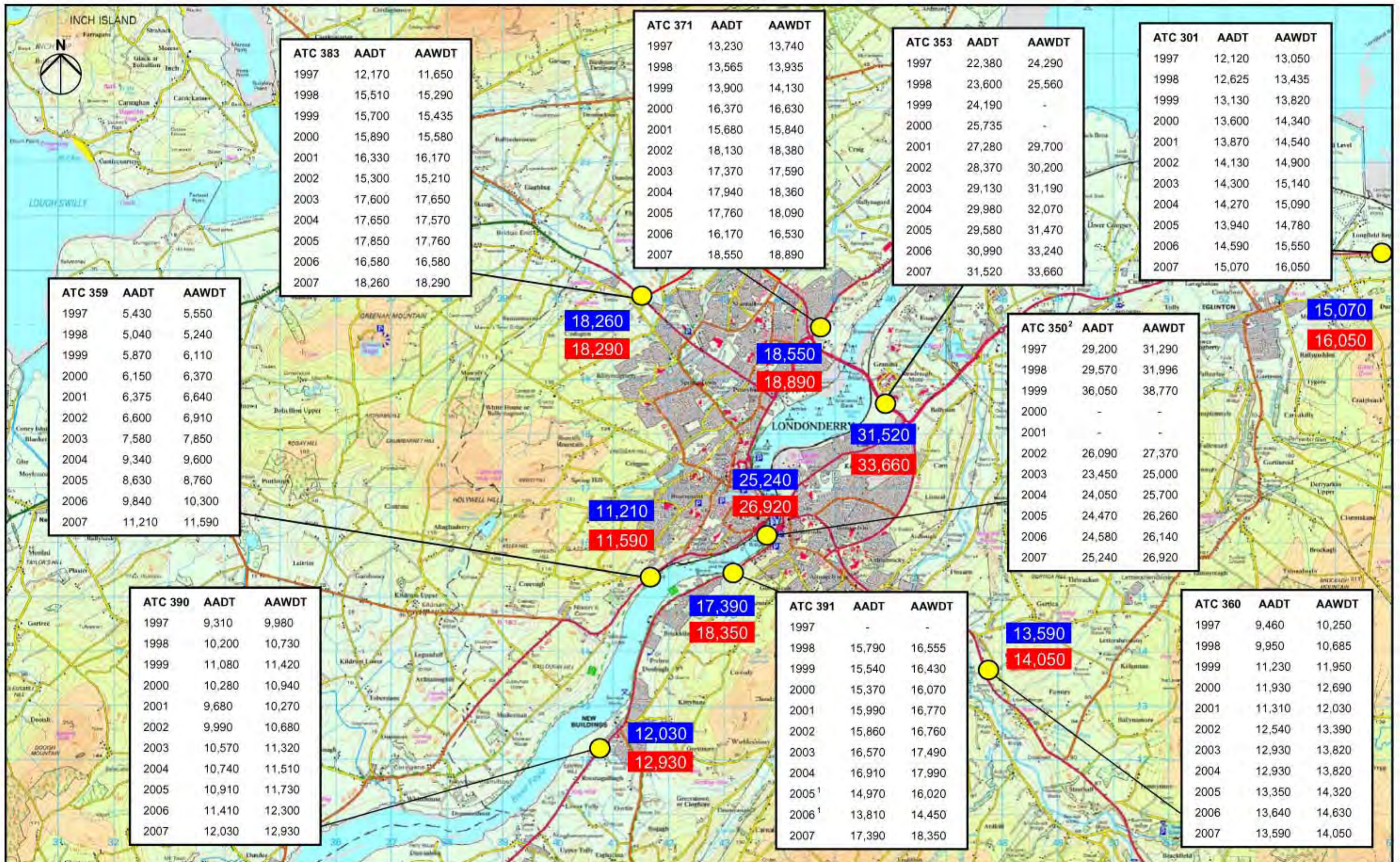
The A2 to the north of the Culmore Road Roundabout and therefore within the urban area, carried some 18,550 vehicles during an average day in 2007, increasing to 18,890 vehicles during a weekday.

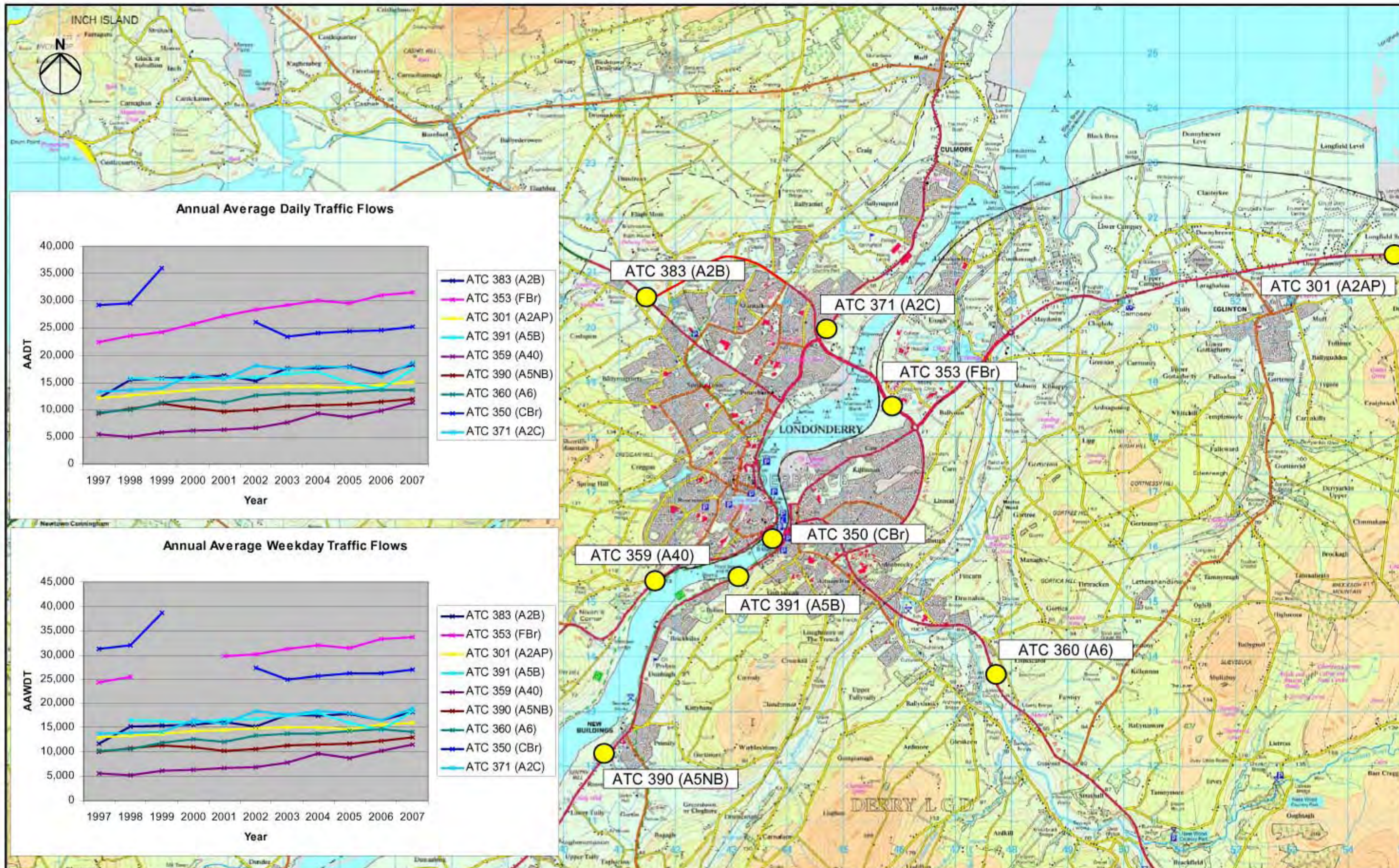
The A2 Buncrana Road to the west of the city carried some 18,260 vehicles during an average day in 2007, increasing slightly 18,290 vehicles during a weekday.

The A40 north of Nixon's Corner carried some 11,210 vehicles during an average day in 2007, increasing to 11,590 vehicles during a weekday.

Some 31,520 vehicles were recorded on the Foyle Bridge in 2007 during an average day, increasing to 33,660 vehicles during a weekday which emphasises the importance of this key crossing of the River Foyle. Similarly, some 25,240 vehicles were recorded on the upper deck of the Craigavon Bridge in 2007 during an average day, increasing to 26,920 vehicles during a weekday. In both cases, the average traffic flows on the 5 weekdays are generally 7% higher than the corresponding 7-day traffic flow.

Trends in the Annual Average Daily Traffic Flows based on the above information are presented in **Figure 2.2** for all nine traffic counters in and around the city.





2.3 Existing Trip Patterns

As part of the A6 Castledawson to Londonderry Stage 1 Scheme Assessment, a detailed programme of data collection surveys was undertaken in 2006. As part of these surveys, a series of roadside interview surveys (RSIs) was undertaken in the Londonderry area in April 2006 where a sample of road users were stopped at the roadside and interviewed to obtain specific information about their journey. A total of 6 sites were defined to form a cordon around the city to establish trip patterns into and around the city.

The purpose of the RSI surveys was to establish the origins, destinations and trip purposes of road users on strategic routes into Londonderry.

The 6 RSI sites were located as follows:

- Site 1 – A2 Clooney Road;
- Site 2 – A6 Glenshane Road;
- Site 3 – A5 Victoria Road;
- Site 4 – A2 Bunrana Road;
- Site 5 – A40; and
- Site 6 – A2 Culmore Road.

The locations of these RSI sites are shown in **Figure 2.3**.

The trip distribution patterns derived from the analysis of the RSI data collected at each of the 6 sites are shown in **Figures 2.4 to 2.6**.

It should be noted that the trip data were analysed to define trip patterns for traffic approaching the city on strategic routes and not to establish overall trip origins and destinations.

Site 1 – A2 Clooney Road Trip Patterns

Site 1 was located on the dual carriageway on the A2 Clooney Road to the north-east of Londonderry and provides information on the 10,700 trips counted at this location heading towards the city.

A breakdown of the trip distribution patterns associated with the inbound trips on the A2 is shown in **Figure 2.4**. These patterns indicate that 80% of trips have destinations within the city and 20% of trips travel through the city.

Of the trips that pass through the city from the A2, 7% have destinations to the south of New Buildings and 13% have destinations in the Republic of Ireland, probably crossing the River Foyle via the Foyle Bridge into County Donegal.

Examination of the results indicates that 55% of trips interviewed at Site 1 had destination on the west side of the River Foyle and that the majority of these trips were likely to use the Foyle Bridge.

Site 2 – A6 Glenshane Road Trip Patterns

Site 2 was located on the A6 Glenshane Road at Drumahoe, to the east of Londonderry and provides information on the 7,400 trips counted at this location heading towards the city.

A breakdown of the trip distribution patterns associated with the inbound trips on the A6 is shown in **Figure 2.4**. These patterns indicate that 88% of trips have destinations within the city and 12% of trips travel through the city.

Of the trips that pass through the city from the A6, 2% have destinations to the south of New Buildings and 10% have destinations in the Republic of Ireland, crossing the River Foyle via the Foyle Bridge or Craigavon Bridge into County Donegal.

Examination of the results indicates that 46% of trips interviewed at Site 2 had destination on the west side of the River Foyle and that these trips were likely to use both the Craigavon Bridge and the Foyle Bridge.

Site 3 – A5 Victoria Road Trip Patterns

Site 3 was located on the A5 Victoria Road to the south of Londonderry and provides information on the 6,100 trips counted at this location heading towards the city.

A breakdown of the trip distribution patterns associated with the inbound trips on the A5 is shown in **Figure 2.5**. These patterns indicate that 87% of trips have destinations within the city and 13% of trips travel through the city.

Of the trips that pass through the city from the A5, 5% have destinations in the Republic of Ireland, probably crossing the River Foyle via Craigavon Bridge into County Donegal, 6% have destinations to the north-east of the city and 2% have destinations to the east of the city generally along the A6.

It is also acknowledged that traffic flows on the A5 Victoria Road north of New Buildings could under-represent total traffic demand heading into the city as some traffic currently uses Woodside Road which runs parallel and to the east of the A5 to avoid some of the congestion in the city, including the junctions at the eastern side of the Craigavon Bridge.

Examination of the results indicates that 51% of trips interviewed at Site 3 had destination on the west side of the River Foyle and that the majority of these trips were likely to use the Craigavon Bridge.

Site 4 – A2 Bunrana Road Trip Patterns

Site 4 was located on the A2 Bunrana Road, to the west of the new Skeoge Link Roundabout, to the north-west of Londonderry and provides information on the 5,800 trips counted at this location heading towards the city.

A breakdown of the trip distribution patterns associated with the inbound trips on the A2 is shown in **Figure 2.5**. These patterns indicate that 87% of trips have destinations within the city and 13% of trips travel through the city.

Of the trips that pass through the city from the A2, 4% have destinations to the north-east of the city, 8% have destinations to the east of the city generally along the A6 and 1% have destinations to the south of New Buildings. It is likely that the majority of these trips crossed the River Foyle via the Foyle Bridge.

Examination of the results indicates that 30% of trips interviewed at Site 4 had destination on the east side of the River Foyle and that the majority of these trips were likely to use the Foyle Bridge.

Site 5 – A40 Trip Patterns

Site 5 was located on the A40 at Nixon's Corner, to the south-west of Londonderry and provides information on the 2,300 trips counted at this location heading towards the city.

A breakdown of the trip distribution patterns associated with the inbound trips on the A40 is shown in **Figure 2.6**. These patterns indicate that 88% of trips have destinations within the city and 12% of trips travel through the city.

Of the trips that pass through the city from the A40, 1% have destinations in the Republic of Ireland, 3% have destinations to the north-east of the city, 7% have destinations to the east of the city generally along the A6 and 1% have destinations to the south of New Buildings. It is likely that the majority of the trips that crossed the River Foyle used the Craigavon Bridge.

Examination of the results indicates that 35% of trips interviewed at Site 5 had destination on the east side of the River Foyle and that the majority of these trips were likely to use the Craigavon Bridge.

Site 6 – A2 Culmore Road Trip Patterns

Site 6 was located on the A2 Culmore Road to the north of Londonderry and provides information on the 4,900 trips counted at this location heading towards the city.

A breakdown of the trip distribution patterns associated with the inbound trips on the A2 is shown in **Figure 2.6**.

These patterns indicate that 84% of trips have destinations within the city and 16% of trips travel through the city.

Of the trips that pass through the city from the A2, 5% have destinations to the north-east of the city, 5% have destinations to the east of the city generally along the A6, 4% have destinations to the south of New Buildings and 2% have destinations in the Republic of Ireland. It is likely that the majority of the trips that crossed the River Foyle used the Foyle Bridge.

Examination of the results indicates that 46% of trips interviewed at Site 6 had destination on the east side of the River Foyle and that the majority of these trips were likely to use the Foyle Bridge.

2.4 Key Issues

Based on the above information, some 70,200 vehicles (2-way 2007 Annual Average Daily Traffic) travel to / from the city daily, of which 29,500 vehicles travel to / from the west, with 18,300 vehicles on the A2 Buncrana Road and 11,200 vehicle on the A40, and 40,700 vehicles from the east, with 15,100 vehicles on the A2 at Eglinton, 13,600 vehicles on the A6 at Drumahoe and 12,000 vehicles on the A5 at New Buildings.

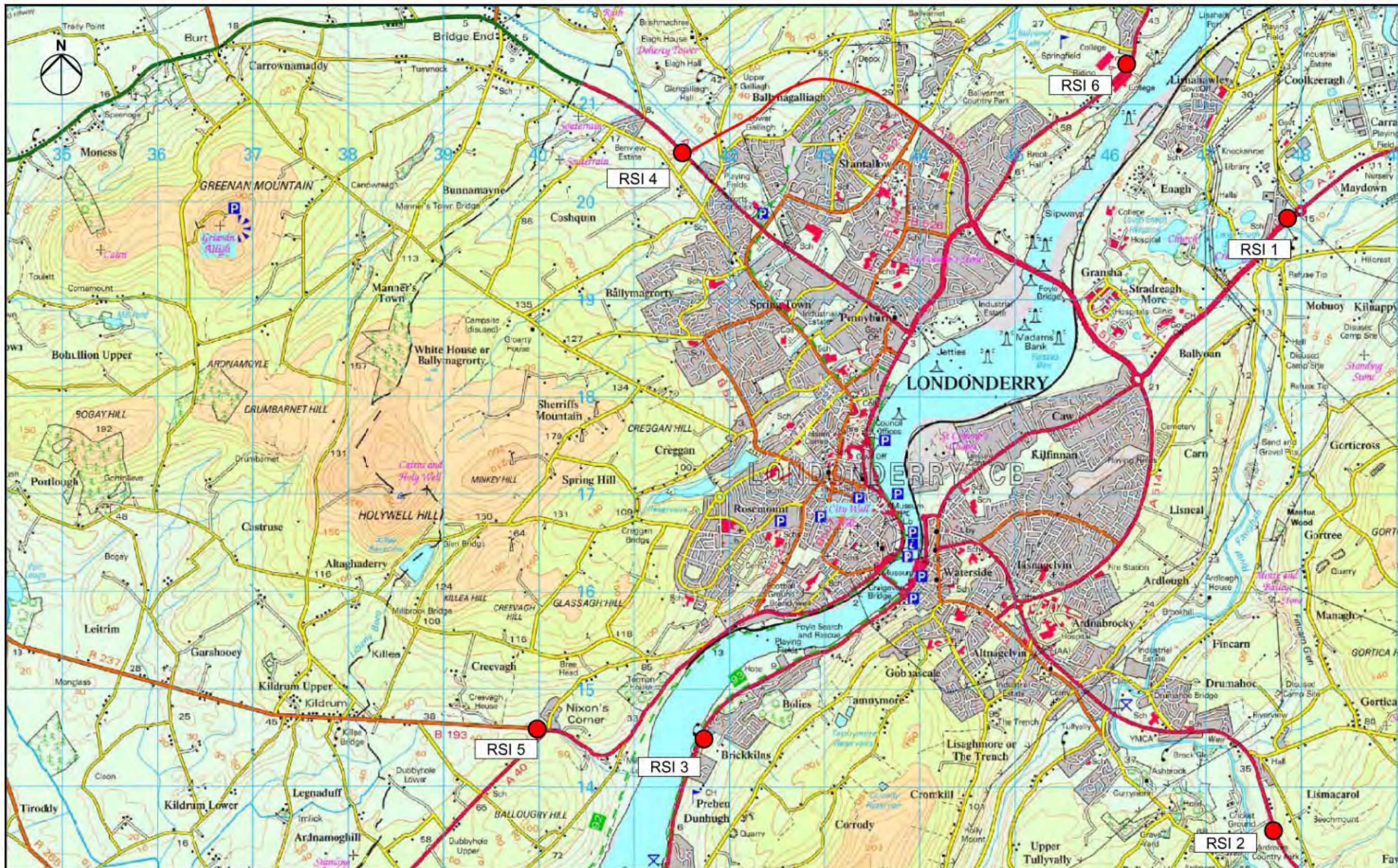
Analysis of the trip patterns from the roadside interview surveys indicates that there are generally three types of trips occurring around the city. Firstly, there are trips that are travelling to Londonderry with destinations within the city. Secondly, there are trips that pass straight through the city with destinations in either Northern Ireland or the Republic of Ireland. Thirdly, there are trips that originate from the periphery of the city that travel through the city centre and could therefore potentially benefit from the provision of an orbital route around the city.

Based on the results of the roadside interview surveys, approximately **85%** of traffic approaching the city daily in 2006 had destinations in the city, with the remaining **15%** passing through the city.

The provision of a linked strategic road network around the city, taking into account the local environmental constraints and engineering challenges, could therefore potentially benefit both longer-distance through traffic by improving transport economic efficiency and relieve transport congestion within the city with consequential improvements in environmental conditions.

Examination of the trip patterns derived from the roadside interview surveys indicates that approximately 46% of the total trips approaching the city crossed the River Foyle using either the Craigavon Bridge or the Foyle Bridge.

Based on the derived trip patterns, a significant volume of traffic that approaches Londonderry passes through the city and would therefore benefit from the provision of an outer strategic road network around the city.

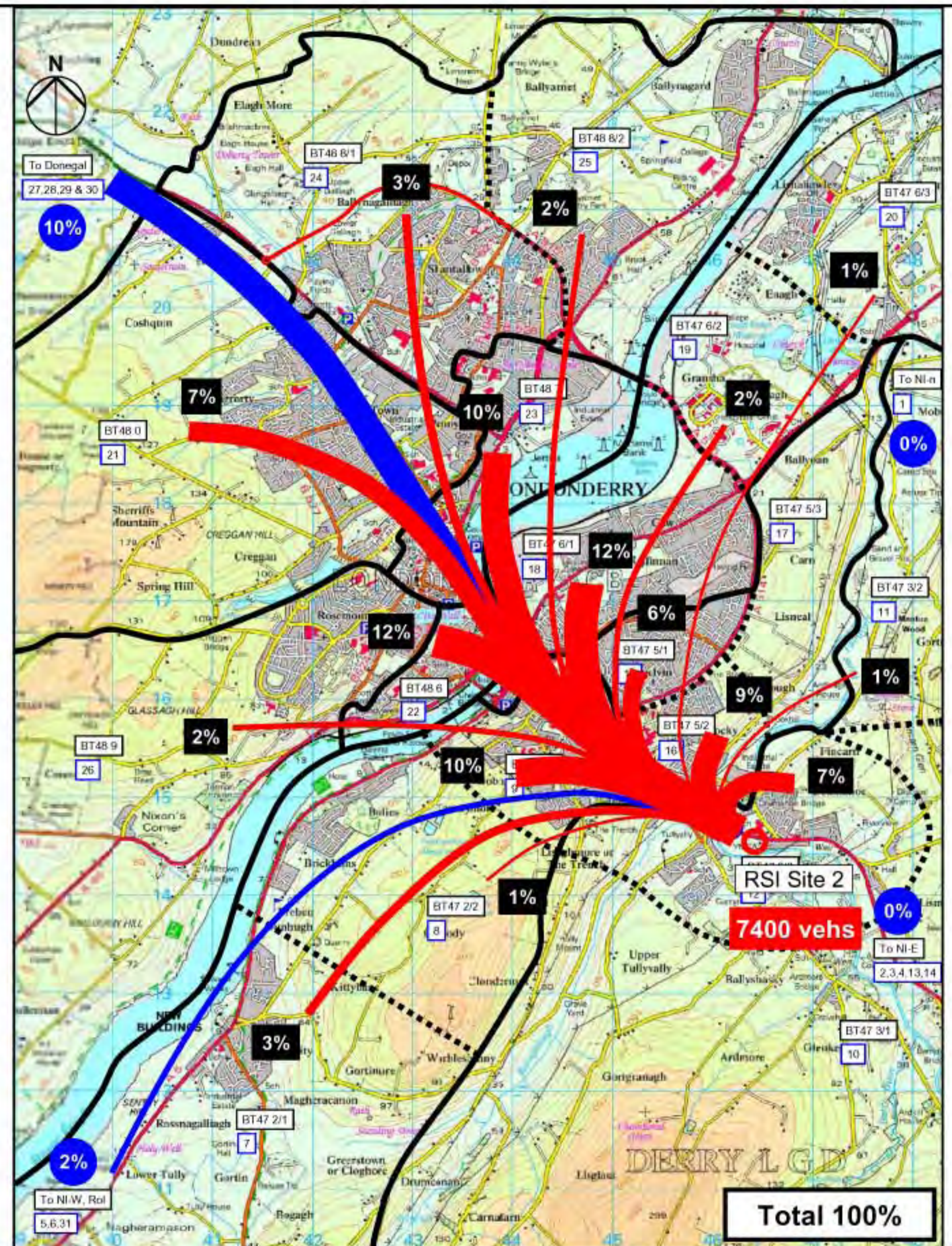
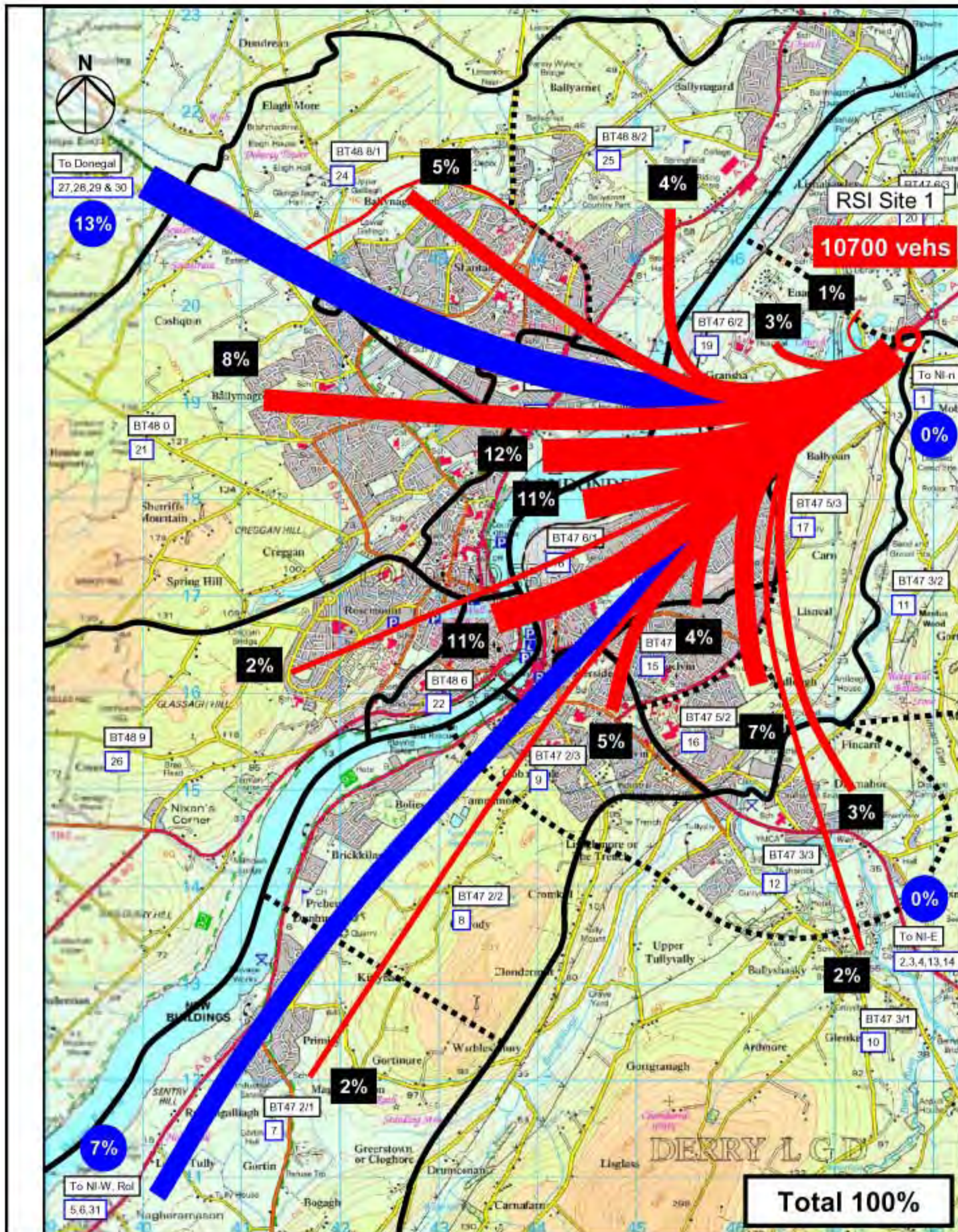


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Figure 2.3
 Roadside Interview Survey Locations – April 2006



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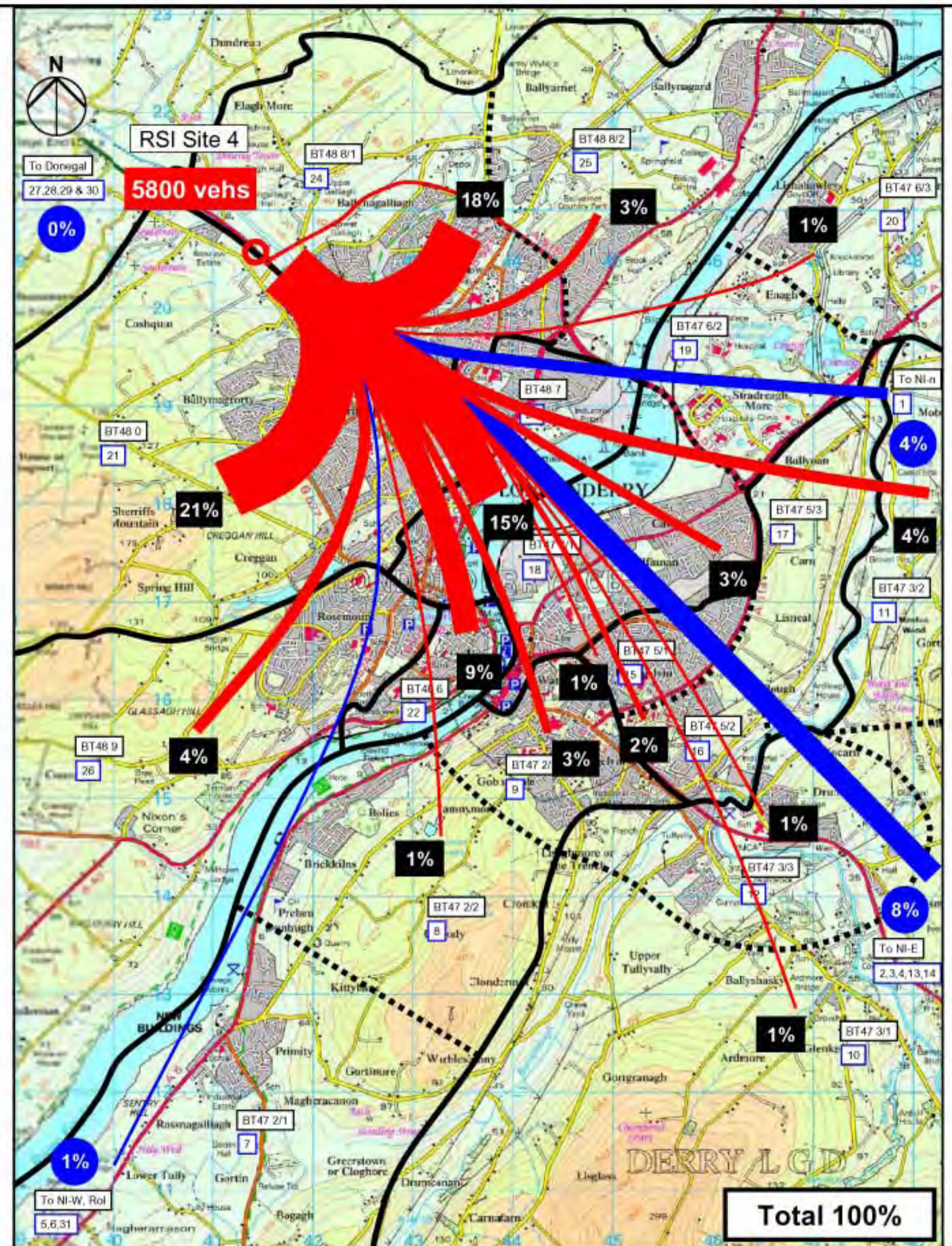
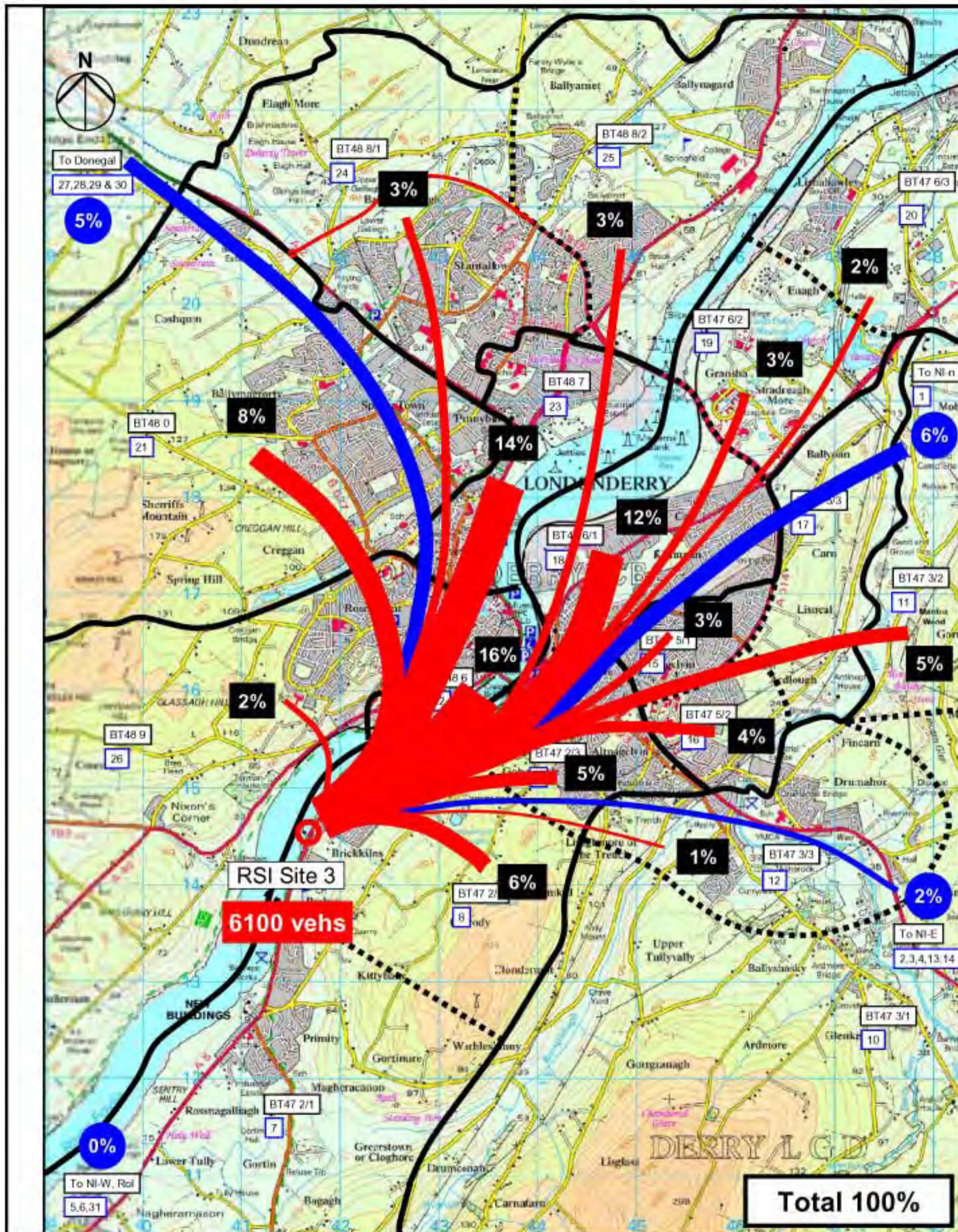
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Notes

- 0% Trips Passing Through The City
- 0% Trips With Destinations Within The City

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Figure 2.4
RSI Trip Distribution
Sites 1 (A2) & 2 (A6)



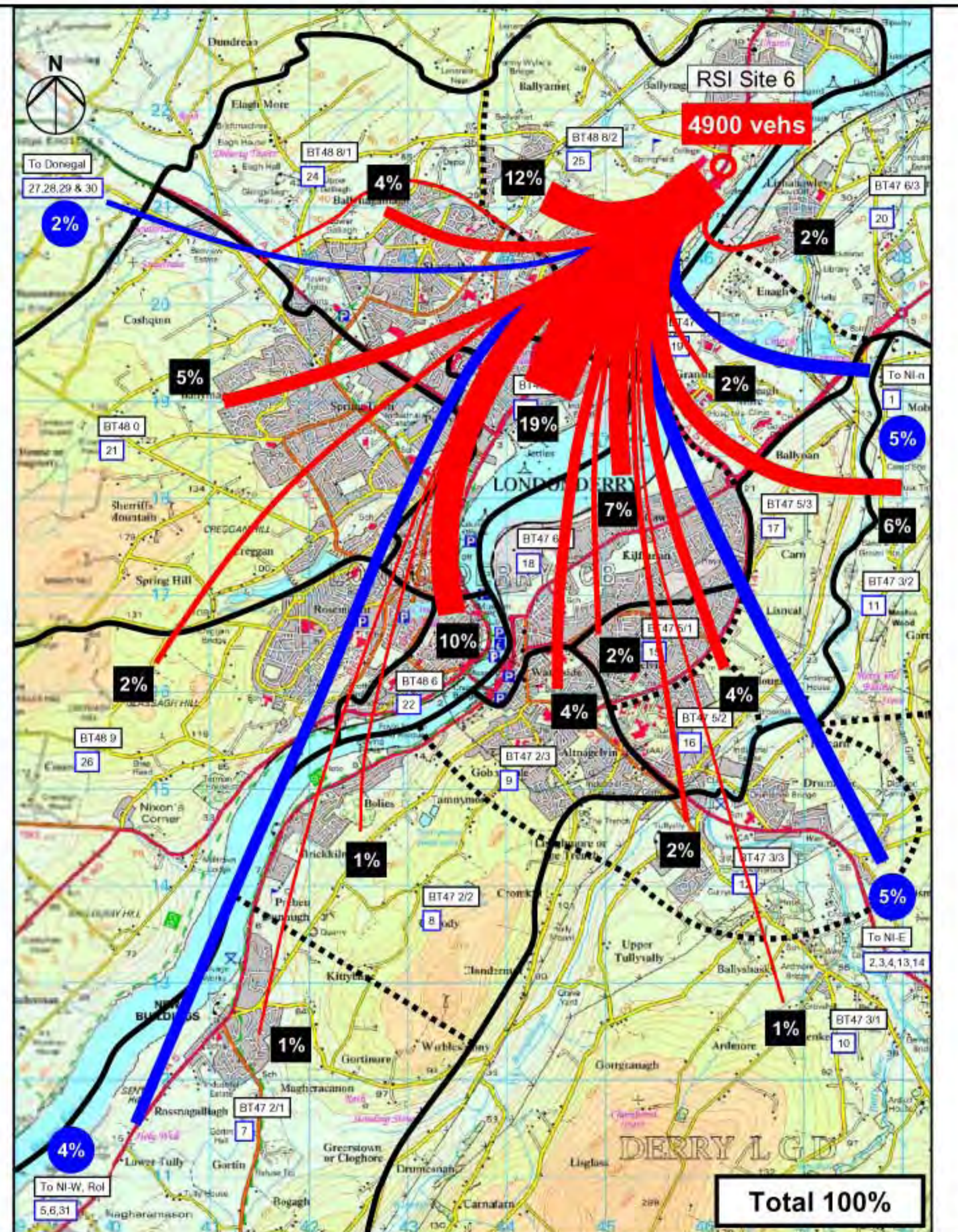
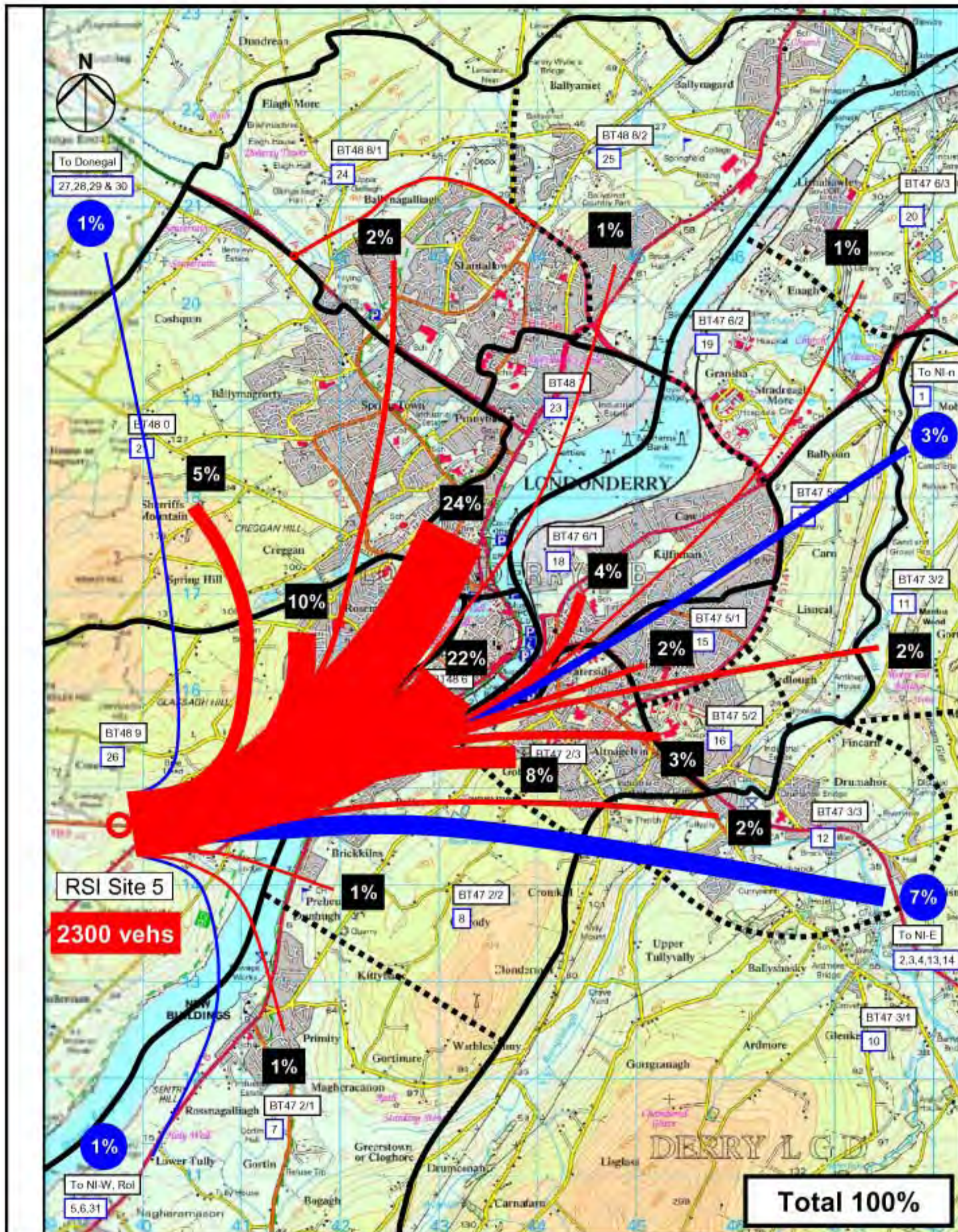
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- 0% Trips With Destinations Within The City

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Figure 2.5
RSI Trip Distribution
Sites 3 (A5) & 4 (A2)



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- 0% Trips With Destinations Within The City

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Figure 2.6
RSI Trip Distribution
Sites 5 (A40) & 6 (A2)

3.0 Consultations

3.0 Consultations

3.1 Key Stakeholders

An integral element of the study included consultations with statutory authorities and key stakeholders during 2009. The following organisations have been consulted during the course of this study:

- Roads Service Northern Division;
- Roads Service Western Division;
- National Roads Authority (Donegal County Council);
- ILEX;
- Derry City Council;
- Department for Social Development; and
- The Planning Service.

The feedback and responses from the consultations have been considered in the development and assessment of the various strategic road network proposals.

3.2 Key Issues from Initial Consultations

The key issues arising from all of the consultations undertaken to date can be categorised into the following areas:

- Ongoing programme of improvements;
- City centre congestion;
- New crossing of the River Foyle;
- Strategic traffic;
- Supporting infrastructure;
- Key development opportunity sites; and
- Links to Donegal, Letterkenny and the Republic of Ireland.

Ongoing Programme of Improvements

Roads Service Northern Division has already taken forward a number of improvement schemes in and around Londonderry, including the construction of Skeoge Link which was opened to traffic in March 2008 and the upgrading of Crescent Link to dual carriageway which was completed in December 2007. Northern Division is also currently taking forward the A6 Dualling Londonderry to Dungiven and the A2 Dualling Maydown to City of Derry Airport, which is already under construction. Roads Service Western Division is taking forward the A5 Dualling Londonderry to Aghnacloy to provide better links to Londonderry. These schemes are being developed and their implementation will be subject to detailed economic appraisal, funding availability and statutory processes.

Roads Service also has plans to widen the A2 Buncrana Road and Madam's Bank Road, and to improve Culmore Road Roundabout where the junction is being converted to a larger signalised roundabout.

City Centre Congestion

As part of the vision for the regeneration of Derry ~ Londonderry, ILEX has undertaken an Integrated Transport Strategy (ITS) for the city. ILEX has consulted widely on this document including consultations with Roads Service and the National Roads Authority. Through the ITS, ILEX aims to promote an effective transport system to sustain economic growth within the city. Parking management and public transport were also identified as key concerns within the city.

During the consultations, it was noted that there are significant proposals to develop key sites within the city which could increase traffic volumes leading to additional congestion, and that without some form of modal transfer and the development of sustainable transport options, this would exacerbate current congestion in the city.

It was also noted that few of the satellite villages, such as Culmore, are served by public transport links and consequently private car use is significant for school and commuting trips to the city.

New Crossing of the River Foyle

Through the consultations undertaken to date, there would appear to be general support of a new crossing of the River Foyle.

As part of the ILEX regeneration plan, work has commenced on the construction of the new Peace Bridge across the River Foyle in the centre of the city for pedestrians and cyclists.

Strategic Traffic

It was recognised during the consultations that construction of the A2, A5 and A6 dual carriageways would improve conditions for strategic traffic travelling to and from the city, however, once the traffic arrives in the city, the problem of congestion in the city remains the same. It was noted that the construction of a link between the A5 and A6 routes should assist in removing strategic traffic from the city centre, thereby relieving congestion. It was also noted that the A2 corridor is a strategic employment zone.

During the consultations, it was noted that tourism is a growing part of the economy of Londonderry and that the city is being promoted as a university campus and hospital city, although it was acknowledged that these facilities would attract higher volumes of traffic to and around the city.

Supporting Infrastructure

As the city grows and develops, it was noted that the local infrastructure must expand and adapt to accommodate additional traffic being attracted to the various facilities in the city. The consultations highlighted a number of improvements and initiatives. Bridging over the river and improved connections are issues to be considered, in conjunction with rail, pedestrian and cycling links.

Londonderry has a number of transport facilities in and around the city including the City of Derry Airport, the Londonderry Port and Harbour and the Londonderry Railway Station. Through the consultations, a number of key points were highlighted, including the ongoing improvements being taken forward by Derry City Council at the City of Derry Airport and the benefits associated with the construction of the new A2 dual carriageway.

During the consultations, it was also noted that a rail halt could be provided at the City of Derry Airport, consideration was being given to Park and Ride sites around the periphery of the city and that the possible relocation of the railway station was being considered.

Key Development Opportunity Sites

During the consultations, a number of key sites were identified as having a significant impact on traffic conditions in the city.

The Derry Area Plan 2011 identifies major housing zones around the periphery of the city including Gransha and Ballyoan in the vicinity of Caw Roundabout; Crescent Link; Drumahoe and Trench Road to the south of the city; and Groarty Road / Creggan Road, Bunrana Road West and Glengalliagh / Galliagh to the west of the city in the vicinity of A2 Bunrana Road. These housing areas are at various stages of development and account for thousands of new homes in and around the city with the associated traffic being loaded on to key arterial routes.

There are also two key development opportunity sites in Londonderry, namely Ebrington Barracks and Fort George.

It is also noted that an application for World Heritage Status has been submitted for the Walled City, which is one of five core visitor attractions identified by the Northern Ireland Tourist Board.

Links to Donegal, Letterkenny and the Republic of Ireland

Discussions with the National Roads Authority highlighted the need to progress the upgrading of the N13, N14 and N15 routes to improve strategic linkages between Londonderry and Letterkenny, Donegal and the rest of the Republic of Ireland. Further to these proposed improvements, the concept of linking the gateway cities along the west coast of Ireland, including Letterkenny, Sligo, Galway, Limerick, Cork and Waterford, via the 550 kilometre long Atlantic Corridor was discussed.

Consideration is also being given to the Derry to Letterkenny Gateway concept which would see better linkages between these two key areas in the north-west of Ireland.

4.0 The Existing Road Network

4.0 The Existing Road Network

4.1 Introduction

The Regional Strategic Transport Network Transport Plan (RSTN-TP) 2015 was prepared by the Department for Regional Development and is based on the guidance set out in the Regional Development Strategy (RDS) and the Regional Transportation Strategy (RTS). The vision for transportation is “To have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone’s quality of life”.

The RSTN-TP represents a balanced approach to meeting Northern Ireland’s strategic transport needs over the defined 10 year period, making a vital contribution to the social and economic development of the region.

The Strategic Road Improvement programme is based on the guidance set out in the RDS and RTS builds on the work of the RSTN-TP. Details of the SRI programme are set out below.

The Sub-Regional Transport Plan (SRTP) 2015 deals with the transport needs of the whole of Northern Ireland, with the exception of the Belfast Metropolitan Area and the rail and trunk road networks which are covered in specific Transport Plans, to study the needs of the designated areas in detail and to confirm a package of transport schemes, consistent with the general principles and indicative levels of spend in the Regional Transportation Strategy (RTS). Details of the SRTP for the Derry area are set out below.

4.2 Strategic Road Improvement Programme

Strategic Road Improvements (SRIs) are major projects where the scheme cost is estimated to exceed £1.0m. The RTS recognises the key role that SRIs will play in delivering a modern, safe and sustainable transport system for Northern Ireland.

The main objectives of SRIs are to remove bottlenecks on the key network where lack of capacity is causing serious congestion and to improve the environment by providing bypasses to towns situated on the RSTN, relieving the effects of heavy through traffic.

Roads Service manages the delivery of SRIs through the following programmes:

- Construction Programme - Schemes already under construction;
- Preparation Pool - High priority schemes that Roads Service is committed to progressing through the statutory procedures which are expected to be implemented within the next 5 years or so (subject to clearing the statutory procedures, having a satisfactory economic appraisal and the availability of funds at the time); and
- Forward Planning Schedule - Schemes that perform well when assessed at feasibility stage and which are expected to be implemented within the next 10 years or so (subject to clearing the statutory procedures, having a satisfactory economic appraisal and the availability of funds at the time).

Investment Strategy for Northern Ireland and the Expanded SRI Programme

In December 2005, the Strategic Investment Board announced the Investment Strategy for Northern Ireland (ISNI), which sets out how Northern Ireland can build a public infrastructure that will improve the lives of everyone and support a successful, competitive regional economy.

This strategy envisaged an investment of £1.4 billion in Strategic Road Improvements up to 2015, which represents an increase of some £400 million on the current programme, with the additional investment becoming available towards the end of the 2015 period. Roads Service has therefore developed a list of additional SRIs to define an Expanded SRI Programme to further develop and improve the motorway and trunk road network.

Investment Delivery Plan for Roads

The Investment Delivery Plan (IDP) indicates that Roads Service, in developing a Strategic Road Improvement Programme, has ensured that the contribution to the NI Executive’s three cross-cutting strategic objectives of ISNI (economic, societal and environmental) has been maximised.

The IDP (Roads) was published in May 2008 and indicates that “The Strategic Road Improvement Programme is based on the guidance set out in the Regional Development Strategy and the Regional Transportation Strategy and builds on the work of the Regional Strategic Transport Network - Transport Plan. The Programme aims to develop the strategic road network, targeting bottlenecks, in order to make all areas of the Province readily accessible to the Regional Gateways and the Belfast Metropolitan Area; and thus endeavouring to help the region realise its economic potential and make it as attractive as possible to future investors.”

Roads Service has set in place a strategy to ensure the delivery of the unprecedented levels of capital roads investment envisaged through ISNI.

For the period of the Investment Strategy, Roads Service’s indicative budget has risen to £3.1 billion over the 10-year period. Under the Investment Strategy proposals, the capital investment is projected to rise from around £50m to £600m per year in 2013 and incorporates a £400m contribution from the Irish Government to the A5 and A8 dual carriageway proposals.

Key Objectives

The following five criteria, as set out in the RSTN-TP, define the Government’s overall objectives for transport:

- Environment - to protect the built and natural environment;
- Safety - to improve safety;
- Economy - to support sustainable economic activity and get good value for money;
- Accessibility - to improve access to facilities for people with disabilities and those without a car and to reduce severance; and
- Integration - to ensure that all decisions are taken in the context of the Government’s integrated transport policy.

4.3 Strategic Road Improvements Around Londonderry

The city of Londonderry lies at the intersection of three Key Transport Corridors in Northern Ireland, namely the Northern Corridor, the North Western Corridor and the Western Corridor, and is a gateway between Northern Ireland and County Donegal.

Roads Service has completed or is in the processing of taking forward the development and implementation of various major road improvement schemes around the city, including:

- Skeoge Link (opened to traffic in March 2008);
- Crescent Link Dualling (opened to traffic in December 2007);
- A2 Dualling Maydown to City of Derry Airport (under construction);
- A2 Buncrana Road Improvements;
- A5 Dualling Aughnacloy to Londonderry; and
- A6 Dualling Londonderry to Dungiven.

The general locations of these road improvement schemes are shown in **Figure 4.1**.

The provision of these strategic roads will create an efficient transport network for traffic travelling to and from the city of Londonderry.

With regard to traffic movements around the city, a new dual carriageway will be provided between Drumahoe and Stradreagh as part of the proposed A6 dualling between Londonderry and Dungiven. This will provide a new strategic route between the A6 and A2 Key Transport Corridors and provide an alternative route to the existing A514 Crescent Link, which is becoming more heavily trafficked due to continuing development along the route.

The new road between Drumahoe and Stradreagh will, in effect, create the north east quadrant of an outer route along the Faughan valley for strategic traffic travelling between the A6 and the A2.

A2 Dualling Maydown to City of Derry Airport

The A2 forms part of the Northern Key Transport Corridor linking the Belfast Metropolitan Area to Londonderry via Coleraine. The existing corridor is a mixture of motorway, dual and single carriageway.

The section of the A2 at Broadbridge connects Limavady to Londonderry and provides links to major industrial zones and to the City of Derry Airport which is the key air transport hub in the north west. With traffic levels continuing to grow and the anticipated expansion of local industry, traffic congestion will increase providing greater delays.

Traffic flows vary from 17,000 vehicles per day between Maydown and Broadbridge to 12,000 vehicles per day between Broadbridge and the City of Derry Airport. Traffic congestion and delays occur during both peak and off-peak times of the day.

The proposed scheme consists of 6.6 kilometres of dual carriageway which will replace the existing single carriageway between Maydown roundabout and the entrance to the City of Derry Airport with a new dual carriageway link between the City and the airport. Three new roundabouts are proposed at the heavily trafficked intersections at Campsey, Broadbridge and the City of Derry Airport. Between Maydown and Campsey, the improvement is predominately online with the section east of Campsey being predominately off-line.

The construction of the scheme will greatly assist economic growth in the area by reducing journey times and improving access to established and proposed industry including the City of Derry Airport. The scheme will conserve and enhance the environment, reduce congestion and delays while accommodating increasing traffic flows and will improve road safety.

A2 Buncrana Road Improvements

This section of the A2 forms part of the North Western Key Strategic Corridor linking the Belfast Metropolitan Area to Londonderry and on to the border with the Republic of Ireland (RoI). The existing corridor is a mixture of motorway, dual and single carriageway.

The section of the A2 under consideration is one of several schemes that have been identified for the North Western Corridor in the RSTN-TP 2015.

The proposal would improve traffic flows on Buncrana Road by widening the 4.5 kilometres of single lane carriageway to achieve 2 traffic lanes in each direction between Pennyburn Roundabout and the border. Part of the rural section between Skeoge Roundabout and the border may be dual carriageway.

A5 Dualling Aughnacloy to Londonderry

The A5 Western Transport Corridor is one of five Key Transport Corridors identified in the Regional Transportation Strategy for Northern Ireland. Its improvement represents a significant link in longer term plans to improve connections between Dublin and the North West.

The 86 kilometre scheme is being developed in three sections. Section 1 represents the 23 kilometre length between New Buildings and Sion Mills.

The objectives defined for the scheme are to improve road safety, improve the road network in the west of the Province and North/South Links, reduce journey travel times along the A5 Western Transport Corridor, provide increased overtaking opportunities for motorists along the A5 Western Transport Corridor and to develop the final proposals in light of the safety, economics, environment, integration and accessibility considerations.

The development of the highway improvement works followed a three stage process in accordance with Roads Service guidelines.

Stage 1 Selection of Preferred Corridor was completed in November 2008 and took an overview of the study area and identified a broadly defined improvement corridor. The aim at Stage 1 was to identify the major factors that influenced the route selection process, including the existing geography across the study area, the presence of planning policy areas, areas of special ecological or historical significance, etc. At the end of Stage 1 a broad corridor was announced by the Ministers as the Preferred Corridor for further examination at Stage 2.

Stage 2 Development of Route Options was completed in Summer 2009 and took a more detailed look at the lands included within the Preferred Corridor. Routes were examined in some detail including, for example, engineering design of major earthworks. This was to allow the anticipated effects of route options to be assessed against each other under the key criteria of safety, economics, environment, integration and accessibility.

Transport Minister Conor Murphy and his southern counterpart Minister Noel Dempsey TD announced the preferred route for the A5 Western Transport Corridor on 21 July 2009.

The preferred route for Section 1 of the A5 Dualling between New Buildings and Bready is shown in **Figure 4.2**.

A6 Dualling Londonderry to Dungiven

The A6 is part of the North Western Key Transport Corridor connecting Belfast to Londonderry.

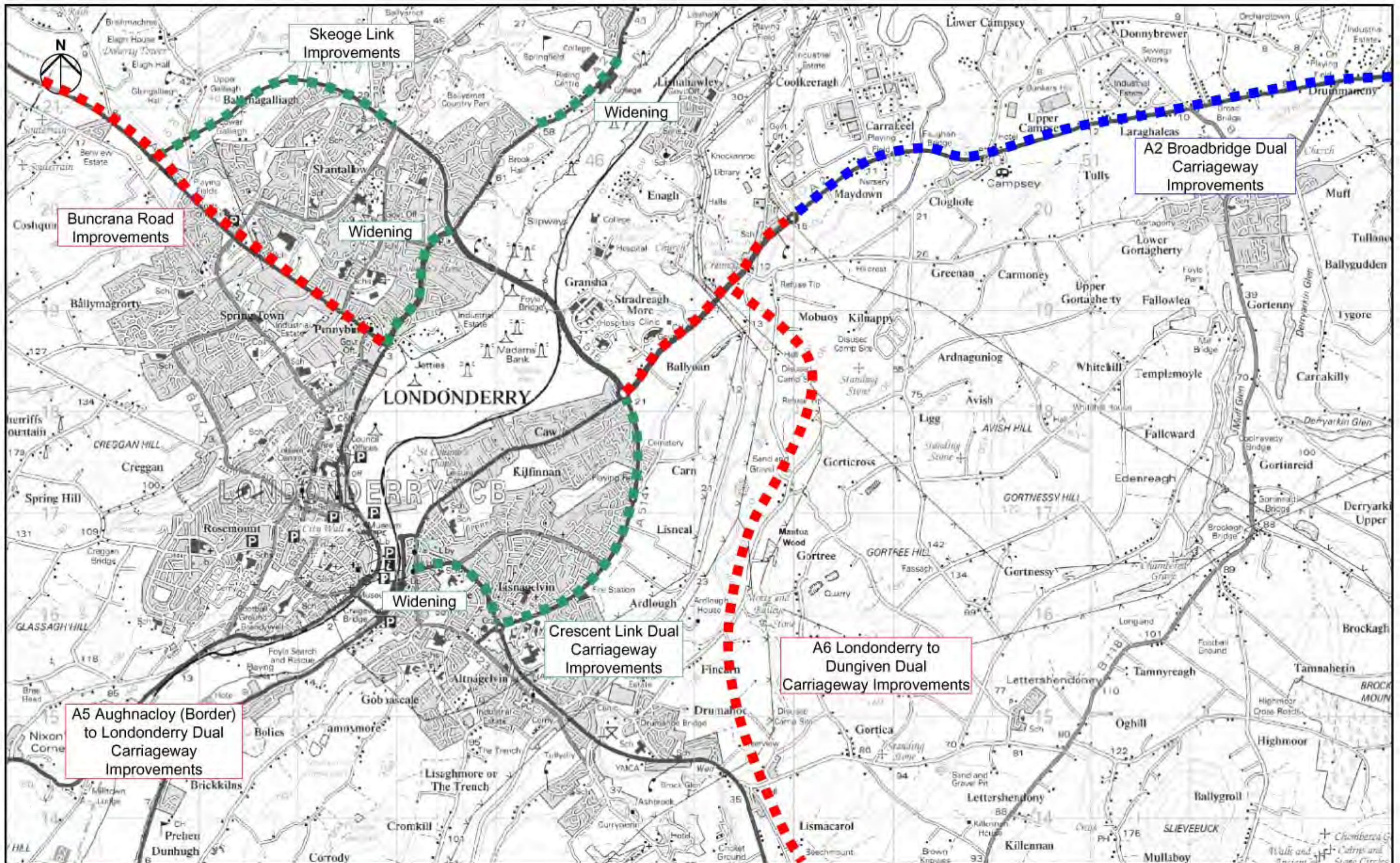
The Secretary of State for Northern Ireland announced in December 2005, the inclusion of 30 kilometres of dualling of the A6 from Londonderry to Dungiven in the RSTN-TP 2015, including a dual carriageway bypass of Dungiven.

In February 2007, Scott Wilson completed a Stage 1 Scheme Assessment on behalf of Roads Service to examine a strategy for a dual carriageway between Castledawson and Londonderry, including a bypass of Dungiven. The Castledawson to Londonderry Stage 1 Scheme Assessment Report examined a number of strategic on-line and off-line corridors, including one generally based on the alignment of the existing road. The on-line corridor was recommended as the Preferred Corridor for a new dual carriageway between Castledawson Roundabout and Londonderry.

The report recommended that the western section of the route between Londonderry and Dungiven, including a bypass of Dungiven, should be taken forward at an early stage to provide improved overtaking opportunities for strategic traffic and to allow consideration of bypasses for some of the communities along the route.

In June 2009, the Stage 2 Scheme Assessment Reports for the Londonderry to Claudy and Claudy to Dungiven sections of the A6 route were completed. These reports set out the results and conclusions of an assessment of the various route options under three main categories, namely engineering, environmental and traffic & economics. This has led to the identification of the Preferred Route which is now being taken forward through Stage 3 where it will undergo further refinement and assessment.

The western part of the preferred route for the A6 dualling between Londonderry and Dungiven is shown in **Figure 4.3**.



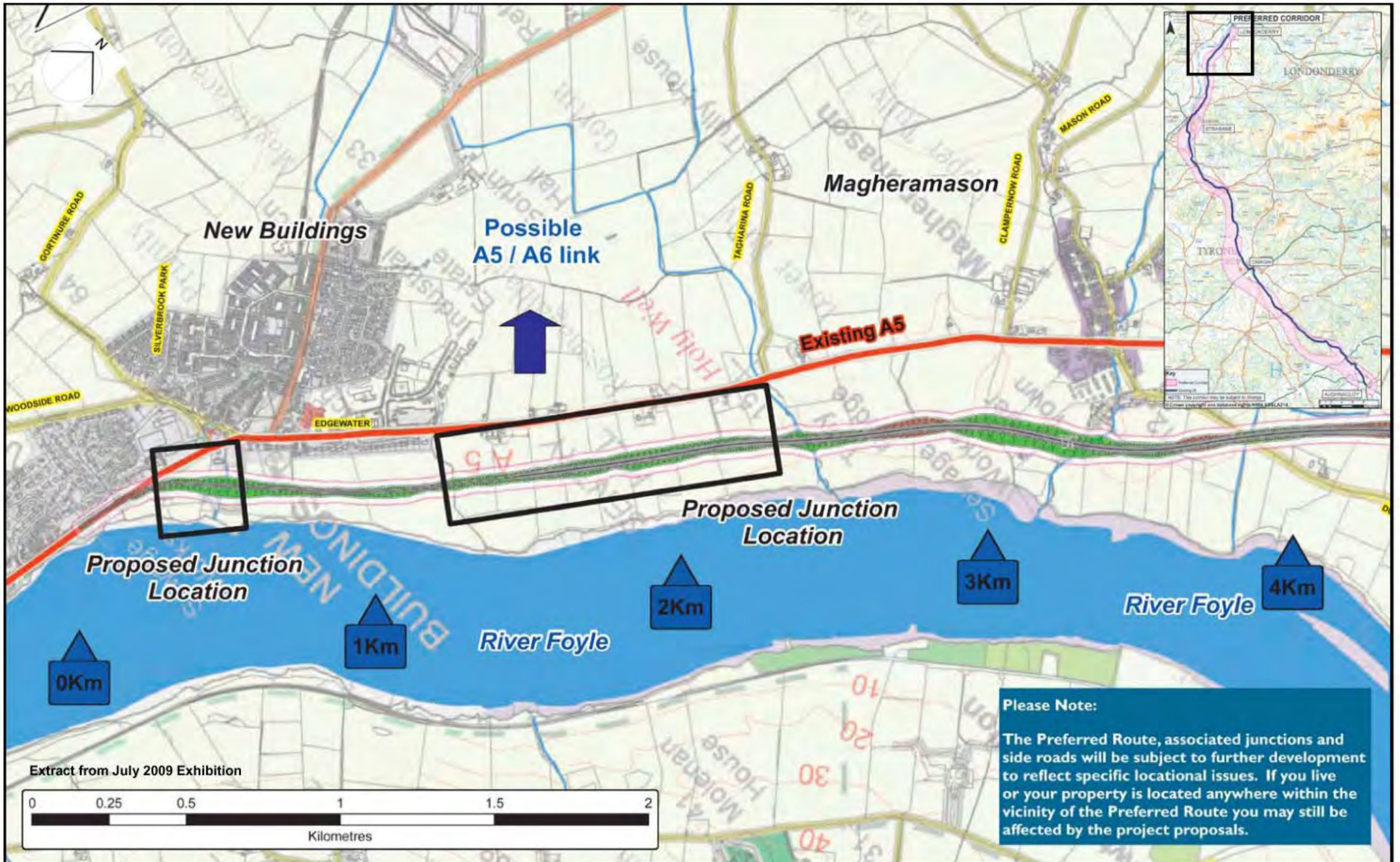
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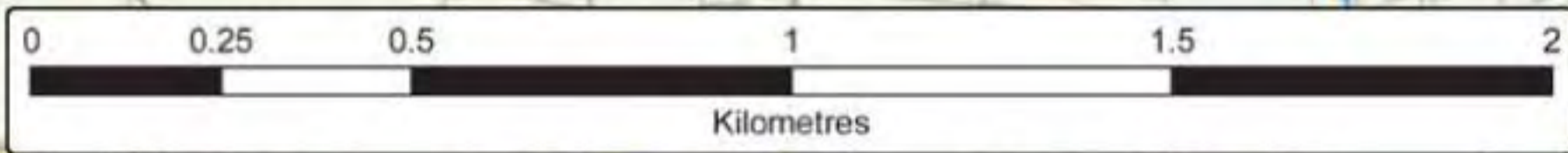
- Notes**
- ■ ■ ■ Schemes Completed (last 10 years)
 - ■ ■ ■ Schemes Under Construction
 - ■ ■ ■ Schemes In Planning

Improved Roads Linking Around Londonderry
Review of the Strategic Road Network

Figure 4.1
Roads Service Investment Around Londonderry



Extract from July 2009 Exhibition



Please Note:

The Preferred Route, associated junctions and side roads will be subject to further development to reflect specific locational issues. If you live or your property is located anywhere within the vicinity of the Preferred Route you may still be affected by the project proposals.



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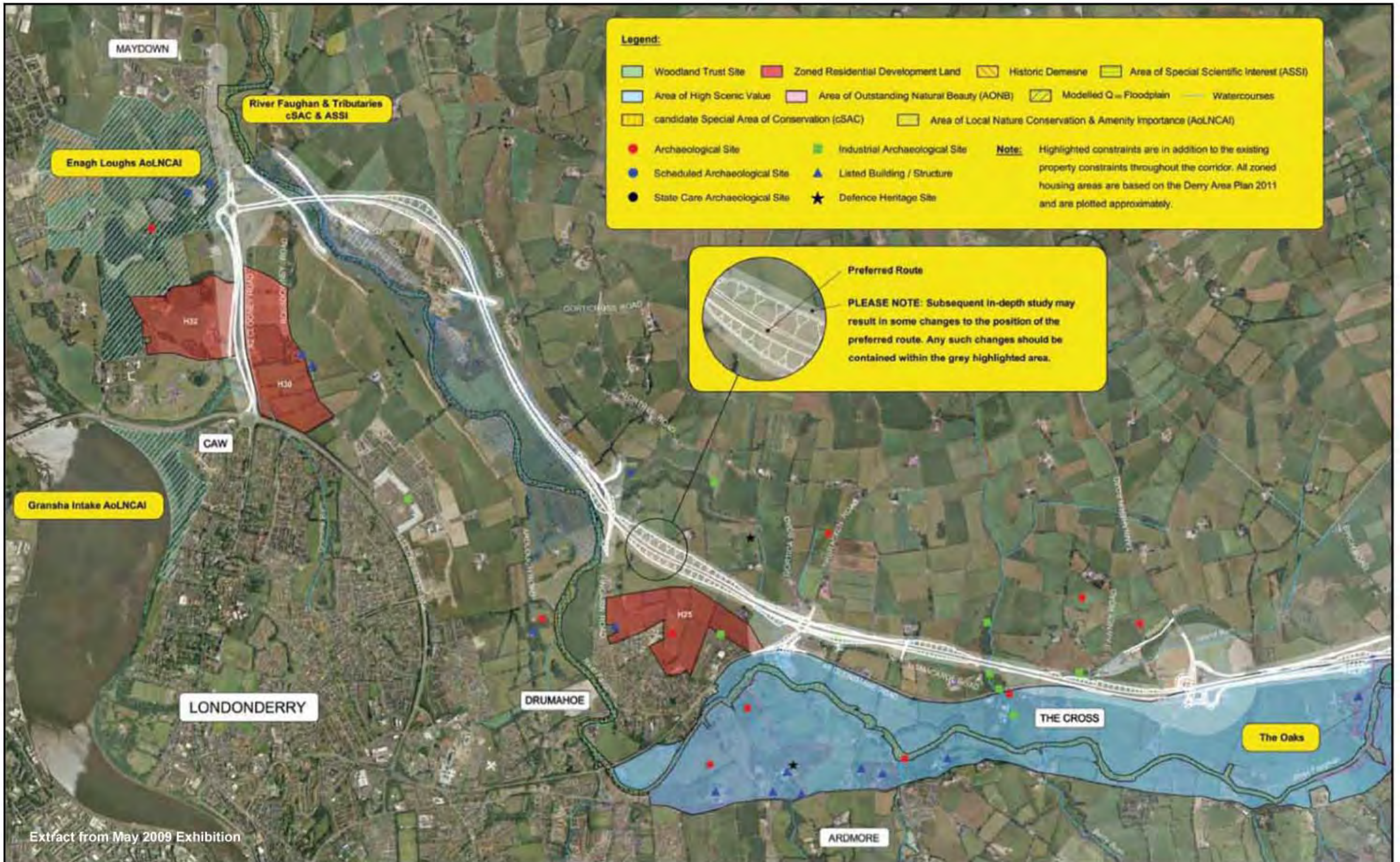
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Notes

Source: Roads Service, A5 Western Transport Corridor, Section 1 : New Buildings to Sion Mills Preferred Route (Northern Section) – July 2009

Improved Roads Linking Around Londonderry Review of the Strategic Road Network

Figure 4.2
Northern Part of A5 Aughnacloy to Londonderry Preferred Route



Legend:

Woodland Trust Site	Zoned Residential Development Land	Historic Demesne	Area of Special Scientific Interest (ASSI)
Area of High Scenic Value	Area of Outstanding Natural Beauty (AONB)	Modelled Q ₁₀ Floodplain	Watercourses
candidate Special Area of Conservation (cSAC)	Area of Local Nature Conservation & Amenity Importance (AoLNCAI)		

Archaeological Site Industrial Archaeological Site **Note:** Highlighted constraints are in addition to the existing property constraints throughout the corridor. All zoned housing areas are based on the Derry Area Plan 2011 and are plotted approximately.

Scheduled Archaeological Site Listed Building / Structure

State Care Archaeological Site Defence Heritage Site

Preferred Route

PLEASE NOTE: Subsequent in-depth study may result in some changes to the position of the preferred route. Any such changes should be contained within the grey highlighted area.

Extract from May 2009 Exhibition



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Notes
 Source: Roads Service, A6 Londonderry to Dungiven Dualling Scheme Preferred Route (Western section) - May 2009

Improved Roads Linking Around Londonderry Review of the Strategic Road Network

Figure 4.3
 Western Part of A6 Londonderry to Dungiven Preferred Route

4.4 Sub-Regional Transport Plan 2015

The Sub-Regional Transport Plan (SRTP) 2015 deals with the transport needs of the whole of Northern Ireland with the exception of the Belfast Metropolitan Area and the rail and trunk road networks which are covered in specific Transport Plans.

The purpose of the SRTP is to study the needs of the designated areas in detail and to confirm a package of transport schemes, consistent with the general principles and indicative levels of spend in the Regional Transportation Strategy (RTS). This package of schemes and initiatives must aim to service the future transport demands taking account of financial allocation, planned developments and any changes in Government policy.

Londonderry is the largest urban area in Northern Ireland outside Belfast and is designated “Regional City of the North West” by the RDS. This designation arises from the city’s role as a centre for the North West of Ireland, servicing Donegal and the counties of Tyrone and Londonderry, and providing a range of key services including education, commercial and retail.

This is shown in **Figure 4.4** which is taken from the SRTP.

Londonderry Urban Area

Key extracts from the Sub-Regional Transport Plan for the Londonderry Urban Area are shown below.

The principal drivers for change include the continued development of the city in response to planned population growth and trends in household size. The development includes the ILEX sites and Roads Service proposals for upgrades to the A2, A5 and A6 on the approaches to the city.

The development planned in the Derry Area Plan, will undoubtedly put the existing road network under further pressure. However a large part of the development is planned for the Buncrana Road axis where it can be accommodated, in some measure, by additional strategic radial and orbital road improvements and by additional bus services provided in conjunction with the private sector developers. Nevertheless periods of congestion and delay will lengthen focussing on the key junctions, the strategic riverside box and the secondary radials.

The ILEX sites present a substantial new opportunity for the city. Their inner city locations and their scale require that careful consideration is given to the provision of supporting transport infrastructure. The resulting developments and supporting infrastructure have the potential to significantly reshape the city centre and its transport networks, however this may take some time to bring to fruition.

Roads Service is progressing proposals for upgrades to all the main arterial routes into the city, namely A2 from the airport to Maydown, A2 Buncrana Road, A5 Londonderry to Strabane route and the A6 Londonderry to Dungiven route. There are a number of options for connecting these routes to the Londonderry urban network. However, the strategic riverside box will continue to experience substantial traffic growth as traffic rebalances across the two bridges.

Proposed Measures

The Derry Local Transport Study has tested a number of potential local transport measures and proposed a balanced package of measures. Where appropriate, the tests have made use of a computerised traffic model representation of peak conditions. The model was built using traffic data which included both local and strategic traffic, including cross-border flows. The tests have assumed the implementation of a number of Strategic Road improvements. The Derry Local Transport Study has not considered the impacts of the development of the ILEX sites as proposals are just emerging and there is no firm timescale for implementation.

The model has shown that by 2015 transport measures will be required to mitigate increased traffic growth in the city. Due to the limited opportunities to substantially improve the highway network capacity, the achievement of modal shift to sustainable modes such as walking, cycling and public transport is very beneficial to the operation of the city’s highway network. Modal shift is also viewed as having realistic potential in view of the city’s compact size. The proposed measures therefore include a balanced set of improvements across all modes. However, even with the proposed improvements, including both local and strategic highway network improvements, traffic conditions at peak times could deteriorate.

Figure 4.5, which is taken from the SRTP, highlights a number of the proposed measures. The full range of proposed measures across the urban area includes:

- Walk network improvements to make walking an attractive option for short length journeys;
- Cycle network improvements to encourage use of cycle for medium length journeys in the city;
- Improved infrastructure to support investment in the new Ulsterbus Foyle bus network to encourage use of public transport and modal shift from private car for commuting journeys;
- New Taxi Stands to improve facilities for all users;
- Establishment of a Quality Bus Corridor on the Buncrana Road – Altnagelvin route;
- Bus-based park & ride sites to be investigated at Buncrana Road, Drumahoe and Culmore Road;
- Parking Strategy to encourage convenient short stay spaces in the city centre and appropriate levels of long stay commuter parking at peripheral locations;
- Strategic highway improvements, principally on the Regional Strategic Transport Network to accommodate, where practicable, planned growth in strategic traffic (note: the proposed improvements include schemes not confirmed in the RSTNTP which may be possible to advance using alternative funding sources); and
- Local highway and traffic improvements, associated with the SRTP to ameliorate, where practicable, future problems arising on the local network.

Other Issues

The Local Transport Study has undertaken preliminary tests to consider the potential traffic role of a third bridge and of an [outer western orbital route](#). The tests did not assess environmental impacts, detailed engineering feasibility or precise construction costs. These tests suggest that, in terms of traffic congestion relief, the location of a third bridge is critical whilst an [outer western orbital route](#) could provide substantial relief but it would require careful consideration of linkages to the existing network. Further study of these other issues will be necessary.





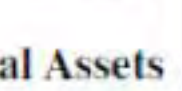

DIAGRAM 6

THE SPATIAL FRAMEWORK FOR LONDONDERRY & THE NORTH WEST

Future Development

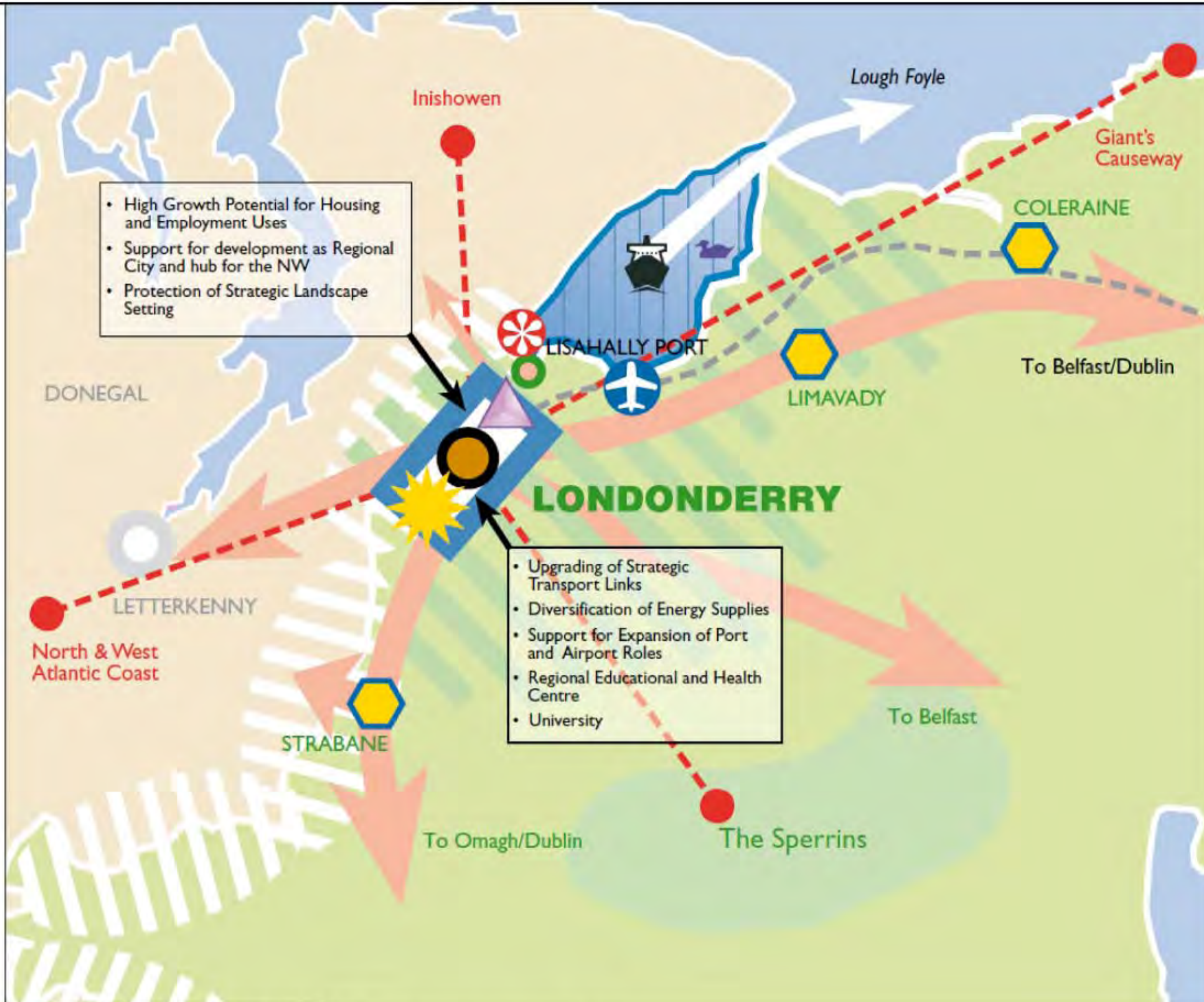
- Economic/Cultural/Tourism Centre for the North West 
- Historic Walled City 
- Urban Renaissance 
- Major Employment Development Opportunity 
- Major Tourism Development Opportunity 
- Tourist Connections 
- Trans Regional Development Linkages and Opportunities 

Regional Gateways

- Port 
- City of Derry Airport 
- Development Area around Port 
- Key Transport Corridors 
- Trunk Road 
- Railway 

Protect Major Environmental Assets

- High Quality Environmental Setting 
- Coastal Setting 
- River Foyle and Estuary Management Area 
- Ramsar Wetland Site 



- High Growth Potential for Housing and Employment Uses
- Support for development as Regional City and hub for the NW
- Protection of Strategic Landscape Setting

- Upgrading of Strategic Transport Links
- Diversification of Energy Supplies
- Support for Expansion of Port and Airport Roles
- Regional Educational and Health Centre
- University

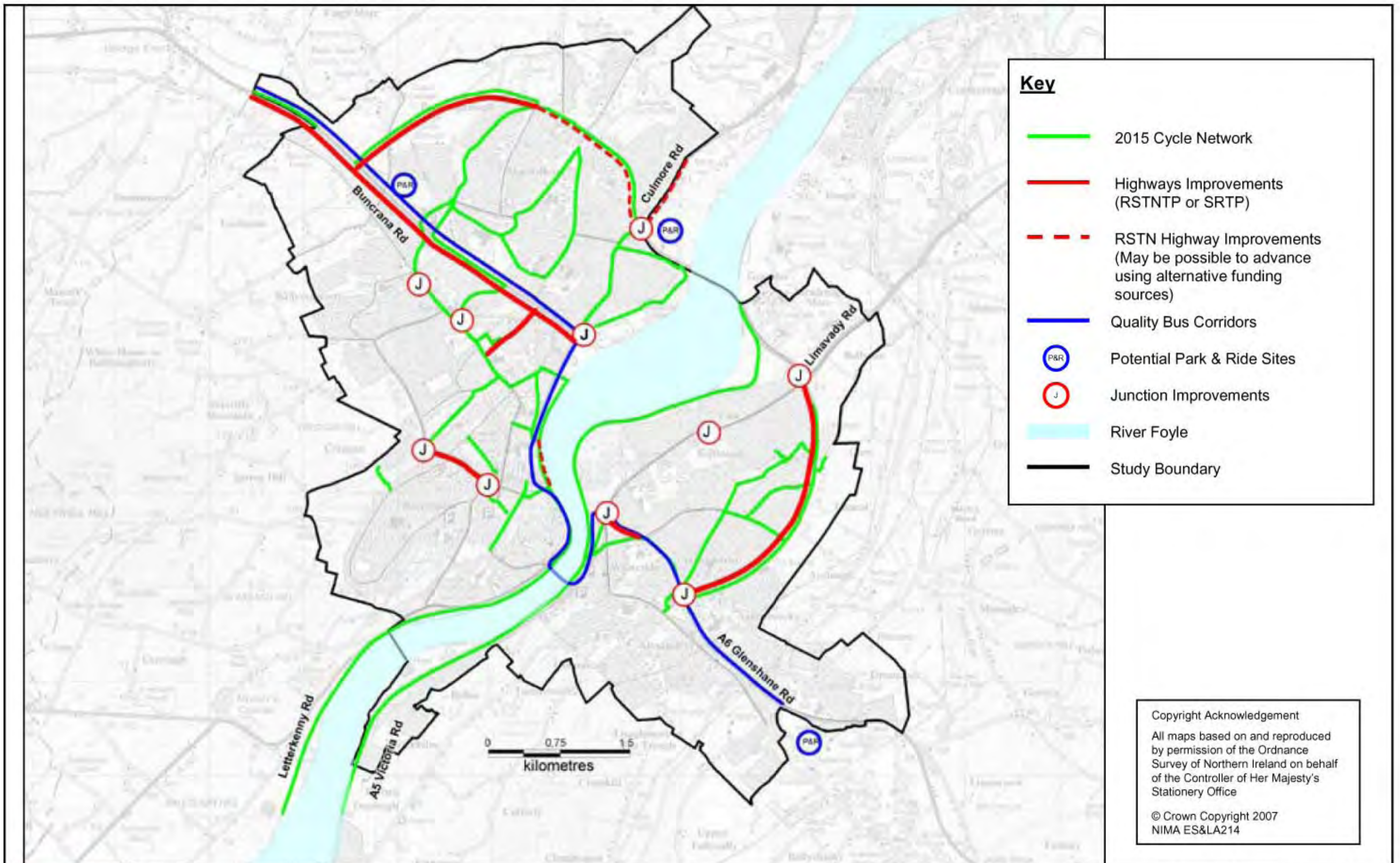


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Notes
Source: Sub-Regional Transport Plan 2015

Improved Roads Linking Around Londonderry Review of the Strategic Road Network

Figure 4.4
Sub-Regional Transport Plan 2015
The Spatial Framework for Londonderry & the North West



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Notes
 Source: Sub-Regional Transport Plan 2015

Improved Roads Linking Around Londonderry
Review of the Strategic Road Network
 Figure 4.5
 Sub-Regional Transport Plan 2015
 Londonderry LTS Proposed Measures

4.5 NRA Strategic Road Improvements

The National Roads Authority (NRA) is taking forward the development and implementation of various major road improvement schemes, including:

- N13 Stranorlar to Derry;
- N14 Lifford to Letterkenny; and
- N15 Lifford to Ballybofey/Stranorlar.

N13 Stranorlar to Derry

The N13 Stranorlar to Derry scheme will be 36 kilometres in length and is currently at the Feasibility Study stage.

The proposed scheme runs from Stranorlar to Derry and will be a strategic link for the northwest connecting to the Atlantic corridor. The study area covers the area from the River Finn/River Foyle on the east to the existing N13/Lough Swilly on the west between Derry to the North and Stranorlar to the South.

The study area of the proposed N13 scheme is shown in **Figure 4.6**.

The NRA allocated funding to Donegal County Council (DCC) in 2008 to carry out preliminary investigations to investigate the need for a new road linking Stranorlar to Derry. The National Roads Design Office (NRDO) has proceeded to examine the project in line with the National Roads Project Management Guidelines (NRPMG).

In 1998, the NRA published the National Road Needs Study outlining the improvement needs and target level of service for the entire national road network. The main objectives of the study were:

- To assess the existing levels of service provided by National Primary and Secondary inter-urban roads systems;
- To determine the appropriate type of road required for each section of the network, in order to cater for the projected traffic flows over the twenty-year period 2000 – 2019; and
- To form a basis on which policy decisions for road development can be made.

As the N13 Stranorlar to Derry scheme will form part of the Atlantic Corridor, it is envisaged that a Dual Carriageway cross section will be used on this scheme.

N14 Lifford to Letterkenny

The N14 Lifford to Letterkenny scheme will be 18 kilometres in length and is currently at the Preliminary Design stage.

The proposed scheme involves the design and construction of approximately 19 kilometres of new National Primary Route. The proposed road type is Type 2 dual carriageway. The route commences at the N13/N14 Junction at Manorcunningham and continues to the junction with the Strabane bypass on the A5 in County Tyrone crossing the N15 to the South West of Lifford. The scheme will involve a major river crossing at the River Finn on the border with Northern Ireland. Donegal County Council is working in conjunction with DRD Roads Service of NI.

The location of the proposed N14 scheme is shown in **Figure 4.7**.

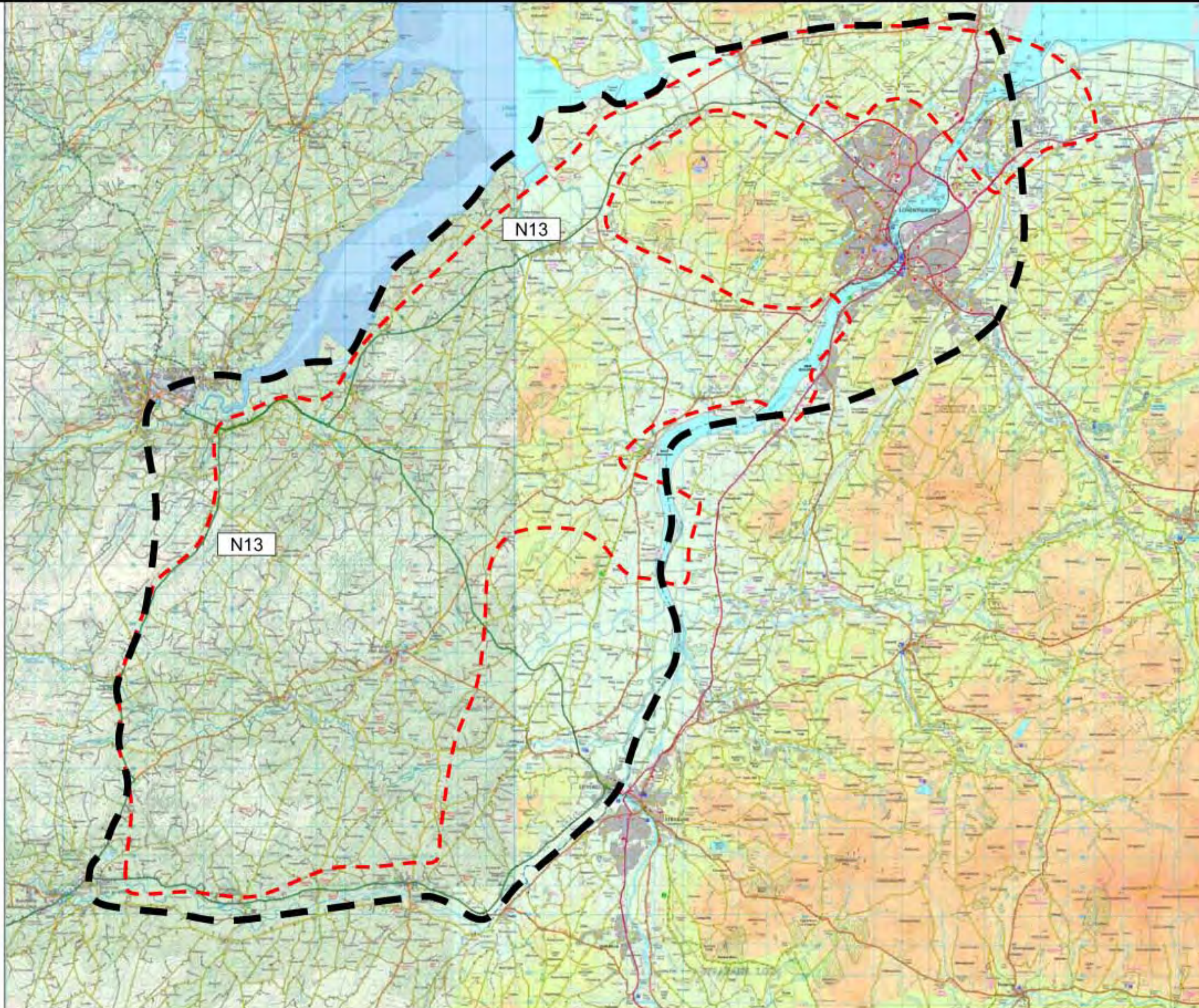
N15 Lifford to Ballybofey/Stranorlar

The N15 Lifford to Ballybofey/Stranorlar scheme will be 17 kilometres in length and is currently at the Preliminary Design stage.

The proposed scheme involves the design and construction of approximately 17 kilometres of new National Primary route bypassing Castlefinn, Liscoolea and Killygordan. The proposed design is a Type 2 dual carriageway.

The location of the proposed N15 scheme is shown in **Figure 4.8**.



The N13 study area and the general locations of the N14 and N15 schemes are shown in **Figure 4.9**.



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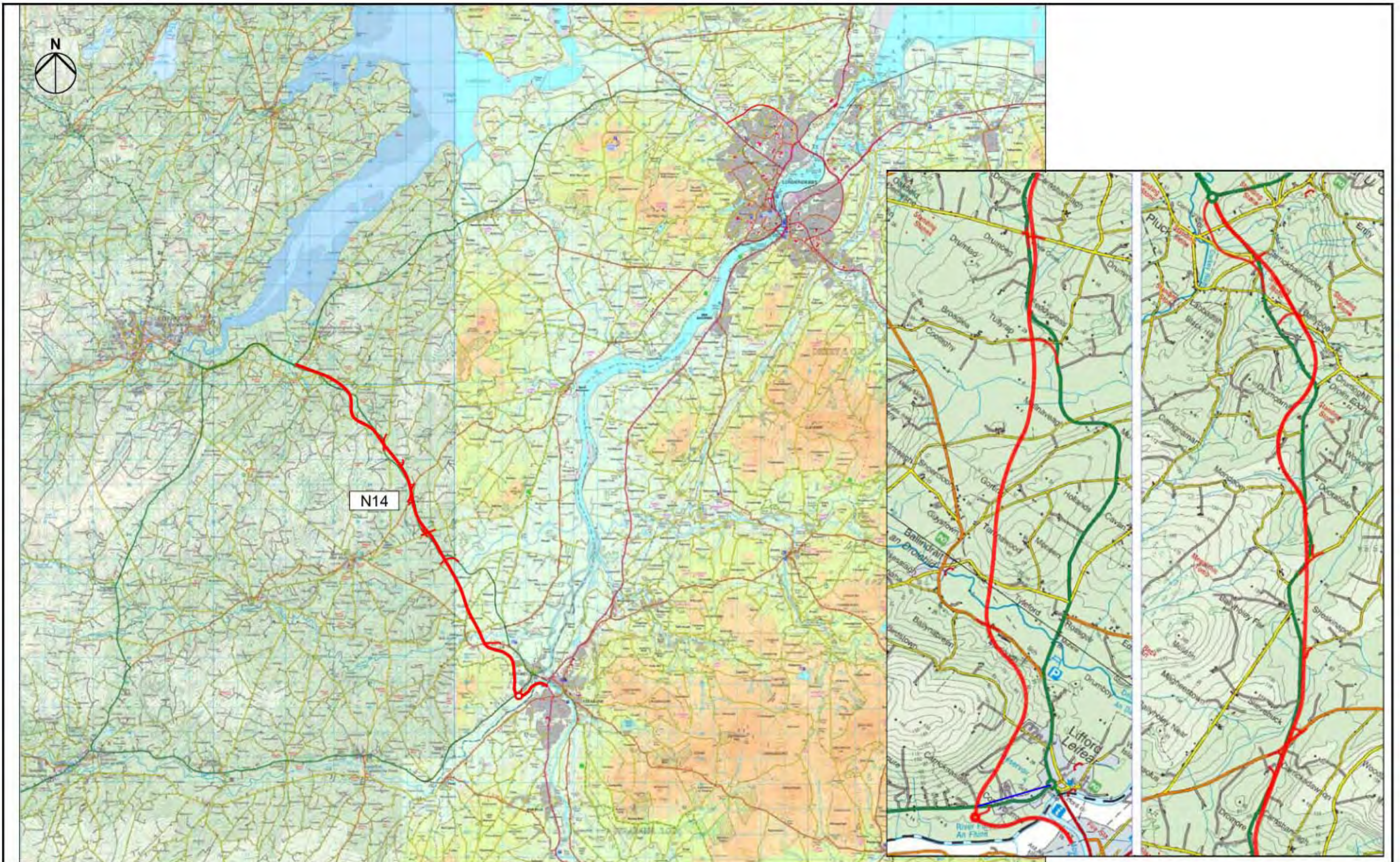
Notes

Source: Donegal County Council

-  N13 Study Area
-  Constraints Study Area Boundary

**Improved Roads Linking Around Londonderry
Review of the Strategic Road Network**

Figure 4.6
NRA Road Improvement Schemes
N13 Stranorlar to Derry



N14

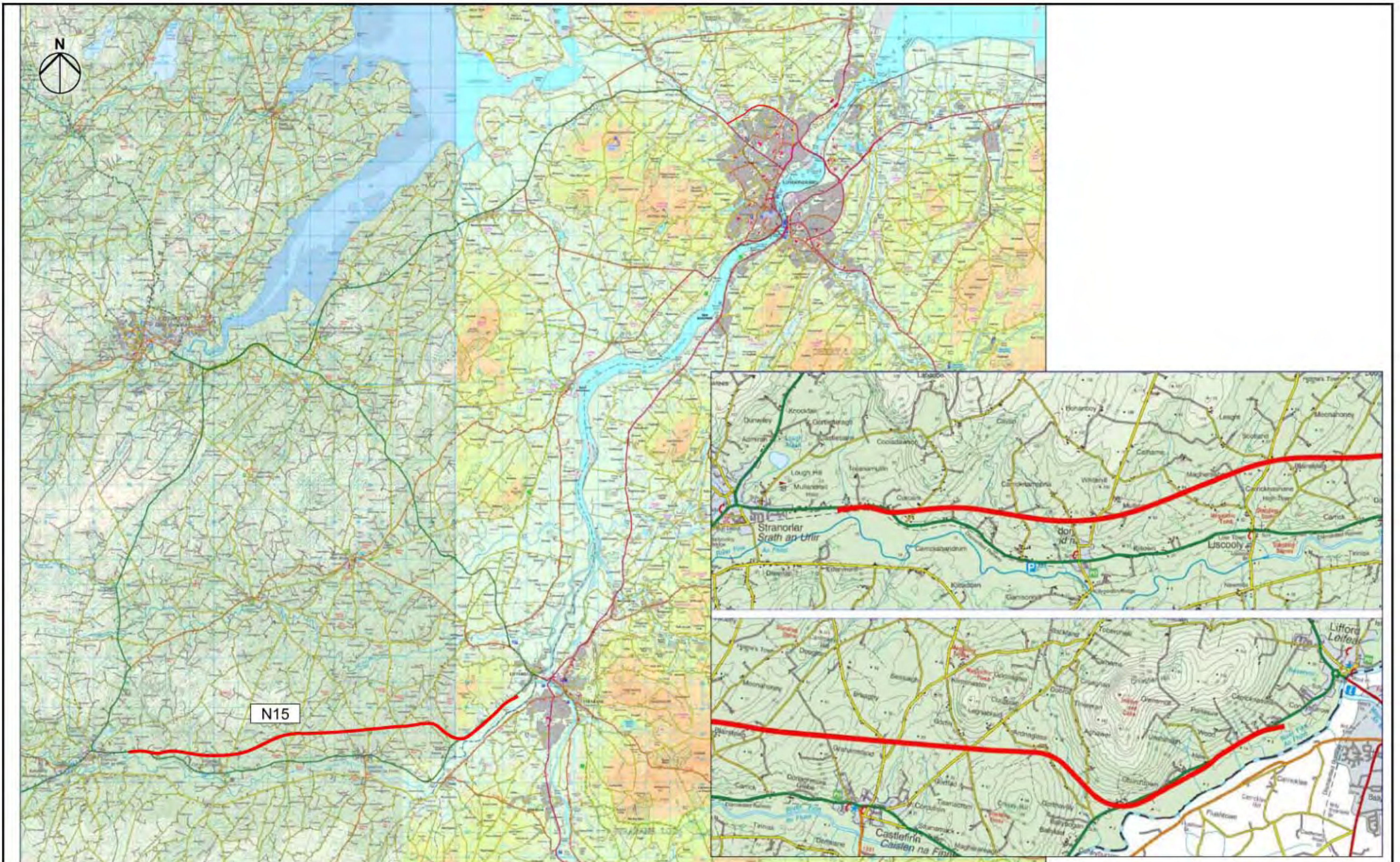


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Notes
 Source: Donegal County Council
 — N14 Improvement

**Improved Roads Linking Around Londonderry
 Review of the Strategic Road Network**

Figure 4.7
 NRA Road Improvement Schemes
 N14 Lifford to Letterkenny



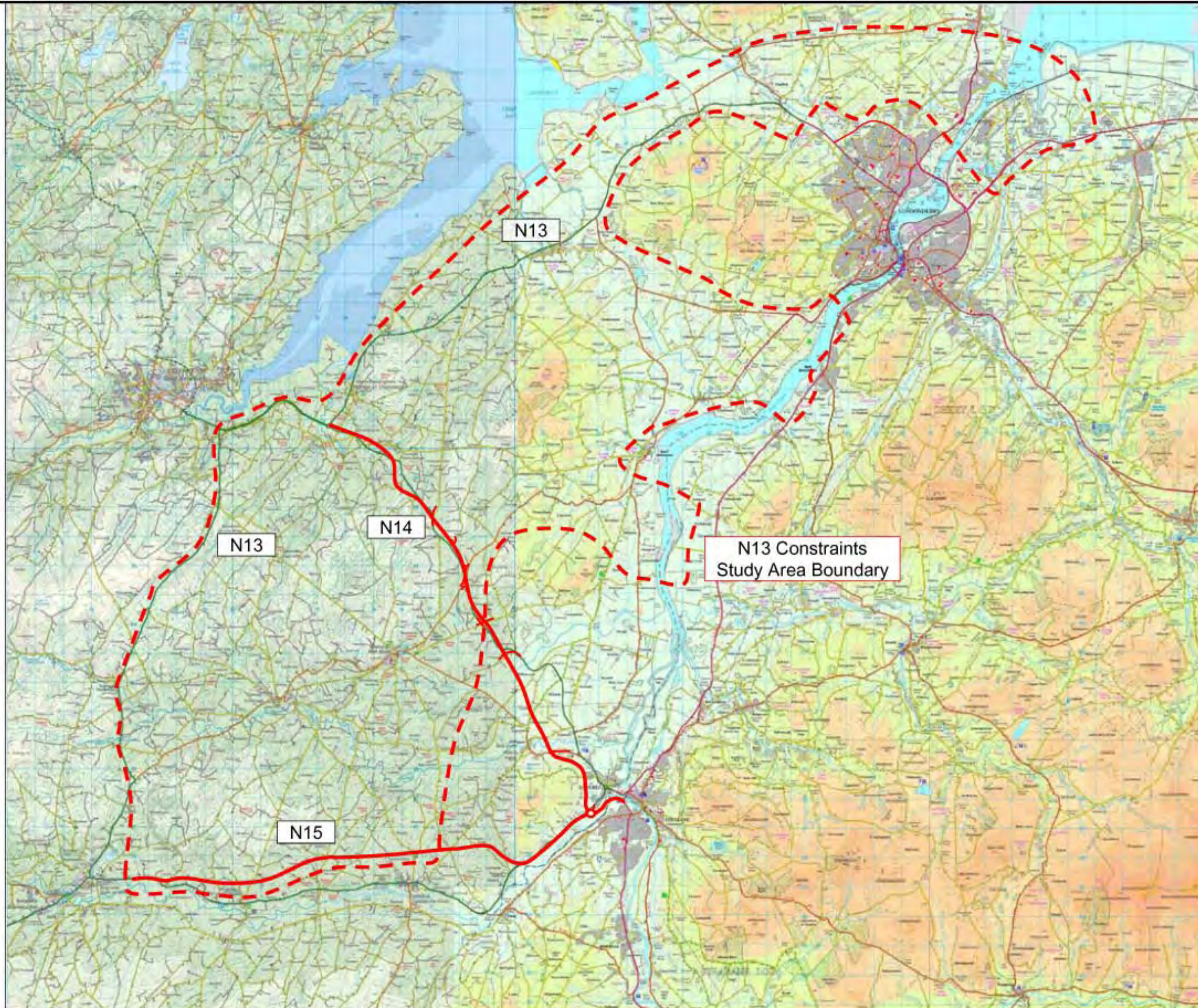
N15



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Notes
 Source: Donegal County Council
 — N15 Improvement

Improved Roads Linking Around Londonderry
Review of the Strategic Road Network
 Figure 4.8
 NRA Road Improvement Schemes
 N15 Lifford to Ballybofey/Stranorlar



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Notes

- Source: Donegal County Council
- - - N13 Constraints Study Area Boundary
 - N14 and N15 Improvements

Improved Roads Linking Around Londonderry
Review of the Strategic Road Network
Figure 4.9
NRA Road Improvement Schemes
All Schemes

5.0 Planning and Regeneration

5.0 Planning and Regeneration

5.1 Derry Area Plan 2011

The Derry Area Plan 2011, published in May 2000, is a Development Plan prepared by the Planning Service, an agency within the Department of the Environment. The purpose of the plan is to inform the general public, Statutory Authorities, developers and other interested bodies of the policy framework and broad land use proposals which will be used to guide development up to the year 2011. It provides guidance on the amount and nature of development which can be expected and where it can best be located so as to create an overall environment that will enhance the quality of life for the people of Derry District.

In achieving the above, the Department set out a number of key objectives. With respect to the transport system, the specific objective is as follows:

- Developing a transportation strategy for the City and District which will facilitate movement throughout the entire area and which is accessible insofar as is practicable to those with special needs. Alternative means of transport to the private car, such as cycling, will be promoted.

The key areas associated with the Area Plan are shown in **Figures 5.1 to 5.4**.

Development Strategy

The Plan promotes the concept of sustainable development and seeks to promote development at the appropriate time and in the appropriate location.

The major determinants on the future strategic physical growth of the City are:

- Topography – General urban development will be restricted in the main to below the 100 metre contour line;
- Landscape – General urban development will be restricted along the River Foyle and the River Faughan;
- Water Quality within the Faughan System – Development within the River Faughan catchment will be restricted so as to maintain the quality of water available in the river; and
- Countryside Protection – The Department designates a Green Belt around Londonderry and appropriate Countryside Policy Areas.

The Countryside

The size and continuing growth of Londonderry, the out-lying industrial areas and the nearby villages create considerable development pressures. It is a function of the Development Plan to provide sufficient land for this growth whilst protecting the open countryside from urban sprawl and ribbon development. A Green Belt has therefore been designated around Londonderry.

Natural Environment

There is an increasing awareness of the impacts of development on the natural environment and growing public support for the protection of this resource at local, national and international level. An important element of the Plan is to balance the need for economic growth with the requirement to protect, conserve and enhance wildlife and natural beauty.

Lough Foyle has been designated as an Area of Special Scientific Interest (ASSI) and a Special Protection Area (SPA) by virtue of its over-wintering bird population. Ness Wood and Ervey Wood are designated as ASSIs and it is likely that other areas will be designated over the plan period.

In addition to the above, landscapes of national importance have merited designations as Areas of Outstanding Natural Beauty (AONB).

Built Environment

The District contains a rich legacy of archaeological and historic features which requires protection for the understanding and enjoyment of future generations as well as providing information about the past and helping to create a sense of identity for the present community.

Housing

It is estimated that around 10,500 new dwellings may be required in the Derry City Council Area between 1996 and 2011. The possible distribution of this housing need within the District is as follows:

- Londonderry – 8,500;
- Villages and Small Settlements – 1,500; and
- The Countryside – 500.

The housing policies contained within the Plan are aimed at ensuring that an adequate and continuous supply of housing land is identified to facilitate the provision of a range of housing opportunities to meet the needs of the community.

Proposal H1 Zoned Housing Land states that 595 hectares of land are zoned for housing purposes in Londonderry. The majority of the District's population lives in Londonderry where much of the demand for new housing will be met with the balance accommodated in the villages, small settlements and the countryside. These sites, if developed at mid-range density, could provide approximately 11,500 dwellings which is well in excess of the anticipated need of 8,500 houses.

The distribution of the new dwellings around the city is shown in **Figure 5.3**.

Industry and Employment

The continuing growth in Industry and Employment are indicative of the District's inherent attractions as an industrial centre and its enthusiastic and educated work force. There is every hope that additional industrial development will occur encompassing expansion of existing operations and the arrival of firms new to the area.

Proposal IND1 Zoned Industrial Land states that approximately 200 hectares of land are zoned for industrial purposes.

Commerce

Londonderry is the principal retailing centre for the Derry City Council Area and for neighbouring areas of Limavady and Strabane and for parts of Donegal. The urban area also contains a number of local centres.

Proposal COM1 New Local Centres states that the Department defines six Local Centres at Buncrana Road East, Buncrana Road West (2), Lower Galliagh Road, Ballyarnett and at Crescent Link.

Community Facilities

Community facilities embrace education, health and community services.

The District is already well provided for in terms of total school places and it is envisaged that over the Plan period any additional school provision can be accommodated within the green field housing sites. It is expected that the University of Ulster will continue to expand on land adjacent to the Magee Campus at Aberfoyle. The North West Institute of Further and Higher Education is based at Strand Road. Work is under way on a major new campus building.

Hospital services will continue to be provided at Altnagelvin, Gransha, Stradreagh and Waterside Hospitals. A substantial programme of improvements to the Altnagelvin hospital complex will be carried out over the next 10 years.

Over the Plan period the Department will endeavour to provide community centres at Eglington, Newbuildings, Lettershendoney and Tullyally as soon as resources permit.

Proposal CF1 Land for Community Facilities states that the Department allocates sufficient land to meet the anticipated needs of the community in terms of education, health and other public facilities.

Recreation and Open Space

A central theme of the City Council's strategy is to provide a series of linkages enabling easy pedestrian and cycle movement between major recreational facilities. Although much of this has already been achieved, some critical linkages have still to be provided, for example, between Culmore Road and Ballyarnett Country Park and at Woodburn.

Proposal R1 Recreation and Open Space Provision states that the Department zones sufficient land to meet the recreational and open space needs of the District.

Tourism

The Department recognises the importance of tourism to Derry District both in terms of economic activity and employment potential.

Proposals for development will be judged on their contribution to the tourism industry and the degree to which they contribute to the conservation of the built and natural heritages, whilst favourable consideration will normally be given to proposals which involve the consolidation and expansion of existing tourism facilities.

Minerals

Geological survey work carried out in the District to the north of Drumahoe has indicated the possibility that future exploration may reveal the presence of base and/or precious metals in the District.

Proposal MN1 Areas of Constraint on Mineral Development states that the Department defines Areas of Constraint on Mineral Development in (a) the Faughan Valley and (b) along the River Foyle

within which there will be a presumption against the grant of planning permission for the extraction and/or processing of minerals.

Public Utilities

Development will be controlled in the vicinity of Drumahoe sewage treatment works and the Department will seek to ensure that planning permission is not granted for development which would suffer smell nuisance on land within 300 metres of the sewage treatment works at Drumahoe. Development will also not normally be permitted in areas known to be at serious risk of flooding.

Transportation

The aim for Transportation will be to develop an efficient, safe, accessible and sustainable transportation system which offers better choice and mobility for all its users.

To this end, the Department will seek to ensure the development of a high quality public transport system accessible to all, encourage public transport usage by according priority to bus movements where practicable and increase cycle activity and provide safe facilities for cyclists.

Proposal TR1 Strategic Highway Proposals states that the following schemes have been included in the Plan on the basis of the recommendations of the Derry Transportation Study:

- Strand Road widening (now complete);
- Culmore Road widening (now complete);
- Queen's Quay widening;
- Buncrana Road widening;
- Glendermott Road and Dungiven Road widening (now complete);
- Skeoge Link Road (now complete);
- Crescent Link dualling (now complete);
- Maydown to Broadbridge dualling (currently under construction);
- Newbuildings to Magheramason (now part of the A5 Aghnacloy to Londonderry Dualling scheme); and
- Culmore Road improvements (now complete).

In addition to the above, and in the interests of road safety, the Department will seek to reduce the number of crossover points on dual carriageways as well as controlling access to main traffic routes and car parking provision will be controlled on a zonal basis.

Central Area

The Department recognises the important role that a diverse and vibrant Central Area plays in the life of the City and its hinterland. The Central Area boundary is based on consideration of urban function, land use, topography and townscape. The Commercial Core is characterised by a concentration of shopping and office facilities on both banks of the River Foyle. The total number and range of shopping and other retail service facilities confirm the role of the Commercial Core as the primary shopping location for an extensive hinterland embracing not just the City and its District but also Limavady, Strabane and parts of east and north Donegal.

Villages and Small Settlements

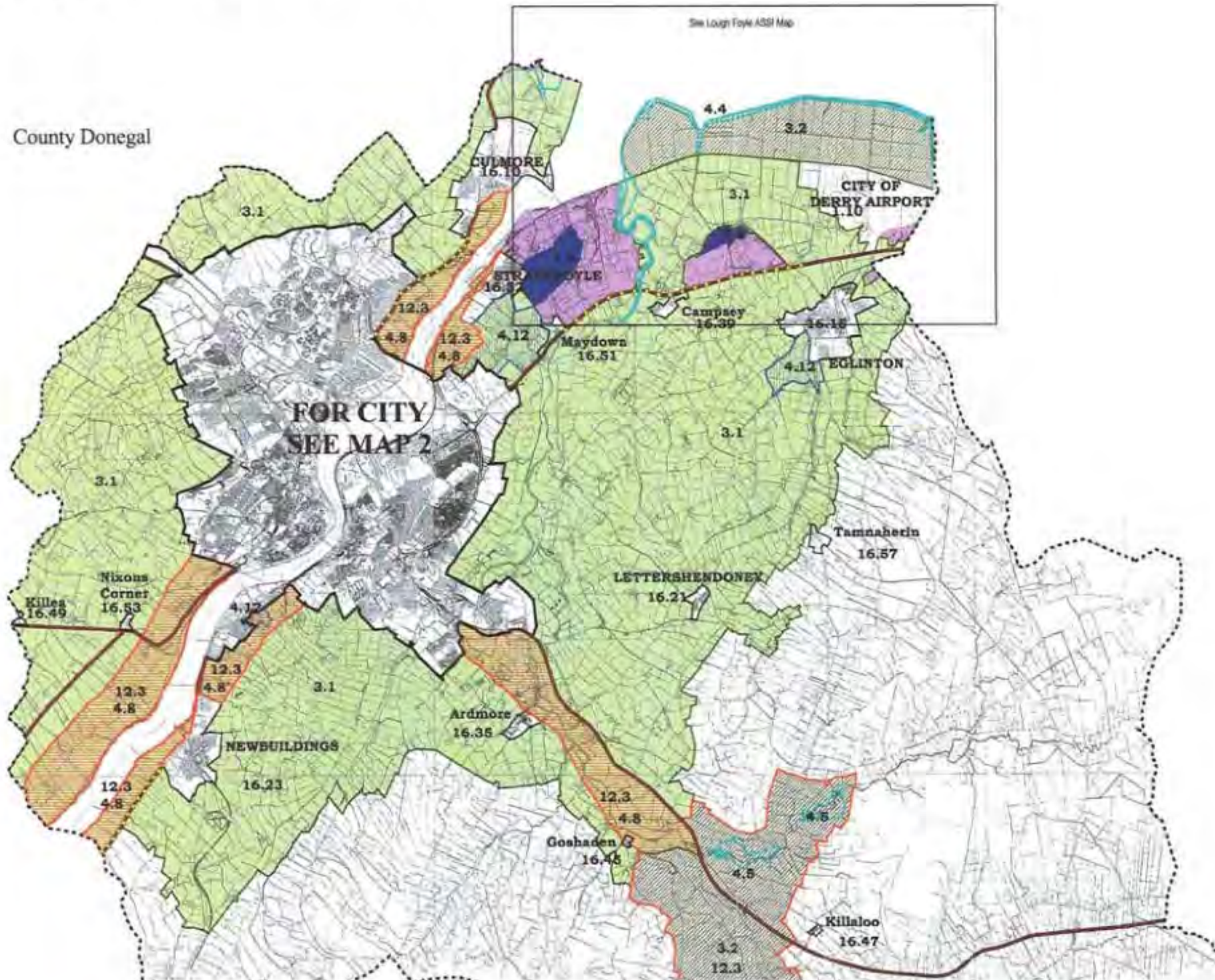
The Department has identified 7 villages and 13 small settlements. A limit of development has been defined for each village and small settlement within which development will normally be acceptable.



DERRY AREA PLAN 2011

Map 1 - District Strategy

County Donegal



MAP LEGEND

- District Boundary
- Villages and Small Settlements
(See individual maps and Plan Written Statement)
- 3.1 Greenbelt
- 3.2 Countryside Policy Area
- 4.6 Area of Outstanding Natural Beauty
- 4.8 Area of High Scenic Value
- 12.3 Area of Constraint on Mineral Development
- 4.12 Area of Local Nature Conservation and Amenity Importance
(Also see Map 2 and individual Village maps in Plan)
- Area of Special Scientific Interest
- Existing Industry
- Proposed Industry
- Major Road Proposals
- Protected Routes
- 2.1 Refers to Plan Written Statement



An Agency within the
Department of the
ENVIRONMENT

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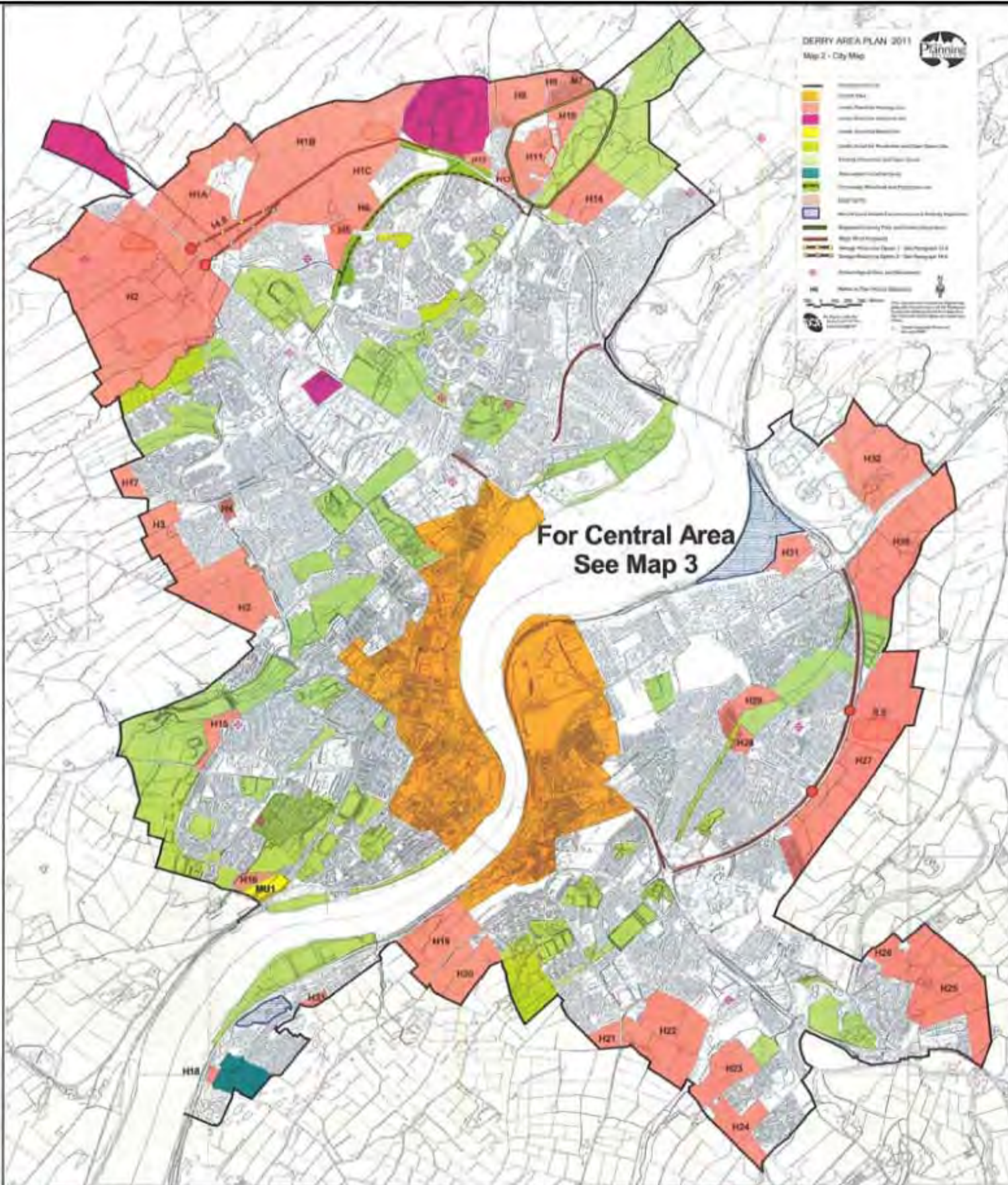
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Notes

Source: Derry Area Plan 2011

Improved Roads Linking Around Londonderry Review of the Strategic Road Network

Figure 5.1
Derry Area Plan 2011
Map 1 – District Strategy



DERRY AREA PLAN 2011

Map 2 - City Map



- Development Limit
- Central Area
- Lands Zoned for Housing Use
- Lands Zoned for Industrial Use
- Lands Zoned for Mixed Use
- Lands Zoned for Recreation and Open Space Use
- Existing Recreation and Open Space
- Area subject to further study
- Community Woodland and Pedestrian Link
- Local Centre
- Area of Local Nature Conservation and Amenity Importance
- Ballyarnett Country Park and Historic Racecourse
- Major Road Proposals
- Skeoge Road Line Option 1 - See Paragraph 14.8
- Skeoge Road Line Option 2 - See Paragraph 14.8
- Archaeological Sites and Monuments
- H6** Refers to Plan Written Statement



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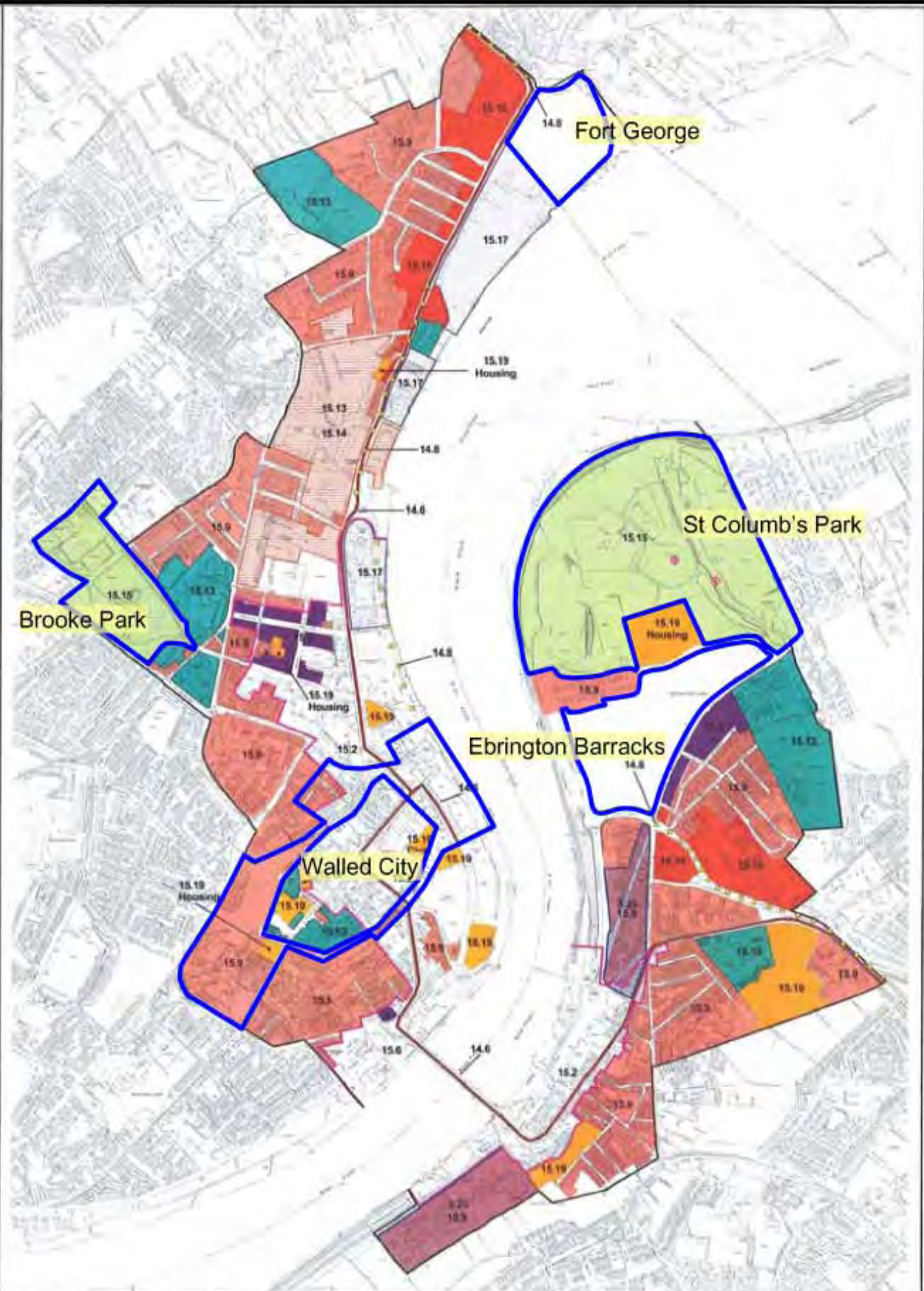
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Notes
Source: Derry Area Plan 2011

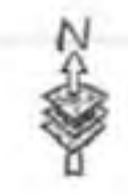
Improved Roads Linking Around Londonderry Review of the Strategic Road Network

Figure 5.2
Derry Area Plan 2011
Map 2 - City Map

DERRY AREA PLAN 2011
 Map 3 - Central Area Map



- Central Area Boundary
- Commercial Core
- Residential
- Recreation and Open Space
- Office Development Area
- Civic and Education Uses
- Civic and Education Precinct
- Redevelopment Areas
- Opportunity Sites (Preferred Use)
- Historic Park, Garden and Demesne
- Mixed Use
- Area of Townscape Character
- Major Road Proposals
- Public Transport Corridor
- Archaeological Sites and Monuments
- 15.6 Refers to Plan Written Statement



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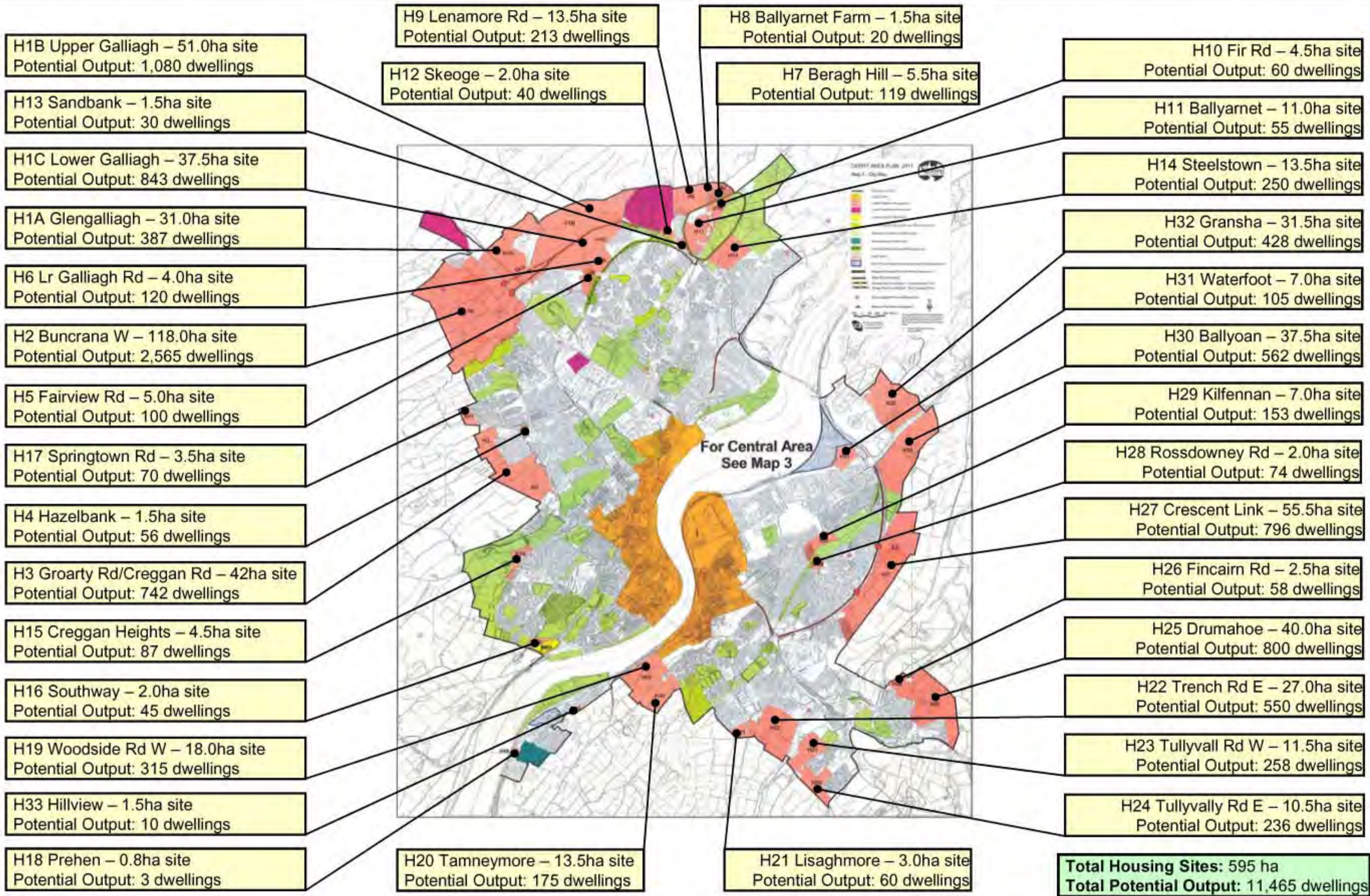


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Notes
 Source: Derry Area Plan 2011

**Improved Roads Linking Around Londonderry
 Review of the Strategic Road Network**

Figure 5.3
 Derry Area Plan 2011
 Map 3 – Central Area Map



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Notes
 Source: Derry Area Plan 2011
 Potential Output is based on average density

Improved Roads Linking Around Londonderry
Review of the Strategic Road Network
 Figure 5.4
 Derry Area Plan 2011
 City Housing Sites Potential Output

5.2 ILEX

Ilex Urban Regeneration Company Limited (ILEX) was set up in 2003 by the Office of the First Minister and Deputy First Minister (OFMDFM) and the Department for Social Development in Northern Ireland (DSD) to plan, develop and sustain the economic, physical and social regeneration of the Derry City Council area. Ilex has a clear and practical mission:

“To create and promote a deliverable vision for the regeneration of Derry ~ Londonderry, to secure the community’s commitment to that vision and to pursue single-mindedly its implementation.”

To assist in delivering the vision, ILEX commissioned an Integrated Transport Strategy. The purpose of the study was to deliver against ILEX’s mission by:

- Developing an integrated transport strategy focussed on the transformation of the region;
- Securing community commitment through research and consultation; and
- Facilitating implementation of the strategy by preparing a robust implementation plan to which the key delivery authorities agree and are committed.

The study notes that the vision presents a balanced range of policies. These policies are interrelated in that the levels of car-parking restraint, the improvement in bus services and other sustainable modes of transport, and the readjustment of traffic capacity work together to re-balance demands by mode to meet the needs of the growing city.

In general, the vision includes a series of measures based on the following categories:

- Walking;
- Cycling;
- Rail;
- Bus;
- Parking;
- Traffic Engineering and Highway Links;
- Environmental;
- Regional Schemes; and
- Cross-Border Schemes.

In January 2010, work commenced on the construction of the new 235 metre long Peace Bridge which is of fundamental importance to the regeneration programme. The bridge, which is designed for pedestrians and cyclists, extends from Guildhall Square to the former Ebrington Barracks and will act as a catalyst for transformation and future growth in the city.

The draft Integrated Transport Strategy acknowledges that the Outer Orbital Route is not included in the published Roads Service programmes for major highway schemes but notes that the route is of key importance to the composition of the strategy as it is expected to:

- Relieve traffic levels in the city centre, thus facilitating traffic calming and capacity reductions in environmentally sensitive areas; and
- Reduce traffic demand on key radial links and through critical junctions, thus facilitating the introduction of high quality cross-city bus services with bus priority measures.

It is expected that the main recommendations of the Draft Integrated Transport Strategy will be published by ILEX in due course, possibly as part of the ongoing Derry ~ Londonderry City Region Mark II Regeneration Plan process.

The key areas identified in the ILEX urban regeneration plan vision, including opportunity sites, development areas, enhanced city parks, neighbourhoods, action areas and the historic core are shown in **Figure 5.5**.

5.3 Other Major Developments

City of Derry Airport

The Investment Delivery Plan for Gateways indicates that the City of Derry Airport is important to the economic and tourism development plans for the North West and has attracted joint funding from the Executive and the Irish Government for safety works. This airport is continuing to grow and is currently going through a period of substantial investment.

In conjunction with the Irish Government, the Executive has committed £7m towards a runway safety scheme at City of Derry Airport (CoDA). The scheme has now commenced and the allocation within ISNI of the final £2m tranche in the financial year 2008/09 will complete the project.

The runway improvement works at CoDA will enable the airport to remove a restriction, imposed for safety reasons, on passenger numbers carried by existing aircraft operators. Thus, air services to the North West should be improved by the project.

In 2008, the number of passengers were close to achieving 500,000 per annum but have fallen back since with the down-turn in air travel and in common with that experienced by other airports. CoDA’s current Business Plan does however forecast continuous, steady growth to in excess of 1 million passengers per annum in the short to medium term.



-  Opportunity Sites
-  Key Development Areas
-  Enhanced City Parks
-  Neighbourhoods
-  Historic Core
-  Action Areas



Fort George

Major mixed use riverside development located on the edge of the city centre presenting a gateway from the north.

It's high density will be dependent on efficient use of sustainable modes of transport by residents and employees alike, protecting the operation of the neighbouring network (Culmore Rd, Buncrana Rd and Strand Rd).

Ebrington Barracks

Ebrington is a mixed use development involving the re-use of a heritage-rich military barracks site on the river's eastbank.

It will be linked directly to the Guildhall and hence the Walled City by the iconic foot and cycle bridge and will be dependent on sustainable modes to minimise the impact on an already congested Dales Corner junction.



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Notes

Source Information: ILEX

Improved Roads Linking Around Londonderry Review of the Strategic Road Network

Figure 5.5
ILEX Urban Regeneration Plan Vision April 2009
Key Locations

6.0 Future Strategic Road Network

6.0 Future Strategic Road Network

6.1 Existing Traffic Volumes and Patterns

Examination of the traffic information indicates that some 70,200 vehicles (2-way Annual Average Daily Traffic) travelled to / from the city daily in 2007.

Some 29,500 vehicles travelled to / from the west and some 40,700 vehicles travelled to / from the east. The distribution of trips, as shown below, indicates that traffic is relatively evenly balanced across all approaches, with the A2 Buncrana Road carrying the highest traffic flows.

The recorded traffic flows on the rural roads to the west of the city are as follows:

- 18,300 vehicles (**26%**) on the A2 Buncrana Road west of Skeoge Link;
- 11,200 vehicles (**16%**) on the A40 north of Nixon's Corner;

The recorded traffic flows on the rural roads to the east of the city are as follows:

- 15,100 vehicles (**22%**) on the A2 at east of Eglinton;
- 13,600 vehicles (**19%**) on the A6 at east of Drumahoe; and
- 12,000 vehicles (**17%**) on the A5 at New Buildings.

In addition to the above, some 18,600 vehicles per day travel to and from the city on the A2 Culmore Road. However, as the Roads Service automatic traffic counter is located with the urban section of the road to the immediate north of Culmore Road Roundabout, a record of traffic flows beyond the urban area of the city is not available.

Examination of the trip patterns, based on the results of the 2006 roadside interview surveys, indicates the following split between traffic travelling to the city and traffic passing through the city:

- A2 Buncrana Road has **87%** traffic travelling to the city and **13%** traffic passing through the city;
- A40 Nixon's Corner has **88%** traffic travelling to the city and **12%** traffic passing through the city;
- A2 Culmore Road has **84%** traffic travelling to the city and **16%** traffic passing through the city;
- A2 Clooney Road has **80%** traffic travelling to the city and **20%** traffic passing through the city;
- A6 Drumahoe has **88%** traffic travelling to the city and **12%** traffic passing through the city; and
- A5 New Buildings has **87%** traffic travelling to the city and **13%** traffic passing through the city.

In terms of overall traffic movements, approximately **85%** of traffic approaching the city daily in 2006 had destinations in the city, with the remaining **15%** of traffic passing through the city.

The provision of a linked strategic road network around the city, taking into account the local environmental constraints and engineering challenges, could therefore potentially benefit both longer-distance through traffic by improving transport economic efficiency and relieve traffic congestion within the city with consequential improvements in environmental conditions.

It should however be noted that detailed modelling of traffic conditions in and around the city is required to confirm these initial findings and to assist in predicting changes in local trip patterns due to improvements in the local road network.

6.2 Existing Situation and Key Transport Problems

Based on the information available, the following emerging problems have been identified for the future road network around Londonderry:

- Conflict between strategic through traffic and local traffic movements;
- Bottlenecks at key junctions around the city, including for example Altnagelvin Roundabout, Caw Roundabout, Culmore Roundabout and the Craigavon Bridge junctions;
- Bottlenecks along key links into the city, for example Buncrana Road;
- Congestion on the internal road network of the city;
- Reduced journey time reliability for vehicles passing through the city;
- Lack of alternative routes for strategic traffic, for example Foyle Bridge and Craigavon Bridge;
- Future increased demand due to Area Plan development;
- Changes in the characteristics of the primary road network, for example Crescent Link, due to further urban development;
- Constrained economic development; and
- Increased traffic-related environmental problems.

Given the changes in land use in and around the city, a series of transport planning objectives for the city should be agreed, taking into account the effects of the major investment in road improvement schemes along the principal arterial routes serving the city, including the A2, the A5 and the A6, to assist in the identification and development of a range of transport improvement options.

6.3 Initial Local Transport Objectives

The Government has five clearly defined high-level objectives for transport, namely:

- Environment - to protect the built and natural environment;
- Safety - to improve safety;
- Economy - to support sustainable economic activity and get good value for money;
- Accessibility - to improve access to facilities for people with disabilities and those without a car and to reduce severance; and
- Integration - to ensure that all decisions are taken in the context of the Government's integrated transport policy.

Within these high-level objectives, a series of SMART objectives should be developed and agreed in consultation with key stakeholders.

At this stage, it is likely that these local objectives would concentrate on relieving congestion, improving journey time reliability and supporting the continued growth and development of the city whilst recognising the specific problems associated with local and strategic traffic movements.

6.4 A Strategy for Improved Roads Linking Around Londonderry

Current Roads Service Schemes

Roads Service is currently taking forward a number of major road improvement schemes in and around Londonderry along the Key Transport Corridors. These schemes include:

- A2 Dualling Maydown to City of Derry Airport (under construction);
- A5 Dualling Aghnacloy to Londonderry; and
- A6 Dualling Londonderry to Dungiven.

Based on the information available at this stage on existing traffic conditions, a programme of strategic transport improvement interventions, which would provide alternative routes for the most heavily trafficked sections of the trunk roads approaching the city, should be developed. These interventions would build on the already substantial improvements being developed by Roads Service along the Key Transport Corridors.

The A2, A5 and A6 schemes would deliver significant improvements for traffic travelling both to and from the city of Londonderry along the Northern, Western and North Western Key Transport Corridors respectively. However, whereas the A2 and A5 schemes terminate on the periphery of the city at Maydown Roundabout and south of New Buildings respectively, the A6 scheme extends beyond Drumahoe to provide a new strategic link between the A6 and the A2 to the east of the city.

The section of the proposed A6 scheme from Drumahoe on the A6 to Stradreagh on the A2 effectively creates the eastern section of an Outer Orbital Route around the city. This would provide an alternative route to the existing Crescent Link which, due to increased development along the eastern periphery of the city, is becoming more integrated into the urban, rather than strategic, road network.

The schemes identified above are shown in **Figure 6.1**.

Possible Future Schemes

In developing a strategy for improved roads linking around Londonderry, consideration has been given to a phased programme of possible future schemes. These schemes and the associated phasing are summarised below.

However, it is emphasised that, at this stage, indicative route corridors, engineering alignments, environmental constraints, economic viability and affordability have not been considered, and that a detailed investigation of these issues will be required should these options be taken forward.

Phase 1 - A5/A6 Link

The provision of a new A5/A6 Link Road represents the first phase of the strategy for Improved Roads Linking Around Londonderry.

A key element of the high level study of roads linking around Londonderry involved an Initial Feasibility Study of the A5/A6 Link Road to examine the feasibility of achieving an acceptable engineering alignment and to identify the key environmental constraints in the area.

It should be noted that whereas a detailed assessment of the Drumahoe to Stradreagh section of the A6 scheme is currently underway, only an initial feasibility study of the A5/A6 Link has been undertaken.

The work undertaken for the feasibility study involved the selection of three transport corridors and the identification of indicative route options within these corridors to allow an examination of the feasibility of providing a new road link between the A5 near New Buildings and the A6 near Drumahoe / Fawney.

Based on a desk study of the information presented in the feasibility study report, it was concluded that the provision of a new road link between the A5 and the A6 Key Transport Corridors is feasible in terms of highway alignment, although there are likely to be significant engineering, environmental and economic challenges in providing this new link.

It was noted that the junction arrangements with the developing A5 and the A6 schemes have not been considered and that no assessment of ground conditions had been undertaken which could potentially preclude the provision of the link. The new A5/A6 road link would also introduce a new strategic route through a rural, tranquil and picturesque landscape and significantly alter the rural and rich cultural heritage character of the Ardmore area. A detailed consideration of the associated economic road user benefits would also be required to examine the economic viability of the new link road.

However, the provision of a new A5/A6 Link, which would be approximately 8.5 kilometres long, in conjunction with the A6 Drumahoe to Stradreagh Link, which would be approximately 5.5 kilometres long, would complete the eastern section of an Outer Orbital Route around the city. The synergy between these two links would create a new strategic transport link for traffic travelling around Londonderry between the A2 Clooney Road and the A5 Victoria Road.

The indicative location of an A5/A6 Link is shown in **Figure 6.2**.

Phase 2 - New River Foyle Crossing

There are presently two crossings of the River Foyle in the city: the low-level Craigavon Bridge and the high-level Foyle Bridge. Phase 2 of the strategy for Improved Roads Linking Around Londonderry involves the provision of a new crossing of the River Foyle.

The **Craigavon Bridge** is a double-decked bridge in the centre of the city. It was built between 1929 and 1933. Originally the lower deck carried a railway but now both decks carry a standard single-carriageway road and walkways. The lower deck is approximately 4m above the water so the river is not navigable upstream of the bridge. The bridge comprises 9 spans of varying lengths, with an overall length of approximately 250 metres.

The **Foyle Bridge** is a high level crossing to the north of Londonderry which provides an approximate 170 metres wide by 32 metres high navigation channel for navigation by large vessels. It carries the A515 dual carriageway Madams Bank Road over the River Foyle. The bridge was built between 1980 and 1984 and comprises two entirely separate parallel structures, each supporting a carriageway. It includes a central cantilever span of 234 metres with several approach spans giving a total bridge length of 866 metres. The bridge was strengthened between 2003 and 2005 to cater for 40 tonne HGVs in accordance with current standards. Due to the height and location of the bridge, it is exposed to high winds and is often closed during periods of severe weather.

The location of the new crossing of the River Foyle will therefore have a significant impact on transport conditions in Londonderry. Consequently, the key planning objectives and likely options should be identified and fully assessed.

As this review focuses primarily on the strategic road network, only an initial consideration has been given to providing a new crossing in the general location of New Buildings. Based on the information available at this stage, options for a low-level viaduct structure to the south of New Buildings, which could involve multiple piers in the river, 45 metre spans and an overall length of 2.5 kilometres including approach roads, could be considered at this location.

The indicative locations for a new crossing of the River Foyle are shown in **Figure 6.3**.

Phase 3 - A2 / A40 West Link

Phase 3 of the strategy for Improved Roads Linking Around Londonderry involves the provision of a West Link extending generally between the A2 Buncrana Road and the A40 near Nixon's Corner. This would complete the Outer Orbital Route between the A2 Clooney Road in the north and the A2 Buncrana Road in the west.

However, careful consideration of the function of the West Link is required.

The West Link would provide a new route around the west of the city and would assist in relieving congestion on Buncrana Road and could provide improved connections into the existing local road network such as Springtown Road and Creggan Road.

Although there are various options for connecting the West Link on to the A2 Buncrana Road between Skeoge Link and the Border, a suitable termination point would also be required to deliver traffic to a convenient location on the southern side of the city along the A40 Letterkenny Road. The local topography in this area will represent a significant engineering constraint in achieving a suitable connection.

An initial desk study indicates that the key constraints along this 7.5 kilometre corridor are as follows:

- the high topography to the west of the city at Holywell Hill (circa 250 metres high) and Minkey Hill (circa 210 metres high) relative to a typical road level of 10 metres at Buncrana Road;
- the existing residential developments along Groarty Road;
- the further expansion of the proposed residential areas along the western periphery of the city as set out in the Derry Area Plan which includes some 3,377 dwellings generally up to the 100 metres contour, namely:
 - the 118.0ha H2 Buncrana West site with 2,565 dwellings (average density)
 - the 3.5ha H17 Springtown Road site with 70 dwellings (average density)
 - the 42ha H3 Groarty Road / Creggan Road site with 742 dwellings (average density)
- the significant reservoirs near Creggan, adjacent to Spring Hill (circa 140 metres high); and
- the steep topography around the A40 Letterkenny Road reducing to a height of around 50 metres at Nixon's Corner.

The indicative location of an A2 / A40 link is shown in **Figure 6.4**.

Phase 4 - Links to NRA Strategic Road Network

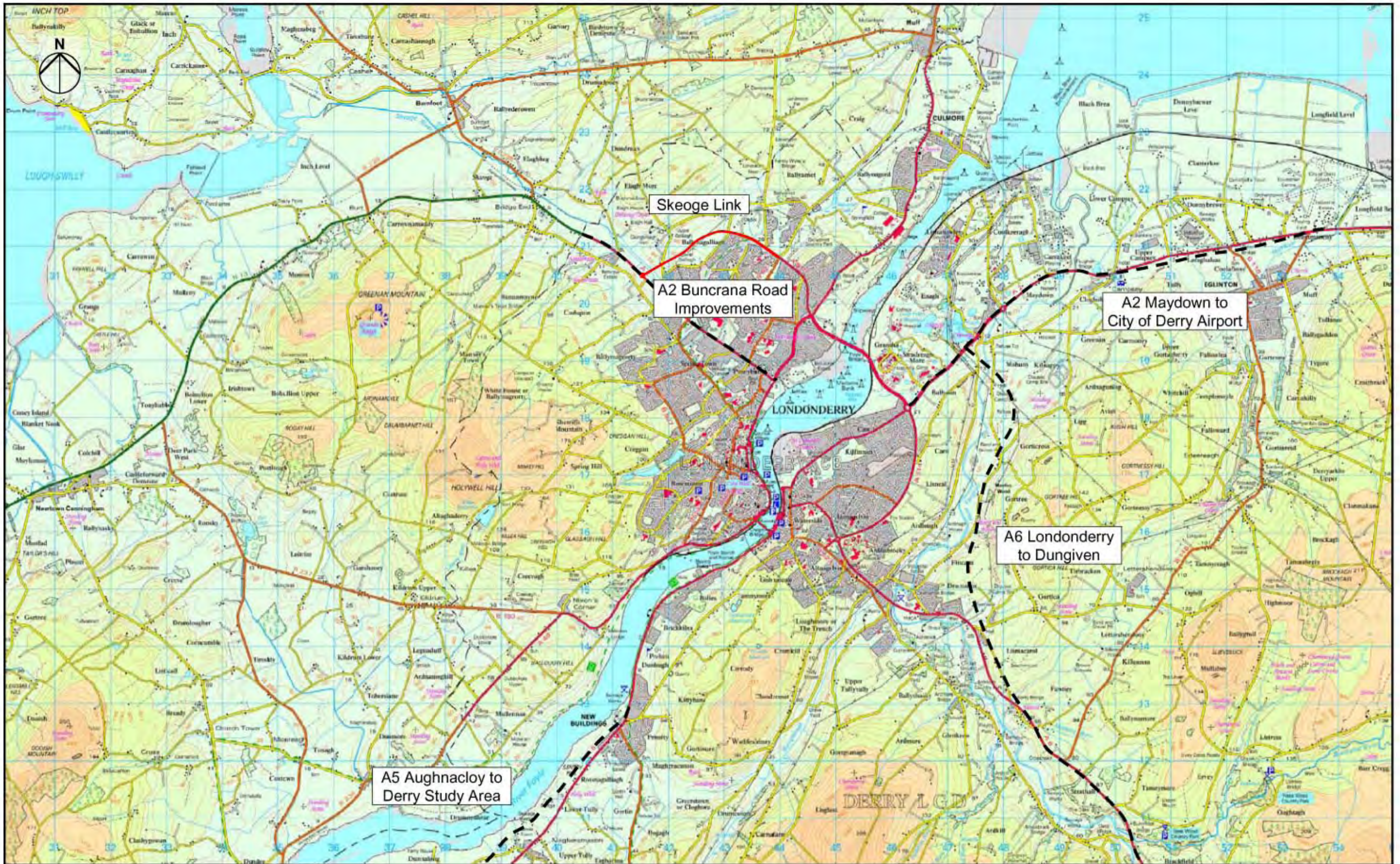
Phase 4 of the strategy for Improved Roads Linking Around Londonderry would require close co-operation with the National Roads Authority as it involves the development and implementation of a new strategic route, the majority of which is likely to be in the Republic of Ireland, to maximise the returns on the significant investment associated with providing a new crossing of the River Foyle.

It could be argued that Phase 4 should run in parallel with Phase 2 (the provision of a new crossing of the River Foyle) to ensure that the appropriate level of transport infrastructure is in place to avoid potential adverse impacts on the surrounding local road network.

Phase 4 involves the provision of a new strategic road to link the new crossing of the River Foyle to the N13 and the NRA principal road network in Donegal. Based on the limited information available at this stage, it would seem reasonable to consider a new road link in the natural valley that extends from Newtown Cunningham and New Buildings between Holywell Hill (circa 250 metres high) and Dooish Mountain (circa 250 metres high), generally along the route of the R237 / B193.

Clearly the assessment of need and the engineering, environmental and economic impacts need to be assessed by Roads Service and the National Roads Authority as appropriate.

The indicative locations of possible NRS schemes are shown in **Figure 6.5**.



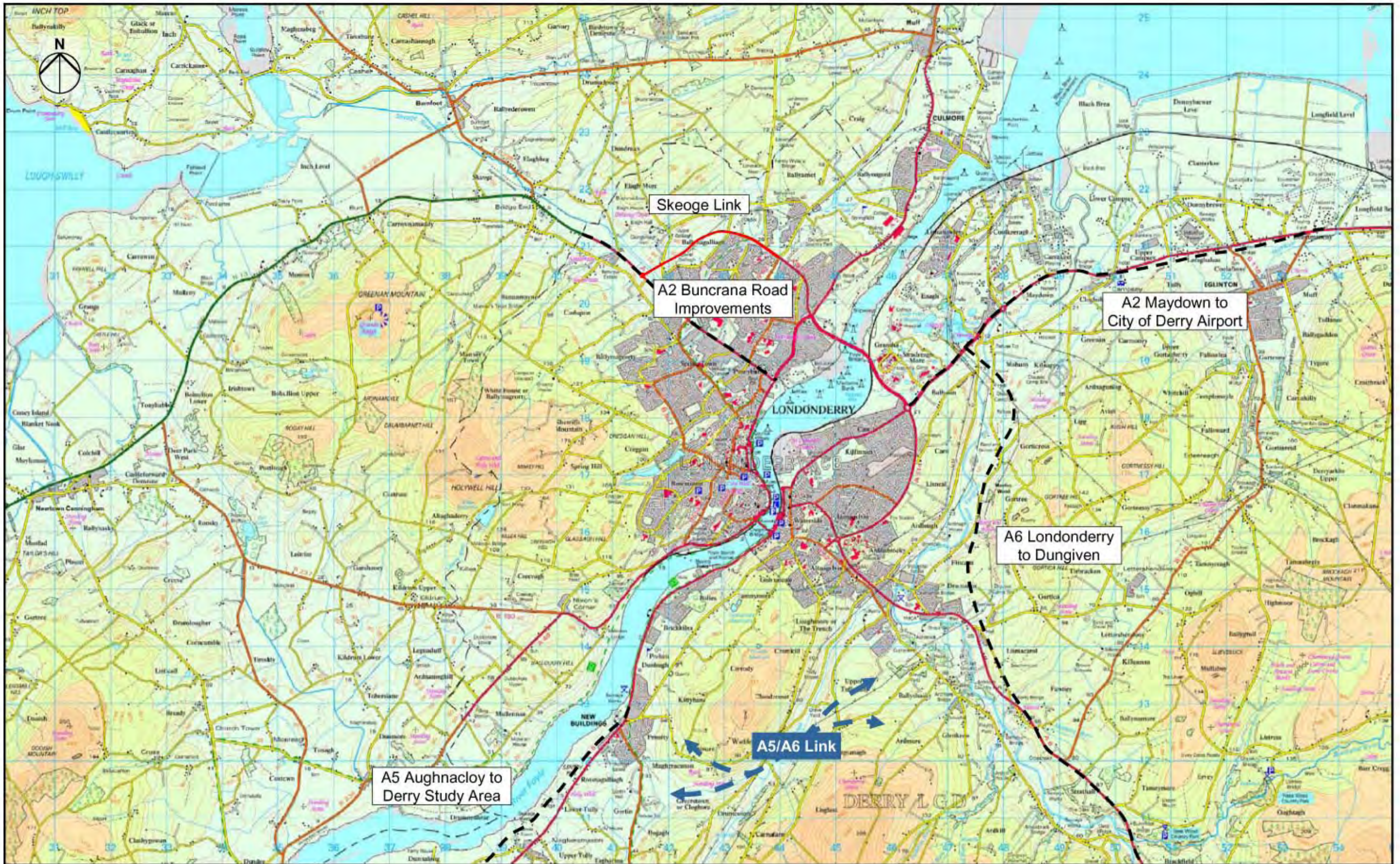
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Notes

Improved Roads Linking Around Londonderry
Review of the Strategic Road Network

Figure 6.1
Strategic Road Network Improvements





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Improved Roads Linking Around Londonderry
Review of the Strategic Road Network

Figure 6.3
Development of the Strategic Road Network
Phase 2 – New River Foyle Crossings



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Improved Roads Linking Around Londonderry
Review of the Strategic Road Network

Figure 6.4
Development of the Strategic Road Network
Phase 3 – A2 / A40 West Link



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Improved Roads Linking Around Londonderry
Review of the Strategic Road Network

Figure 6.5
Development of the Strategic Road Network
Phase 4 – Links to NRA Strategic Road Network

7.0 Conclusions and Recommendations

7.0 Conclusions and Recommendations

7.1 Conclusions

Londonderry is located at the intersection of the Northern, North Western and Western Key Transport Corridors. The city is the principal retailing centre and commercial core for the Derry City Council area and for the neighbouring areas of Limavady and Strabane and for parts of Donegal.

Scott Wilson was appointed by Roads Service to undertake a high level study of traffic movements around the city of Londonderry on the strategic road network and to consider how traffic on these strategic routes could best be distributed into and around the city.

The key elements of the study are as follows:

- Assemble information concerning proposals in the area;
- Assess the impact of the A2, A5 and A6 improvement schemes;
- Prepare a report on the current and future situation, making recommendations on how best to distribute traffic into and around the city; and
- Recommend a programme of further work.

The work undertaken for this review of the strategic road network has involved the collation of information on existing traffic conditions and trip patterns around the city, preliminary discussions with key stakeholders, a review of the strategic and local road network, an examination of the planning and regeneration information and the development of a vision for the strategic road network to improve roads linking around Londonderry.

Based on a desk study of the information presented in this report, the following conclusions can be drawn. However, it should be emphasised that **the Expanded Strategic Road Improvement Programme makes no specific reference to any new road links around the periphery of the city.**

The results of the April 2006 roadside interview surveys indicate that approximately 85% of traffic that approached the city had destinations in the city, whilst the remaining **15% passed through the city**. Some **46% of the total trips approaching the city crossed the River Foyle** using either the Craigavon Bridge or the Foyle Bridge. In total, **some 77,300 vehicles crossed the River Foyle daily in 2007** including both local and strategic traffic. The impact of this volume of traffic on the junctions at either end of the bridges can lead to significant localised congestion and therefore requires careful consideration when assessing the strategic road network around Londonderry.

It is concluded that **a reasonable indication of trip distribution patterns** for traffic approaching the city and trends in traffic volumes on the strategic routes in and around the city can be derived from the 2006 roadside interview information and the available ATC data.

It is also concluded that, based on the preliminary discussions with the key stakeholders including Roads Service and the National Roads Authority, Department for Social Development, Planning Service, ILEX and Derry City Council, there is **support for the development of a vision for the strategic road network** around the city to build on the significant investment already committed by Roads Service in the area.

Following a review of the strategic and local road network, it is concluded that there is significant **synergy in the benefits** associated with the work being undertaken by Roads Service and the National Roads Authority in terms of maximising the return on further capital investment in the area.

It is also noted that, in considering the phased development of any further improvements to the strategic road network, **Roads Service and the National Roads Authority will need to work closely together** to create a continuous strategic road network.

At the national level, it is concluded that this is **an appropriate time to consider the development of strategic links** given the work being undertaken by the National Roads Authority in investigating route options for the N13 between Stranorlar and Derry as part of the ongoing feasibility study.

It is also concluded that the further development of the strategic road network is likely to make a **positive contribution to the objectives set out in the Sub-Regional Plan 2015** including specific options to improve conditions for non-motorised users and public transport by providing a measure of relief to critical junctions and links within the local road network through the provision of alternative routes for traffic to travel around rather than through the city.

With regard to planning and regeneration, it is concluded that the changes in land use and the expansion of the residential areas as set out in the Derry Area Plan will **increase demand pressures on the local road network** to the extent that Crescent Link, which previously defined a strategic road link on the eastern periphery of the city, will be fully integrated into the urban road network with continuous development along both sides of the carriageway. As a consequence, Crescent Link will cease to serve the primary function of a strategic link. Similarly, the residential developments to the west of the city will generate greater demand pressures on the Buncrana Road.

As regards the proposed regeneration plans for the city, it is likely that the regeneration vision will attract more visitors to the city. Although details of the integrated transport strategy in support of the vision have not yet been published, it is recognised that **an efficient transport network will be required to maximise the overall benefits of the regeneration vision** for the city. However, it is concluded that options for improvements will need to be developed in close consultation with Roads Service.

It is concluded that the major investment in road improvements being progressed by Roads Service as part of the Strategic Road Improvement programme, including dualling of the A2 between Maydown and the City of Derry Airport, dualling the A5 between Aghnacloy and Londonderry, and dualling the A6 between Londonderry and Dungiven, will **significantly improve road links to the city and deliver improved transport economic efficiency. However, a strategy for distributing this traffic into and around the city is required.**

It is concluded that a phased implementation programme is required to generate the maximum economic returns on investment. **To maximise the benefits of an A5/A6 link, it will be necessary to provide the link between A6 Drumahoe and the A2 Clooney Road near Stradreagh**, as defined in the A6 Londonderry to Dungiven scheme.

Although only limited information is available at this stage, it is likely that a new crossing of the River Foyle would provide an effective alternative route for strategic traffic, particularly during periods when the Foyle Bridge is closed due to severe weather. This would eliminate the need for all strategic and heavy goods traffic to pass through the city via the Craigavon Bridge. However, based on the available information, it is concluded that the **full benefits of a new crossing of the River Foyle could only be fully realised if there was an appropriate high quality link to the National Roads Authority strategic road network.**

Although provision of the West Link appears to provide a further strategic link in the road network to complete the outer orbital route around the city, it is more likely that the West Link would act as a local distributor road rather than an integral part of the strategic road network. It is concluded that a **more detailed investigation of the effects of the West Link is required and that connections to the local road network are likely to be required to maximise the benefits of this link.**

In the event that a new crossing of the River Foyle is constructed in the vicinity of New Buildings, it is likely that **longer distance strategic traffic would be attracted to the B193/R237 corridor**, even if a West Link was constructed due to the locations of strategic routes in the area.

It is also likely that should the B193/R237 corridor be upgraded, this would attract more traffic on to the A40 Letterkenny Road which would have **an adverse impact on traffic conditions at the western end of the Craigavon Bridge**.

It is concluded that **a more detailed investigation of traffic conditions on the A40 Letterkenny Road approach to the city up to the Craigavon Bridge** should be undertaken to understand the potential impacts of increased traffic along this route.

Based on the information contained in this report, the overall conclusion of this review is that the provision of **a linked strategic road network around the city would benefit both longer-distance through traffic and local traffic by relieving congestion within the city, with consequential improvements in environmental conditions, and that a more detailed assessment based on the recommendations set out below should be undertaken to provide Roads Service with sufficient information to make an informed decision as to the most appropriate way forward.**

7.2 Recommendations

In the event that the options for improving roads linking around Londonderry are taken forward, it is recommended that the Department should give consideration to the following work.

Initial Feasibility of Route Options

It is recommended that **an initial feasibility study of high level options should be undertaken**, similar to the level of detail adopted for the A5/A6 Link, to assist in establishing if the various links are feasible in terms of route alignment and key environmental constraints.

An initial review of the West Link suggests that any options for a route between the A40 Letterkenny Road and the A2 Buncrana Road would be constrained significantly by Holywell Hill / Minkey Hill and the local topography, the ongoing expansion of the residential areas to the west of the city, local features such as the Creggan Reservoirs and the proximity to the border.

This initial feasibility study would consider both the individual links that would combine to form the outer orbital route, the connections between these links, and the connections to the existing road network to achieve the long-term vision. The work would therefore involve:

- Initial feasibility study of the new River Foyle crossing;
- Initial feasibility study of the West Link and the linkages to the local road network; and
- Initial feasibility study of the links to the NRA strategic road network in consultation with the NRA.

Transport Planning Assessment

Although the findings of this review suggest that, from a transport planning perspective, the provision of an outer orbital route would provide an efficient means to distribute traffic more effectively around the city of Londonderry, it is clear that the effects of each link both in isolation and as part of a phased development programme require careful consideration to deliver the long-term vision for the strategic road network.

It is therefore recommended that **a transport planning assessment be undertaken**, which would include the following:

- Further develop and agree the objectives for the improved roads linking around the city;
- Further engage with key stakeholders and consultees in the area;
- Quantify existing and future transport conditions around the city;
- Consider a range of high-level options;
- Undertake a high-level assessment of these options; and
- Explore funding opportunities to achieve the vision for improved strategic roads around the city.

Assessment of Need

Although there is a perceived need for the provision of an outer orbital route around the city to build on the major investment already committed by Roads Service to improve the Key Transport Corridors approaching the city, an assessment of need is required. The interaction between the links which would form the outer orbital route around the city should also be examined.

It is therefore recommended that **an assessment of need is undertaken to establish the likely transport effects of the overall strategy** for improved roads around the city.

Final Comments

Completion of the work set out in these recommendations would provide Roads Service with sufficient information to make an informed decision as to the most appropriate way forward in terms of identifying schemes for development in accordance with standard procedures. Any subsequent development of feasible schemes could consider the benefits and disbenefits associated with various corridors in terms of engineering feasibility, environmental impact, operational performance, economic viability and overall affordability.

This would ensure that further investment in the strategic road network around Londonderry is targeted in a focused manner taking into account the long-term vision for transport improvements in and around the city.

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