

Northern Corridor

A26 Moira Road: Nutts Corner to M1 Moira

Need for Scheme

The A26 Moira Road is part of the southern section of the Northern Key Transport Corridor which links from the M1 Motorway Junction 9 at Moira to the M2 Junction 5 at Templepatrick. The road from the Nutts Corner Roundabout to the Moira Roundabout was reconstructed in the 1960s to high standard single carriageway. A substantial increase in traffic has resulted in a reduction in the number of overtaking opportunities and an increase in drivers attempting to overtake in unsafe circumstances.

Location on Northern Corridor

Overtaking opportunities north of the Moira Roundabout, at Carnkilly Hill south of Glenavy and at the Nutts Corner Roundabout already provide opportunities to reduce traffic delays caused by slower moving vehicles.



**** Northern Key Transport Corridor

Map © OSNI



Acceleration Lane opened to traffic in April 2006 to provide improved overtaking on the Moira Road exit from the Nutts Corner Roundabout.

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The progression of major road improvement schemes through to construction is subject to detailed economic appraisal, clearance of the relevant statutory procedures and the availability of funding at that time.

The Proposed scheme

The Investment Delivery Plan (IDP) for Roads, published in April 2008, sets out the Programme for Government and Investment Strategy proposals for improving both the inter-urban and local road networks within the ISNI period.

The IDP includes for a number of widened 2+1 single carriageways on the A26 Moira Road between the Nutts Corner Roundabout and the Moira Road Roundabout to improve access to Belfast International Airport. The IDP anticipates delivery of the improvements before 2018.

Benefits

The widened 2+1 single carriageway schemes will:

- Assist economic growth by reducing journey times and improving journey time reliability.
- Conserve and enhance the environment.
- Improve access to Belfast International Airport.
- Reduce congestion and delays and accommodate increasing traffic flows.
- Improve road safety.
- Make best use of the existing strategic road network.

These objectives align with the Department for Regional Development's policy as set out in the 'Regional Transportation Strategy for 2002-2012'.

Progress

Roads Service has commissioned civil engineering consultants to critically examine the A26 Moira Road from the Nutts Corner Roundabout to the Moira Roundabout and to prepare a Route Strategy to prioritise improvements along the route.



The Illminster Bypass, Devon is an example of a wide single carriageway marked out as a 2+1 single carriageway with two lanes in one direction and one lane in the other with opposing traffic streams separated by a double white line system. (Photograph © Highways Agency).