

5.9 Pedestrian, Equestrian and Community Effects

5.9.1 Introduction

This section looks at the impact of the proposed bypass on the local journeys people make around Dungiven. The guidelines set out in the DMRB advise that the potential impact on journeys made by people as pedestrians and cyclists is considered, in addition to the impact of the proposal on local vehicle traffic where relevant.

5.9.2 Objectives

The objective at this stage is to undertake sufficient assessment to provide an appreciation of the likely effects on pedestrians, cyclists and equestrians and for people's ability to move around their local community, and to identify the relevant constraints associated with the four broadly defined alignments within the three route corridors.

5.9.3 Methodology

In accordance with the requirements of DMRB 11.3.8.9 (Stages in the Assessment of Impacts on Pedestrians, Other Travellers and Communities), the steps taken include:

- Identification of important community facilities used by pedestrians and others which may be affected by the possible route corridors; and
- A broad assessment of whether pedestrians' and others' journeys would be lengthened or reduced by the various routes, whether the amenity value of such journeys would increase or diminish and whether some people would be deterred from making journeys which they currently make.

5.9.4 Existing and Proposed Road Network

The existing A6 passes through the middle of Dungiven, carrying strategic traffic between Belfast and Londonderry. It is currently single carriageway, interrupted by one set of pedestrian crossing lights along the Main Street. This existing route creates a considerable degree of severance in the middle of Dungiven.

The main A6 between the Foreglen Road and Glenshane Road is interspersed with four B-class, three C-class and several unclassified roads serving the many individual dwellings in the area. Any new bypass is likely to bridge over these minor roads. From west to east, the main A6 through Dungiven consists of the Foreglen Road, Feeny Road, Main Street, Chapel Road and Glenshane Road. The town is approached from five main directions. Traffic from Limavady to the north approaches along either the B192 Drumrane Road or B68 Ballyquin Road. Traffic from Coleraine and Garvagh to the northeast approach along the B64 Legavallon Road. Traffic from Maghera and Belfast to the east, approach along the main A6. Traffic from Feeny, Park and Claudy to the southwest approach along the B74 Feeny Road and traffic from Drumahoe and Londonderry approach from the west along the main A6 itself.

North Corridor

From west to east, option 1 would deviate northwards from the Foreglen Road, crossing a residential minor access lane and the Owenbeg River. It would then traverse the Ballyguddin/B192 Drumrane Road junction area, before crossing the River Roe and through the private demesne of Pellipar House. From the demesne, it would emerge across the B68 Ballyquin Road and B64 Legavallon Road, crossing the Derryware Burn twice, before veering southwards, to cross open agricultural land, the Hass Road and then the Curragh Road, north of the playing fields. The proposed alignment would continue across open agricultural land, before rejoining the existing A6, east of Dungiven.

Central Corridor

Two options are being considered within the central corridor. Option 2 would deviate southwards from the A6 Feeny Road, at its junction with the B192 Drumrane Road, to cross the River Roe and Magheramore Road, north of Turmeel Bridge. From the Magheramore Road, it would pass to the south of the Environmental Park, crossing Bleach Green Lane, before passing between Dungiven Priory and the Standing Stone. From here, it would cross Priory Lane, rejoining the existing A6 on Chapel Road, east of Dungiven. Option 3 is coincident with option 2 except at its western end where it would cross the B74 Feeny Road, before rejoining the Glenshane Road west of the filling station and restaurant.

South Corridor

Option 4 would deviate southwards from the Foreglen Road, crossing the B74 Feeny Road, open agricultural land, the Owenrigh River and the Magheramore Road, south of Turmeel Bridge. From the Magheramore Road, the approximate alignment would pass north of Teeavan Road, parallel to the River Roe, before crossing the steep sided Benady Glen and the river to emerge on the existing A6, east of Dungiven.

5.9.5 Community Facilities

The principal facilities within the community, which residents would be travelling to and from on a regular basis, include: Health Facilities, Schools, Library, Shops, Recreation Facilities, Churches, and Public Transport facilities. The majority of these facilities are located within Dungiven itself, hence the removal of strategic traffic from the middle of the town would greatly improve access to the majority of these facilities, with a reduction in vehicular/pedestrian conflict and encouragement of a small town community atmosphere.

5.9.6 Pedestrian Facilities

The existing network of footways and footpaths around the town allows for pedestrian movement to and from the residential areas, local shops and local community facilities within the centre of Dungiven. There are a significant number of pedestrian journeys, particularly within the area of the town. The prevailing traffic congestion in and around the Main Street area, caused by the volume of strategic traffic, double parked vehicles and large lorries making deliveries to shops, heightens the risk of pedestrian accidents, as adults and children attempt to cross the street. In turn there is a significant reduction in the amenity for pedestrians. The removal of strategic traffic from the middle of the town would greatly reduce pedestrian/vehicle conflict.

Outwith the town there is little provision for pedestrians with only short stretches of footway in some locations. In the case of the minor roads in particular, the verges are narrow and overgrown in places.

Consultation with Limavady Borough Council has indicated that they have not formally asserted any Public Rights of Way in the area. However, the Council has highlighted three possible rights of way (Figure 5.9.1), currently under consideration by them, including:

- Priory Lane – leading south-westwards from Chapel Road on the main A6, down to Dungiven Priory and on to the River Roe;
- Dungiven Bridge to Buttermilk Bridge – leading north-westwards from Dungiven Bridge on the main A6, along the riverbank to Buttermilk Bridge on the B192 Drumrane Road; and
- Bleach Green Lane – leading south-westwards from Chapel Road on the main A6, along the edge of the Environmental Park, across the River Roe and onto Turmeel Road.

There are no formalised riverbank walks within the study area. Access to the River Roe for walking or angling is very much on a de facto basis. Limavady Borough Council's draft Countryside Recreation Strategy identifies a walking route from Limavady to Dungiven along the bank of the River Roe as a long-term strategic aim. Any such route would enter Dungiven from the north, as shown on Figure 5.9.1.

In terms of other walks, the existing route of the Ulster Way approaches Dungiven from the northeast, via Curragh Road, before following Chapel Road in an easterly direction and on to the Birren Road. There is currently a review being undertaken by Environment & Heritage Service with regard to the future of the Ulster Way. An emphasis is being placed on high quality sections that are preferably off road. This may result in a change to the route in the vicinity of Dungiven. The North Sperrins Way Marked Way follows the existing route of the Ulster Way.

Limavady Borough Council has advised that a number of other potential shorter walking trails have been identified, but as yet have not been developed.

North Corridor

Option 1 would traverse a proposed walking trail along the banks of the River Roe, east of Drumrane Road. The alignment would also traverse the Ulster Way and North Sperrins Way Marked Way where it crosses Curragh Road.

Central Corridor

Options 2 and 3 would both cross two possible public rights of way at Priory Lane and Bleach Green Lane. The alignments would also traverse an area of potential river bank walk, where they cross the River Roe between Magheramore Road and the B74 Feeny Road.

South Corridor

Option 4 would traverse one possible public right of way at the lower end of the Bleach Green Lane, between the River Roe and Turmeel Road. The alignment would also cross a proposed walking trail, at its eastern end, as it crosses Crabarkey Road.

Given the scale of the proposed bypass scheme and the clear need to provide significant crossings and accesses with the existing road network, the provision of suitable crossings for these various recreational walks should be possible.

5.9.7 Cycling Facilities

Consultation with Sustrans the National Cycle Network (NCN) charity has confirmed that there are no formal cycle routes within the study area. The closest, Route 93, lies approximately 6 km to the west of Dungiven, and runs between Limavady and Park. However, consultation with Limavady Borough Council has identified two possible cycle routes in the vicinity of Dungiven, as shown on Figure 5.9.1. The first possible cycle route would make use of the B74 from Feeny, approaching Dungiven from the southwest. It would follow the A6 Feeny Road for a short distance, before heading out the Drumrane Road, onto the Ballyguddin Road. The second possible cycle route would proceed eastwards out of Dungiven along Chapel Road and the Glenshane Road, before turning off the main A6, onto the Birren Road.

All of the various bypass route options under consideration would cross these possible cycle routes once. As with the recreational walks, the provision of suitable crossings for these possible cycle routes would be considered as part of the ongoing scheme design.

5.9.8 Equestrian Facilities

There are two known equestrian facilities in the area, one situated behind a joinery / metal works yard on Hass Road and one to the immediate east of the A6 Foreglen Road / B74 Feeny Road junction (Figure 5.9.1).

The first of these is an approximate 3m wide sandy track, in a figure-of-eight loop, with a total track length of 1.0-1.2km. It occupies an extensive area of land between Hass Road and Curragh Road, to the immediate east of the town. The north corridor, route option 1 would traverse the western portion of the figure-of-eight track, effectively halving the size of it.

The second facility, east of Feeny Road is a roughly circular 3m wide sandy track, occupying one large field with access directly off the Foreglen Road. The central corridor route option 3 would directly traverse this horse track.

5.9.9 Amenity Facilities

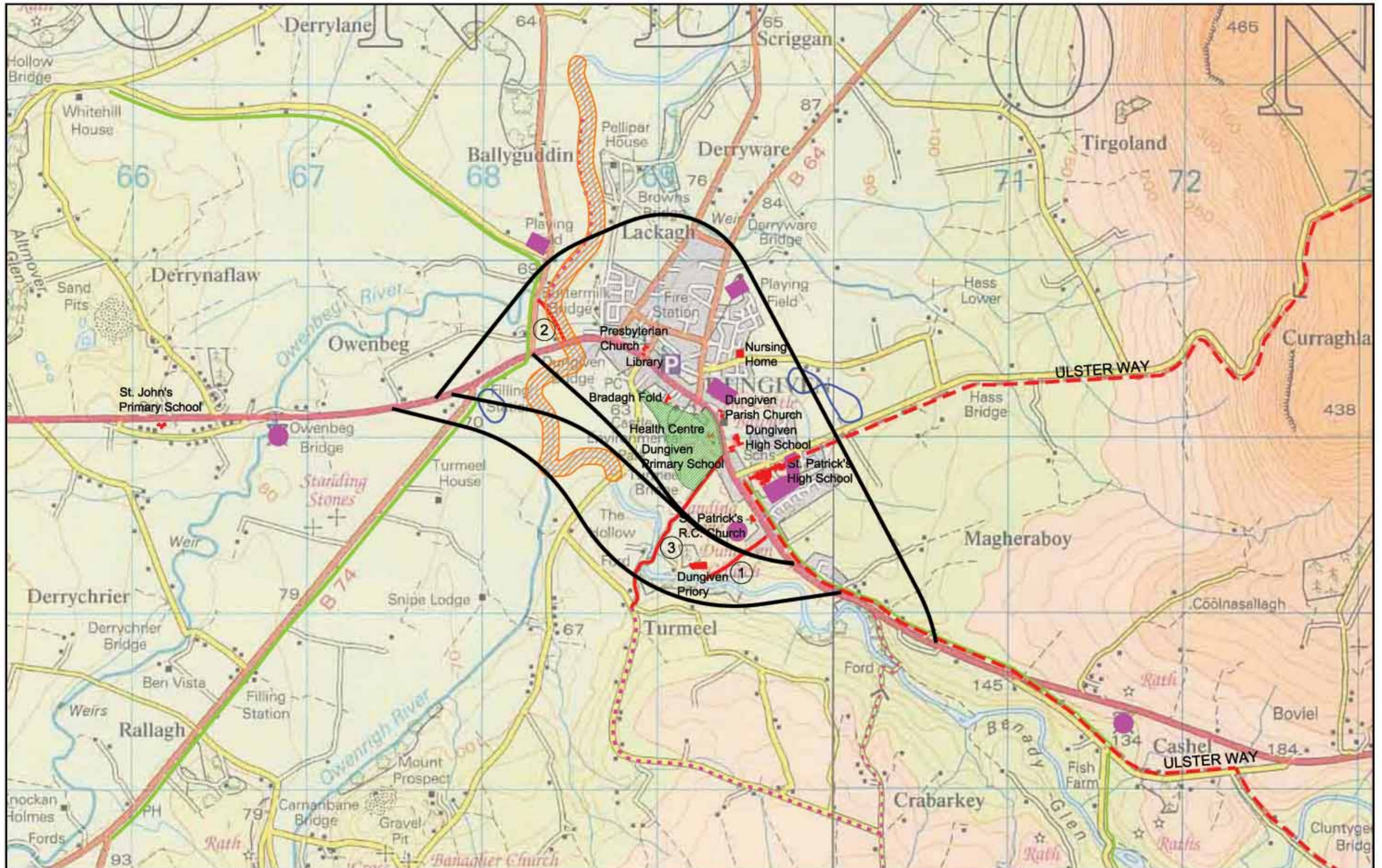
Referring to Figure 5.9.1, there are three amenity facilities within the study area. There is a picnic area located at Owenbeg Bridge to the west of Dungiven, on the main A6. There is another picnic area located at Cashel to the east of Dungiven, on the main A6, with views over Benady Glen. Dungiven Priory is a state care monument and a tourist attraction, situated to the south of the main A6, between Chapel Road and the River Roe.

To the immediate south of Dungiven Castle, is an approximate 21-acre Environmental Park, owned by the Council.

The north and south corridors would have no direct impact on any of these facilities. Both of the central corridor route options however would pass very close to the north of Dungiven Priory. They would also pass to the immediate south of the Environmental Park, between the Park and the River and traverse the pedestrian access track from the Priory to the Environmental Park.

5.9.10 Local Vehicle Movements

All route options would result in a reduction of through traffic in Dungiven. Hence local traffic movements within the town, for example traffic from the housing developments north of the Main Street wishing to access facilities on Main Street should benefit significantly with the reduction in traffic flows, easier access onto and across Main Street, and marginally shorter journey times. Traffic should flow more easily along the Main Street and the safety of the highway environment would improve significantly, for vehicles, pedestrians and cyclists. Implementation of the bypass may actually encourage an increase in local vehicle movement by those currently deterred by the high risk of accessing onto and across this strategic route in the middle of the town.



**FERGUSON
McILVEEN**



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Beechill Road
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BT9 7XP



Notes:

- EXISTING WALKING TRAIL
- EQUESTRIAN TRACK
- PROPOSED WALKING TRAIL
- POSSIBLE CYCLE ROUTE
- POTENTIAL RIVER BANK WALK

- ROUTE OPTION
- RECREATION AREAS
- ENVIRONMENTAL PARK
- + COMMUNITY FACILITIES

- PUBLIC RIGHTS OF WAY
- ① PRIORY LANE
- ② DUNGIVEN BRIDGE TO BUTTERMILK BRIDGE
- ③ BLEACH GREEN LANE

Scale 1:20,000

A6 DUNGIVEN BYPASS

**PEDESTRIANS, CYCLISTS AND COMMUNITY EFFECTS
LOCAL FACILITIES**

Figure 5.9.1