

ROADS Service

PUBLIC EXHIBITION DAY A29 COOKSTOWN BYPASS

Preferred Route

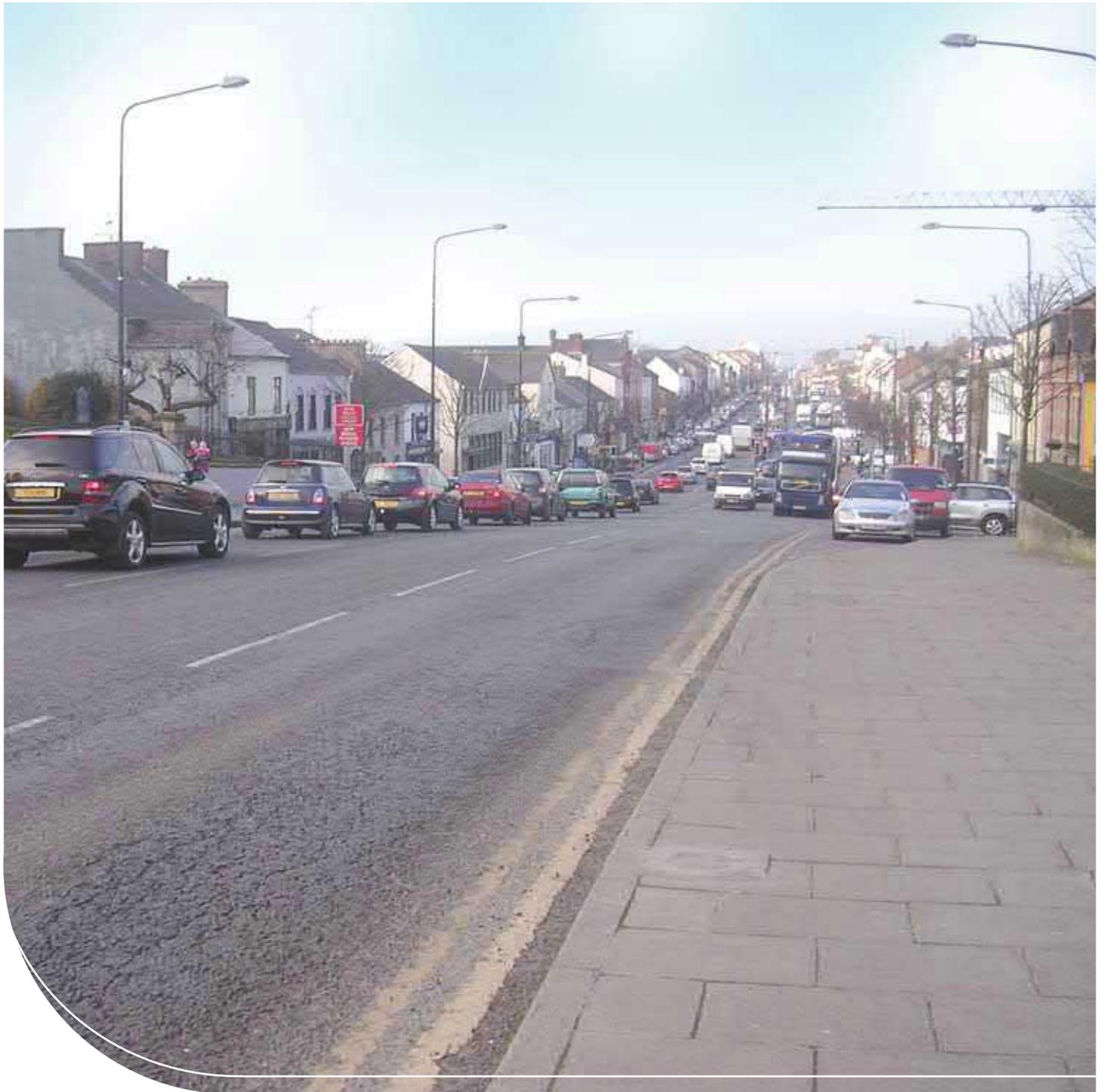
10 June 2010



Department for
**Regional
Development**
www.drdni.gov.uk



**INVESTORS
IN PEOPLE**



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Introduction

Roads Service Western Division has commissioned Mouchel to progress the design of the A29 Cookstown Bypass.

The proposal is included within the Regional Strategic Transport Network Transport Plan (RSTN TP) 2015. Within the RSTN TP 2015 the A29 from Armagh to Coleraine has been classified as one of four link corridors within the transport network of Northern Ireland. The A29 is also classified as a Trunk Road.

Exhibition Objectives

The main objectives of this exhibition are to:

- Increase public awareness of the project.
- Explain how the Preferred Route was chosen.
- Present the Preferred Route.
- Highlight the key factors which have influenced the choice of the Preferred Route.
- Present the Sandholes Link Road improvements.
- Listen to the concerns of landowners and all other interested parties. These will be taken into account in the development of the Preferred Route.
- Explain what happens next.

Scheme Objectives

Objectives for the A29 Cookstown Bypass:

- To improve road safety.
- To relieve traffic congestion within Cookstown.
- To improve the quality of life for the majority of residents.
- To improve the town centre environment.
- To reduce journey travel times along the A29 corridor.
- To improve the road network between the north and south of the Province.
- To minimise the impact on the natural and built environment.

Please Note:

Engineering terms have been highlighted in *italics and bold text*. Please refer to page 10 for definitions.

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.

The Assessment Process

The assessment of the A29 Cookstown Bypass to identify the scope and effects of proposed highway improvement works is following a three stage process in accordance with Roads Service guidelines. The purpose of the three stage approach is to review the options at increasing levels of detail. At all three stages the scheme must be assessed against key criteria:

STAGE 1 (June 2007 to November 2008) – Selection of Preferred Corridor

The aim at Stage 1 was to identify the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with broadly defined improvement strategies.

At the end of Stage 1 a broad corridor to the east of Cookstown was identified as the Preferred Corridor for further examination at Stage 2.

STAGE 2 (November 2008 to February 2010) - Development of Route Options

The purpose of Stage 2 was to identify the factors to be taken in account in choosing alternative routes and to identify the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with each route.

Five route options were examined in some detail to allow the anticipated effects of the route options to be assessed against each other.

The Stage 2 assessment process has now been completed and the Minister for the Department for Regional Development has announced the Preferred Route for the Cookstown Bypass. This, together with improvements to the Sandholes Link Road will be further assessed at Stage 3.

The Assessment Process Cont...

STAGE 3 (Spring 2010 – Summer 2011) Assessment of the Preferred Route

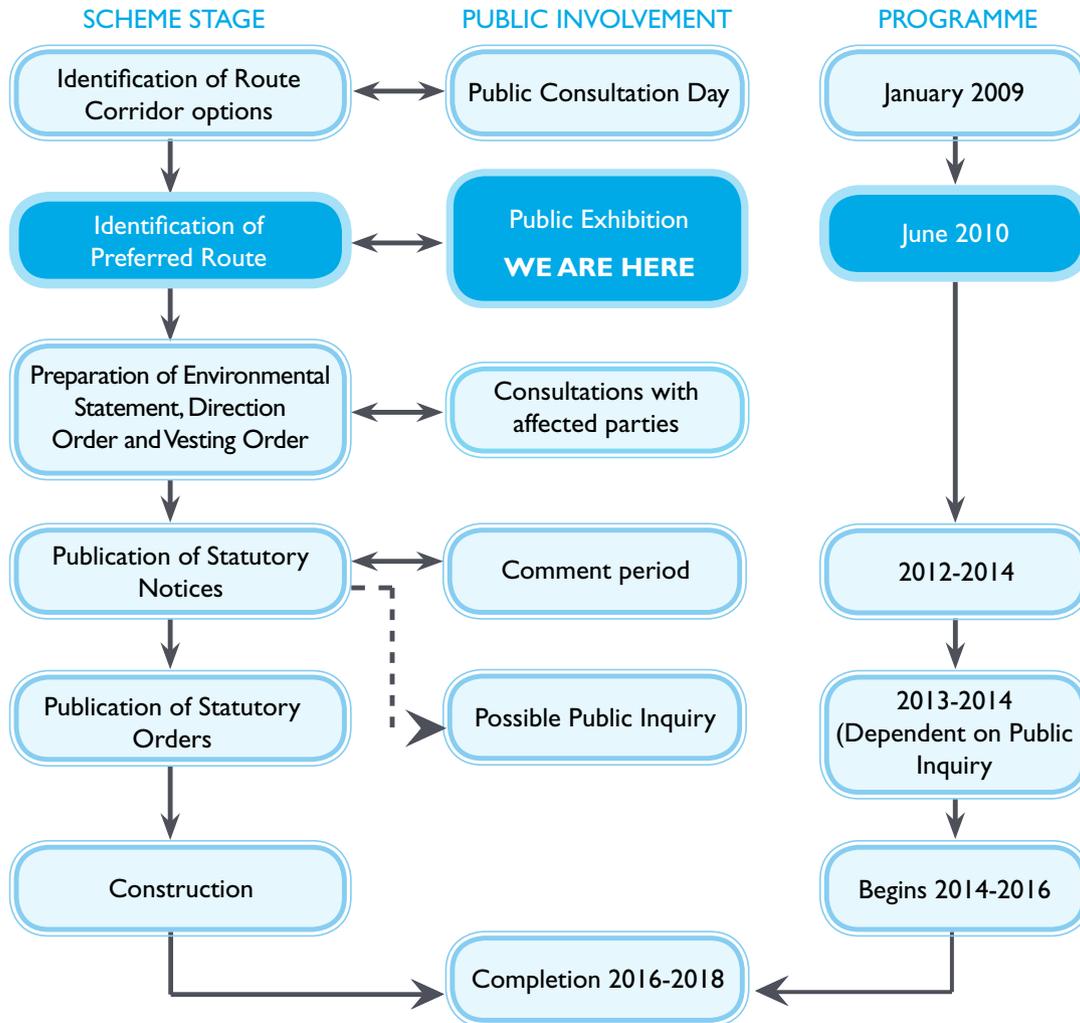
During the Stage 3 assessment process the Preferred Route will be developed and assessed in further detail, together with its effects on the environment.

This includes mitigation works to reduce the various impacts and determines the overall land required for the project.

This work leads to the preparation of Statutory Procedures (Direction Order, Vesting Order and Environmental Statement).



Scheme Process Timescale

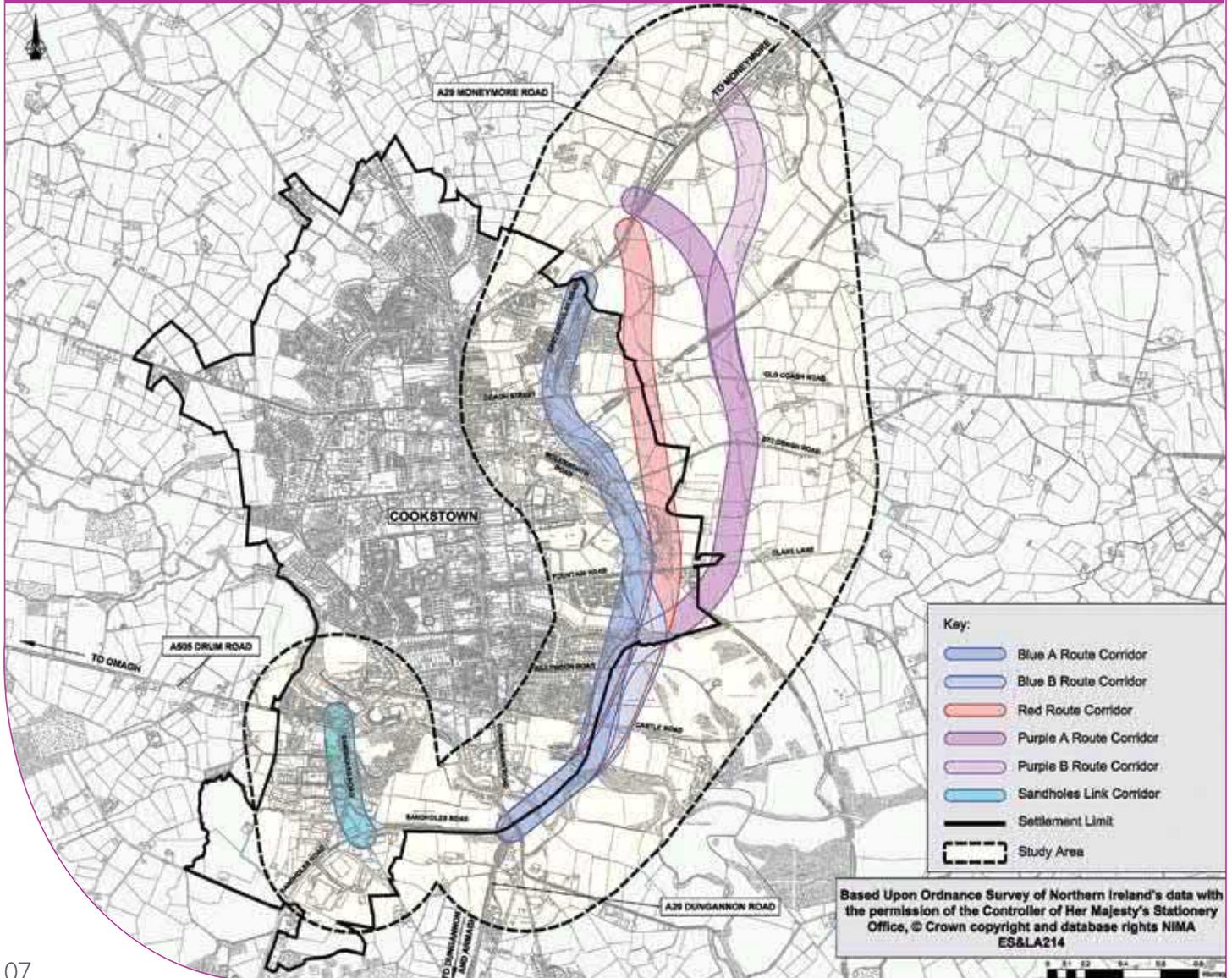


Programme is dependent on satisfactory progress through the statutory procedures, the procurement process and the availability of finance.

Previous Public Consultation

In January 2009 Roads Service held a Public Consultation Day presenting five route corridor options for the A29 Cookstown Bypass in addition to the Sandholes Link Corridor.

Comments received from the public have assisted in the subsequent route selection and design process.



Scheme Development

Following on from the Public Consultation held in January 2009, an internal Route Selection Workshop was held in March 2009.

The advantages and disadvantages of each route were discussed and assessed in detail taking into account feedback from the Public Consultation Day.

The outcomes of the workshop were to discount the two Blue Routes and conduct additional design and assessment on the Red and two Purple Routes before choosing the Preferred Route. At this stage, it was also decided to continue with additional design and development of the Sandholes Link Road improvements.

Further to the additional assessment and design, the findings were collated in the published Stage 2 Scheme Assessment Report leading to a recommendation that the Purple A Route proceeds as the Preferred Bypass Route in addition to the improvements of the Sandholes Link Road.

Geotechnical Investigations

The geotechnical investigations carried out over the five route corridors commenced in late October 2008. This work was necessary to aid the route selection process by collecting the following data:

- Ground moisture conditions;
- Types, strengths and quantities of material suitable for use in construction;
- The extent of soft soils, rock and contaminated soils;
- Foundation conditions for bridges and retaining walls.

The above data will now be used to ensure the design of a safe and economic Bypass, in terms of the proposed road construction and structures. Further detailed site investigation will be required before design of the Preferred Route is finalised.

Drainage

Drainage assessments have been completed along the five route corridors. These included proposals for river crossings, watercourse diversions and road drainage systems. Flood risk studies incorporating flood mitigation options are on-going. Any mitigation required will be included within the lands to be vested.

Scheme Development Cont...

Environmental

Environmental surveys carried out to date have allowed us to identify potential impacts of the Bypass on for example noise, air quality, ecology and landscape. Possible mitigation measures have been identified where appropriate and will be included within the lands to be vested.

Further studies of the environment and ecology will be required before completion of the Preferred Route design. Mitigation of the impact on landscape will form an integral part of the design.

Highways Engineering

Constraints identified through the various assessments completed by the other discipline teams have been considered in the development of the preferred highways alignment. In line with appropriate engineering standards, the road alignments have been developed with due consideration given to:

- Impact on vehicle travellers;
- Consideration of impact on pedestrians, cyclists, equestrians and public transport users;
- Alternative construction options with regard to buildability, construction

programme, future maintenance issues, health and safety, and capital and whole life costs.

Our aim is to develop practical engineering solutions to the road design issues in order to balance the impact on:

- The topography;
- The environment;
- The community and farmland.

Whilst:

- Optimising the benefits to traffic and non-motorised users;
- Ensuring the development of safe and cost effective proposals.



Definitions

Local Traffic

Traffic generated by local movements such as school runs, local shopping trips, agricultural vehicles, etc.

Strategic Traffic

Traffic, the origins and/or destinations of which are beyond the area under consideration, for example, commuting from Omagh to Magherafelt for work and HGV's transporting freight between Dungannon and north of the province.

Stopped-Up Road

An existing road which is closed at the point where the new Bypass crosses the road. Turning facilities will normally be provided on the existing road. When a road is stopped up to through traffic, some journeys will require the use of an alternative route.

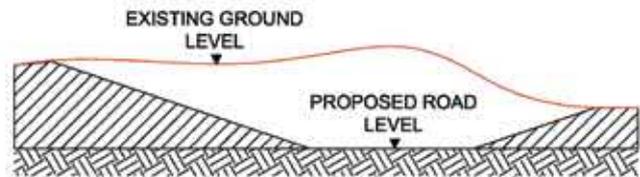
At-Grade Junctions

Junctions where a minor road meets a main road at the same level to allow access on and off the main road.

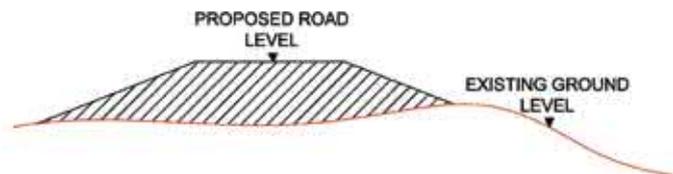
Earthworks

The interface between the road level and the surrounding ground level.

Areas of **CUT**: where the existing ground is excavated to allow for road construction:



Areas of **FILL**: where material is added to the existing ground to allow for road construction.

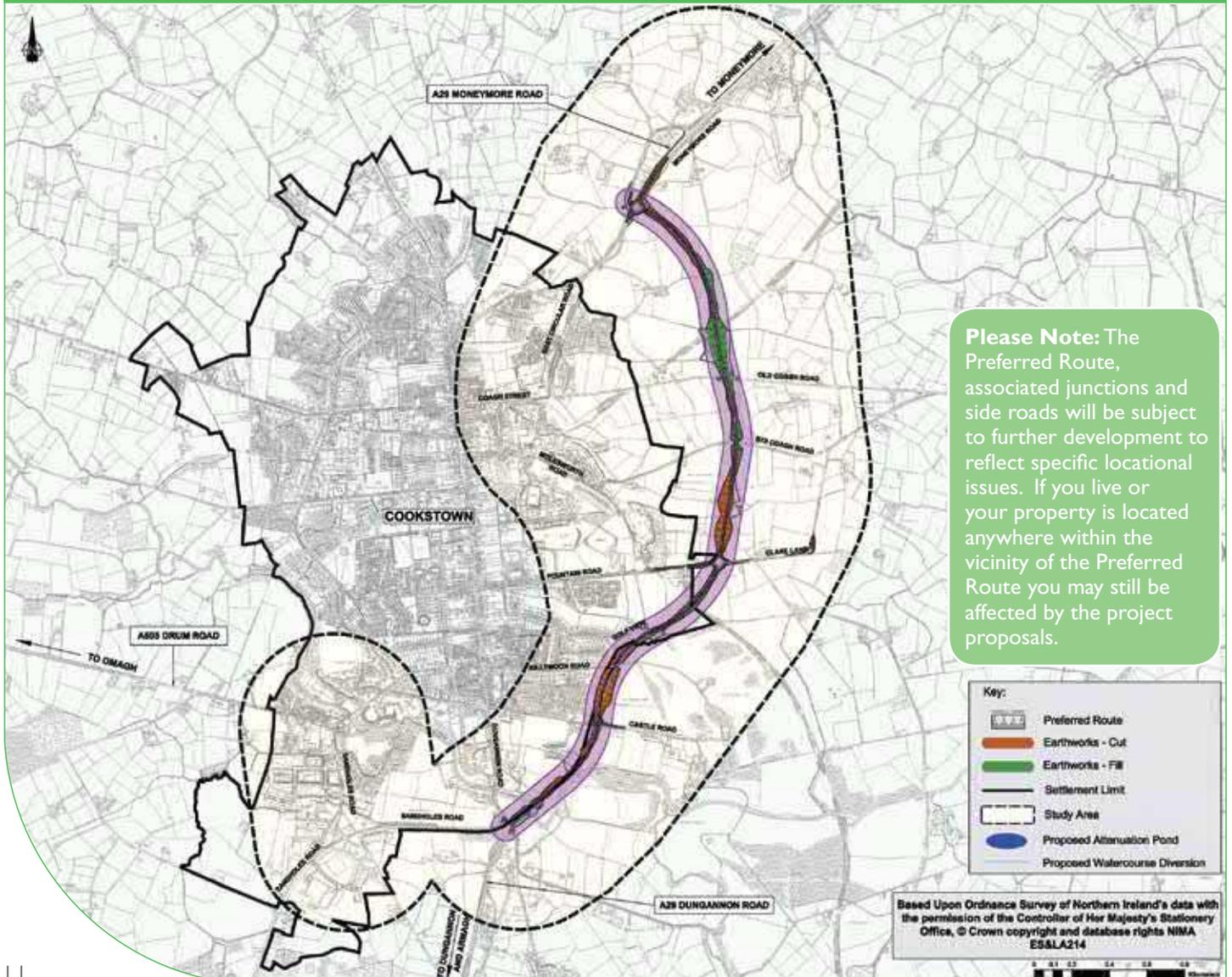


Overtaking Opportunity

Where the road markings provide 2 lanes in one direction and 1 lane in the other, vehicles on the 2 lane side of the road have a dedicated opportunity to overtake slow moving vehicles.

Preferred Route Overview

From the Public Consultation in January 2009, further assessment of the Highways, Environment and Traffic has taken place with a Preferred Route selected as shown below. The Bypass has been designed for a speed limit of 60 miles per hour, with possible provision of **overtaking opportunities**.



Junction Strategy

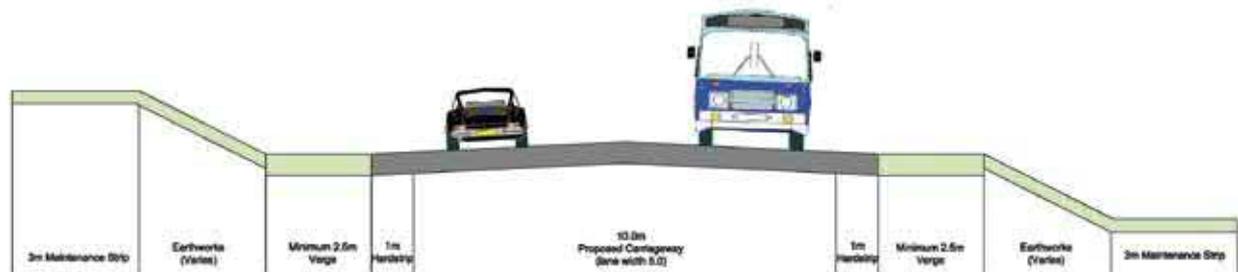
The proposed junction strategy must provide a balance between the needs of all traffic ensuring an efficient traffic flow without compromising road safety.

With road safety in mind, the proposed junction strategy provides limited access onto and off the proposed Bypass.

Proposed junctions with the existing road network include:

- **At-Grade Junctions** including Roundabouts and Left-In, Left-Out access.
- Overbridge / Underbridge provision.

It is proposed that where the Bypass crosses existing minor roads, it will bridge over or under the road where traffic volumes dictate. The connection of the Bypass to the A29 south of Cookstown will be at the Loughry Roundabout on the Dungannon Road, and to the north at a new roundabout between the layby and the start of the dual carriageway on the A29 Moneymore Road.



Bypass - Wide Single Carriageway (Rural All-Purpose Road)

Preferred Route Description

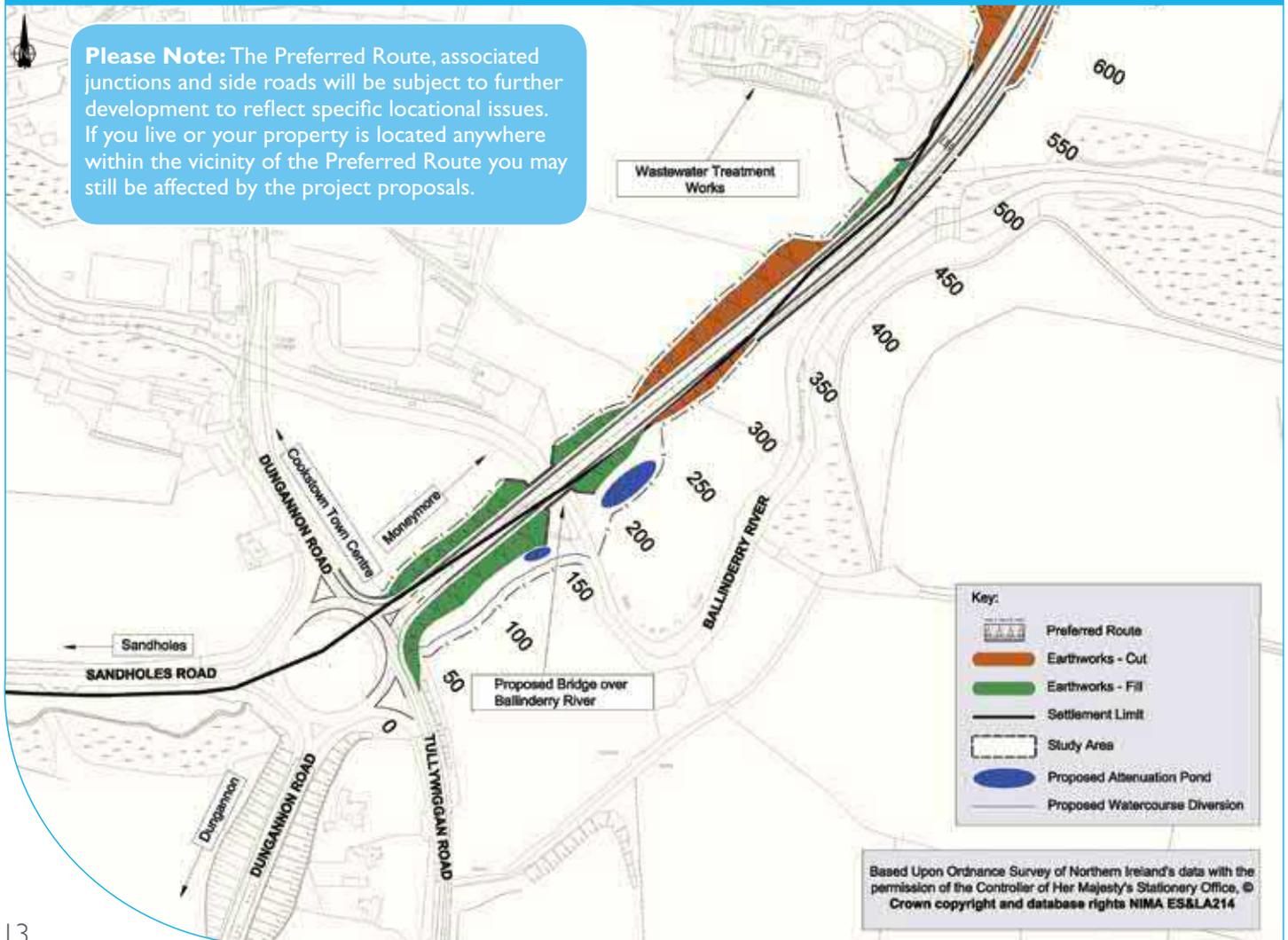
Loughry Roundabout

The Bypass connects to the existing Loughry Roundabout, creating a fifth arm. **Local traffic** may continue to use the Dungannon Road to Cookstown town centre, with **strategic traffic** directed by appropriate signing to use the Bypass.

Loughry Roundabout to Castle Road

The Bypass extends from the Loughry Roundabout in a north easterly direction crossing the Ballinderry River then passing between the river and a Wastewater Treatment Works south of Castle Road. An **overtaking opportunity** is proposed northbound via a climbing lane which commences adjoining the Wastewater Treatment Works.

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.



Preferred Route Description Cont...

Castle Road

Local traffic will be able to access the east side of Castle Road via a proposed left-in, left-out junction. It is proposed to stop up Castle Road west of the Bypass in the town centre direction of travel.

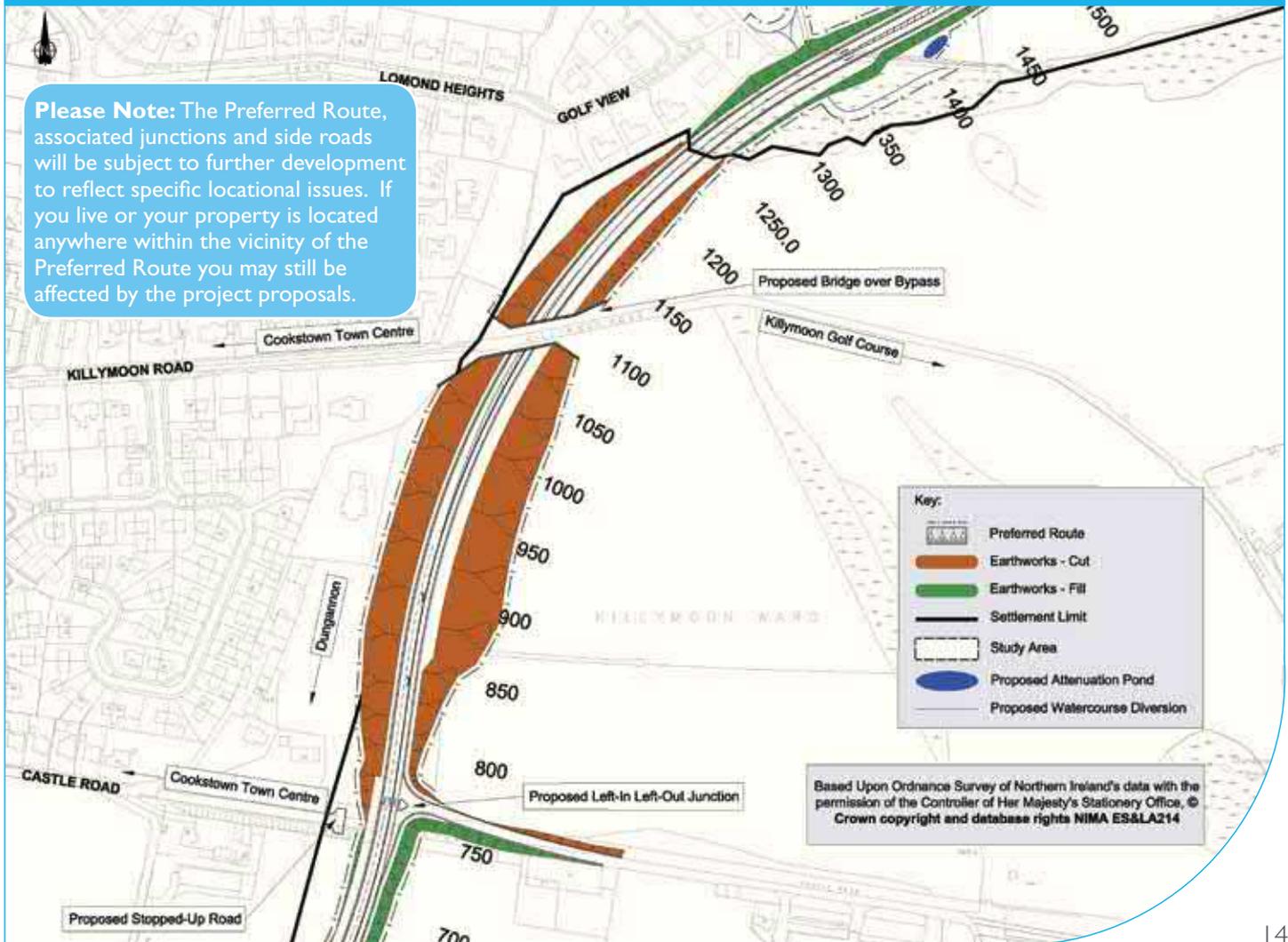
Castle Road to Killymoon Road

From Castle Road, the Bypass skirts the settlement limits, continuing north towards Killymoon Road.

Killymoon Road

A bridge is proposed to take Killymoon Road over the Bypass maintaining access to and from Killymoon Golf Course, adjoining properties and land.

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.



Preferred Route Description Cont...

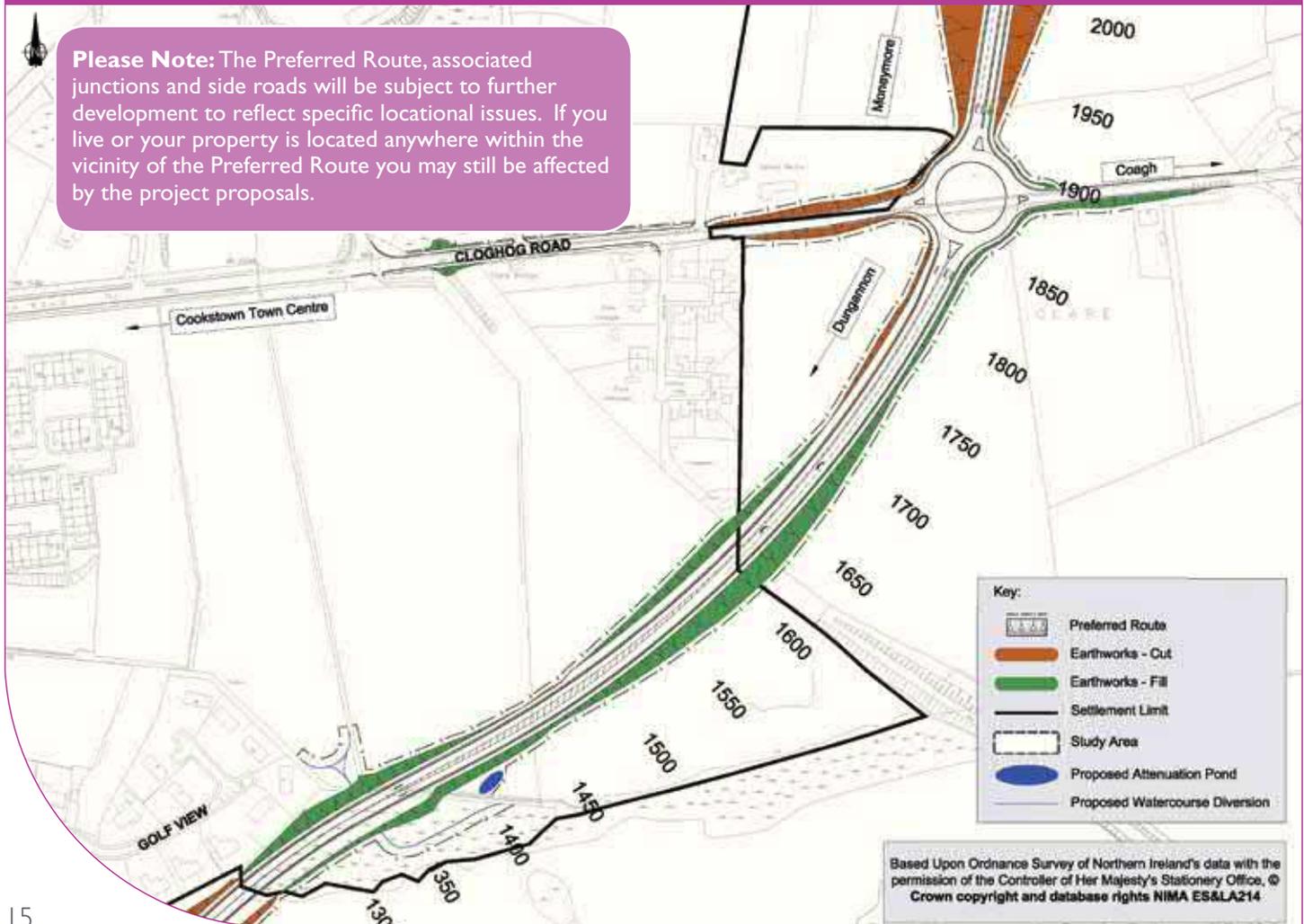
Killymoon Road to Cloghog Road Roundabout

From Killymoon Road, the Bypass continues in a north easterly direction, following the boundary of Golf View through Killymoon Golf Course, before curving east past Festival Park to Cloghog Road. **Overtaking opportunities** are proposed southbound from Cloghog Road roundabout.

Cloghog Road Roundabout

A four-arm roundabout is proposed at Cloghog Road, allowing connectivity between the Bypass and the town centre for **strategic** and **local traffic**. Minor improvements to Cloghog Road and Clare Lane are also proposed to improve accessibility.

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.



Preferred Route Description Cont...

Cloghog Road Roundabout to Old Cough Road

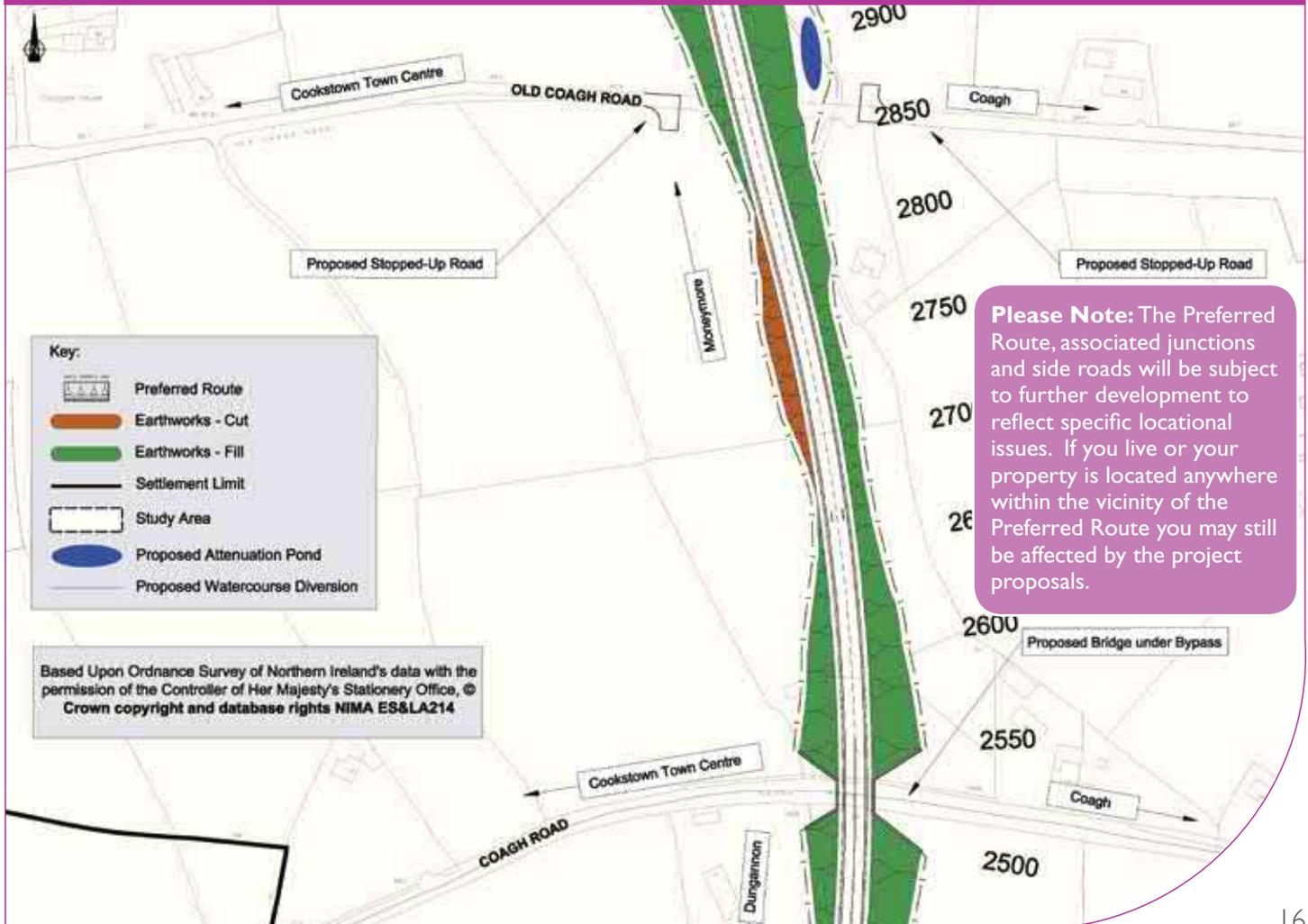
From Cloghog Road, the Bypass heads north to the B73 Coagh Road. **Overtaking opportunities** are provided northbound from the Cloghog Road roundabout. The carriageway continues north to Old Coagh Road passing between drumlins.

Coagh Road

A bridge is proposed to carry the Bypass over the B73 Coagh Road, thereby maintaining uninterrupted use of the existing road.

Old Coagh Road

It is proposed that Old Coagh Road is **stopped-up** with turning facilities proposed on either side of the Bypass.



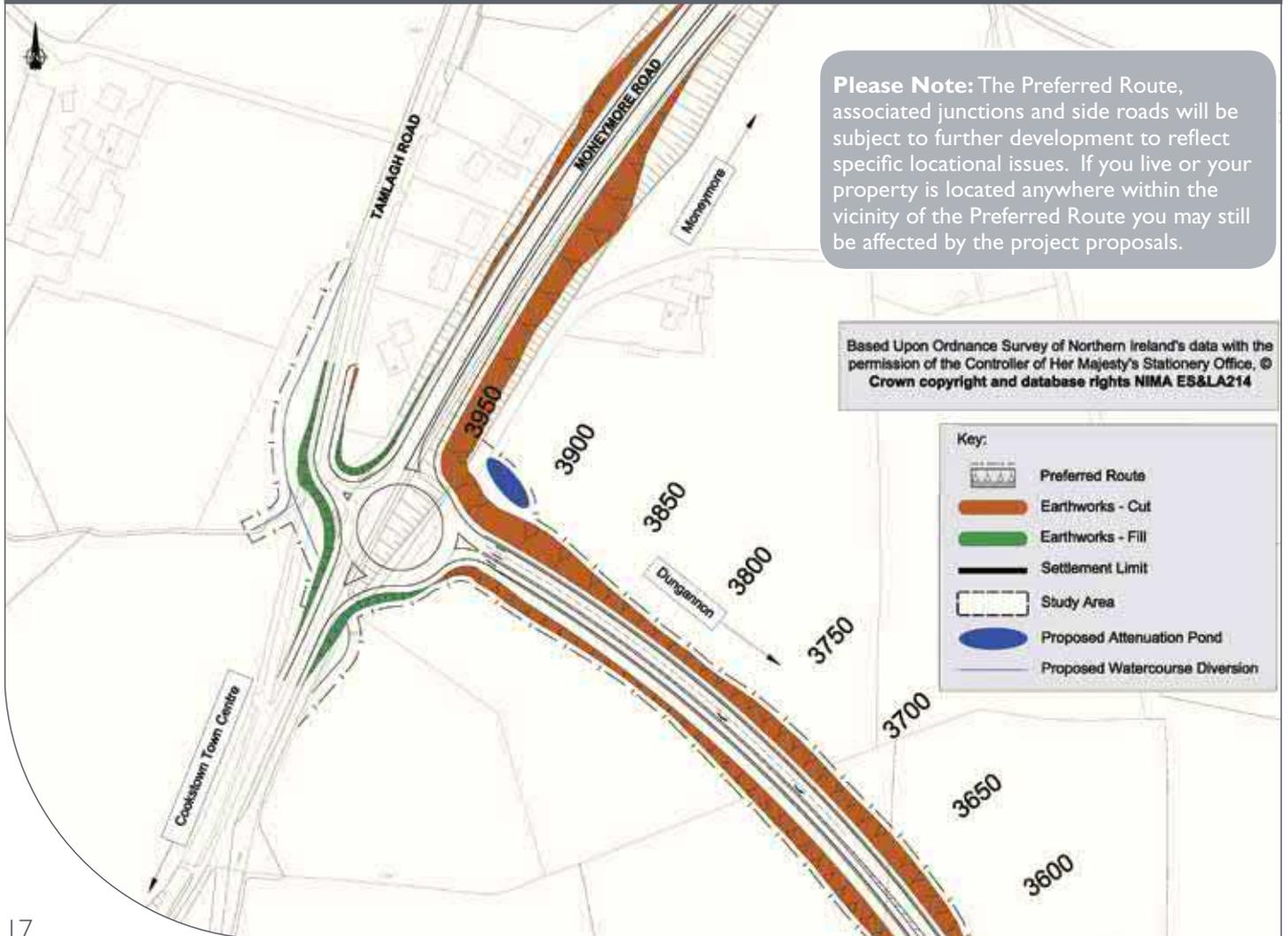
Preferred Route Description Cont...

Old Coagh Road to Moneymore Road Roundabout

The carriageway continues north east from Old Coagh Road, crossing a disused railway, to meet the A29 Moneymore Road. **Overtaking opportunities** are provided southbound from Moneymore Road.

Moneymore Road Roundabout

A four arm roundabout is proposed to connect the Bypass with the A29 Moneymore Road. Access to Tamblagh Road will be provided via the roundabout.



Sandholes Link Road Overview

It is proposed to upgrade the existing road network to improve the link between the proposed Bypass and the A505 Drum Road thereby reducing the need for this traffic to travel through the town centre.

Improvements to the Sandholes Link Road are designed to provide a single carriageway urban all purpose road with a footway on both sides. The link has been designed for a speed limit of 30 miles per hour.

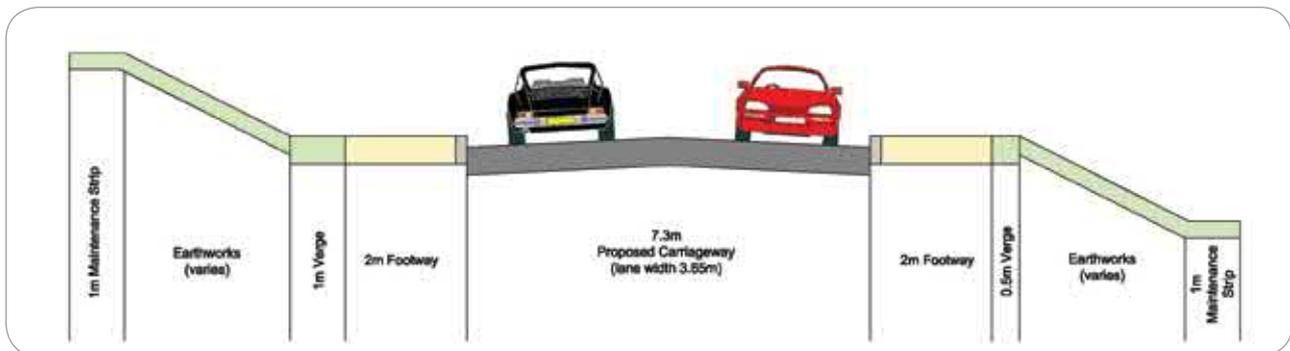
The route commences at a proposed four arm roundabout at the junction with Sandholes Road and Strifehill Road.

It then extends north on a straightened alignment which is highly constrained due to the residential and commercial developments on either side of the existing carriageway.

The route then continues north to the junction of Sandholes Road and the A505 Drum Road where a three arm roundabout is proposed.

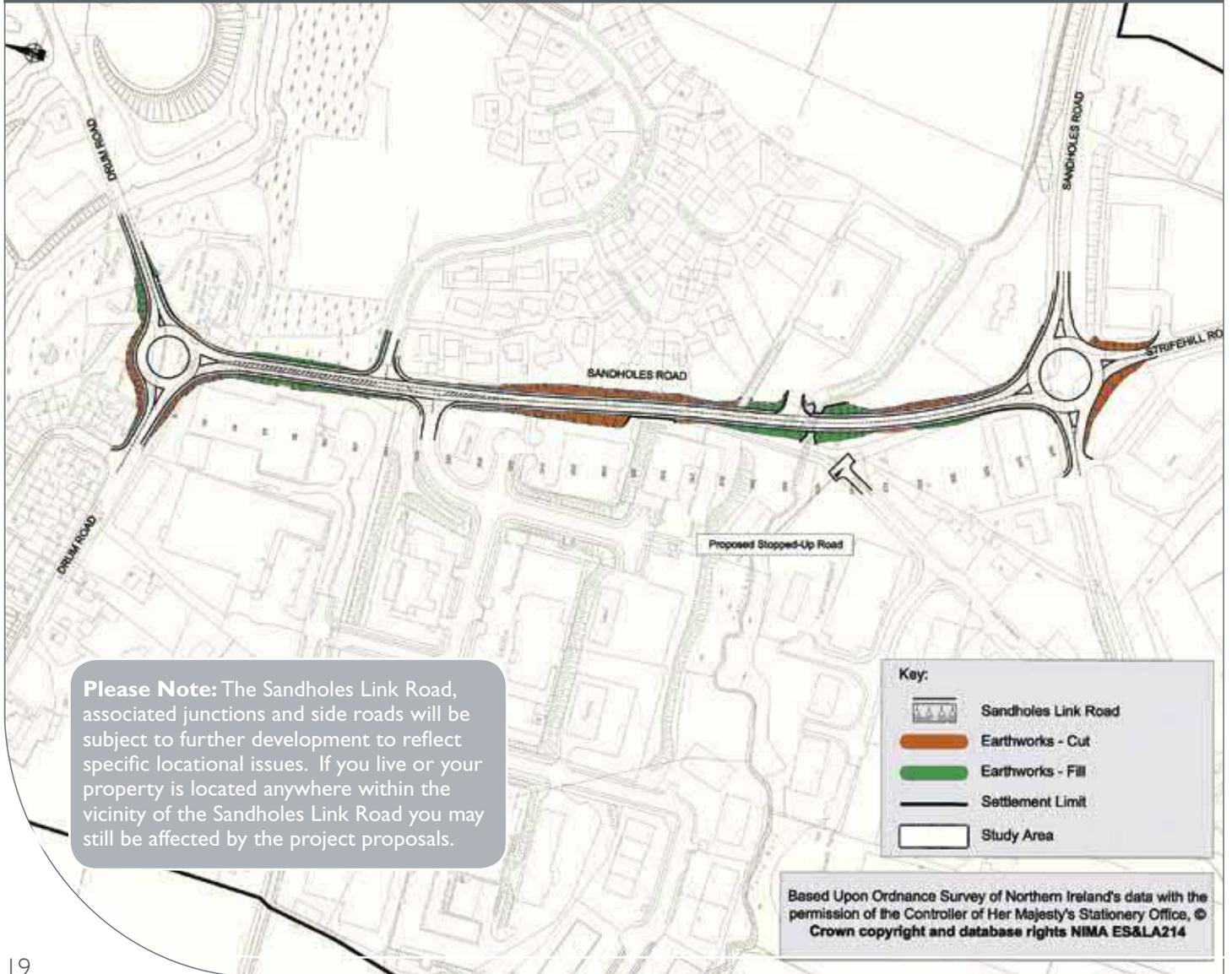
Where the new road diverges away from the existing road, the existing road will be **stopped-up**.

Please Note: The Sandholes Link Road, 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 Sandholes Link Road you may still be affected by the project proposals.



Sandholes Link Road - Single Carriageway (Urban All-Purpose Road)

Sandholes Link Road Overview Cont...



Land Issues

Project Team DESIGN PROCESS

Geotechnical Investigation (GI)
 Archaeological Surveys
 Other Specialist Site Surveys
 Environmental Assessment
 Preliminary Design

- Highways
- Structures
- Geotechnics
- Drainage
- River Diversions

Statutory Services
 Mitigation Works



Land Owner CONSULTATION PROCESS



Statutory Procedures

Statutory Procedures require the production of the following:

Environmental Statement

The Environmental Statement gives details of the proposed project, the impacts on the surrounding landform and community and the proposals for mitigation of those impacts. It also contains an outline of the alternatives considered.

Direction Order

The Direction Order is a legal document required in order to modify or create a length of "Trunk Road". It normally includes the provisions for any consequent stopping up of other roads affected by the construction of the new road. The Preferred Route for the new road is published, together with an illustrative map, in the Notice of Intention to Make a Direction Order.

Vesting Order

The Vesting Order is required to transfer clear title for all land required for the scheme.

Stopping Up Order

This includes the provisions for any stopping up of private accesses onto the new road.

The above procedures will commence with a Notices of Intention to make orders. When these documents are published they will be available for public inspection, with the dates and locations to be advertised in local newspapers. This provides members of the public and other consultation bodies an opportunity to comment within a specified time period, usually 30 days.

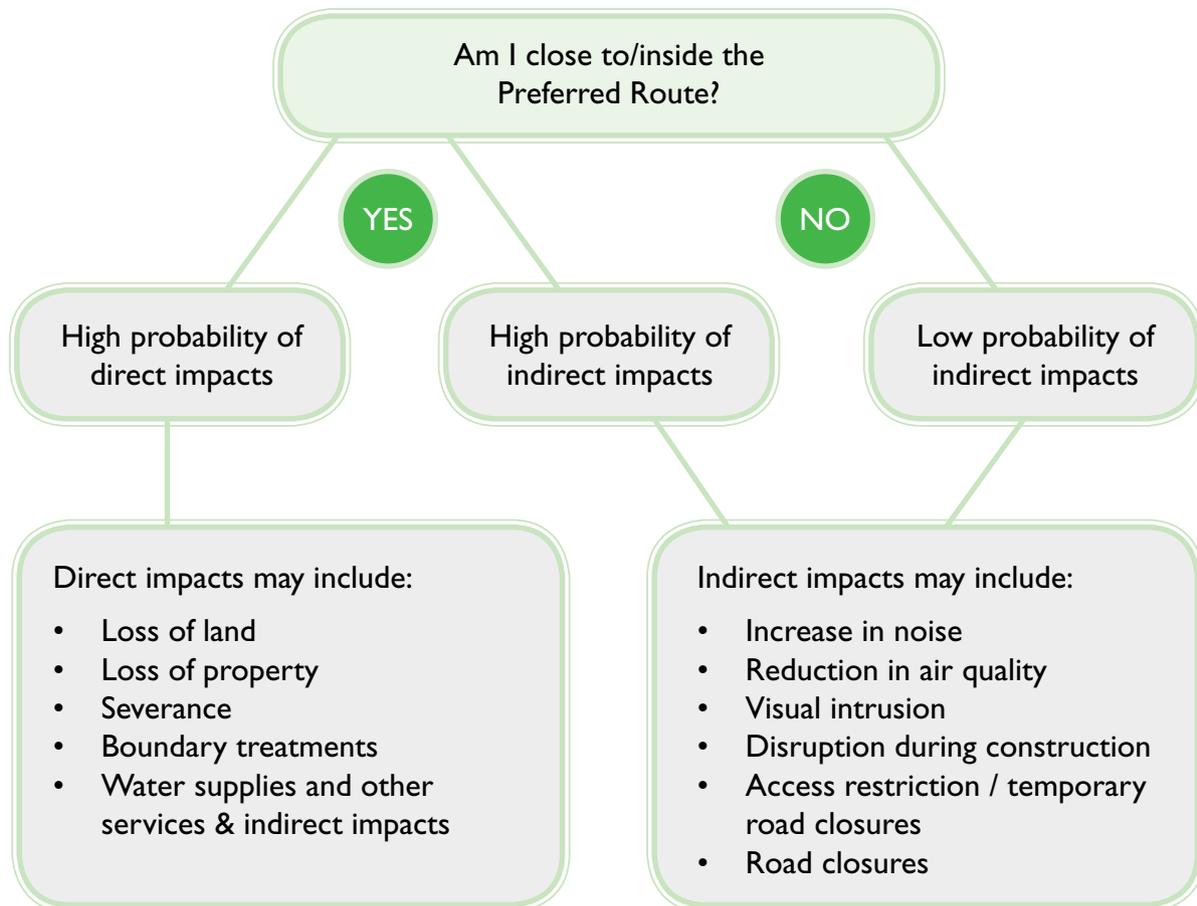
During this time, if sufficient objections are noted against the proposals, there is the possibility that a Public Inquiry will be held. Subject to the outcomes from the Public Inquiry and scheme funding, the project will progress to the making of the orders.



Statutory Procedures Cont...

Further consultations will be held with affected landowners and their agents to discuss the issues that affect their property and possible ways of mitigating any impacts.

These will be developed into an agreed schedule which will be submitted to the District Valuer who will determine the level of compensation to be paid.



Thank You for Attending.

We appreciate your patience and co-operation throughout the development of this scheme.

Please feel free to approach a member of the team with any queries. We also have a one-to-one area for those who wish to discuss the proposals in further detail.

If you have any enquiries at a later date, please do not hesitate to contact one of the following:

Roads Service Lands Branch
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Scarffes Entry
Omagh
County Tyrone
BT79 1JB

Tel: 028 8225 4792

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Additional scheme information may be viewed at www.roadsni.gov.uk

RSP 10/015