



Department for
Infrastructure

An Roinn

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Infrastructure

www.infrastructure-ni.gov.uk

A29 Cookstown Bypass

Public Exhibition & Virtual Event

Publication of draft Statutory Orders and
Environmental Impact Assessment Report

16 April 2024

The Burnavon
Burn Road
Cookstown
Co. Tyrone
BT80 8DN

SCAN
ME



Introduction

Introduction

Cookstown is located approximately 40km west of Belfast in County Tyrone. The existing A29 runs north to south through the centre of Cookstown, connecting Coleraine on the north coast to Cookstown, Dungannon and onwards to Armagh City.

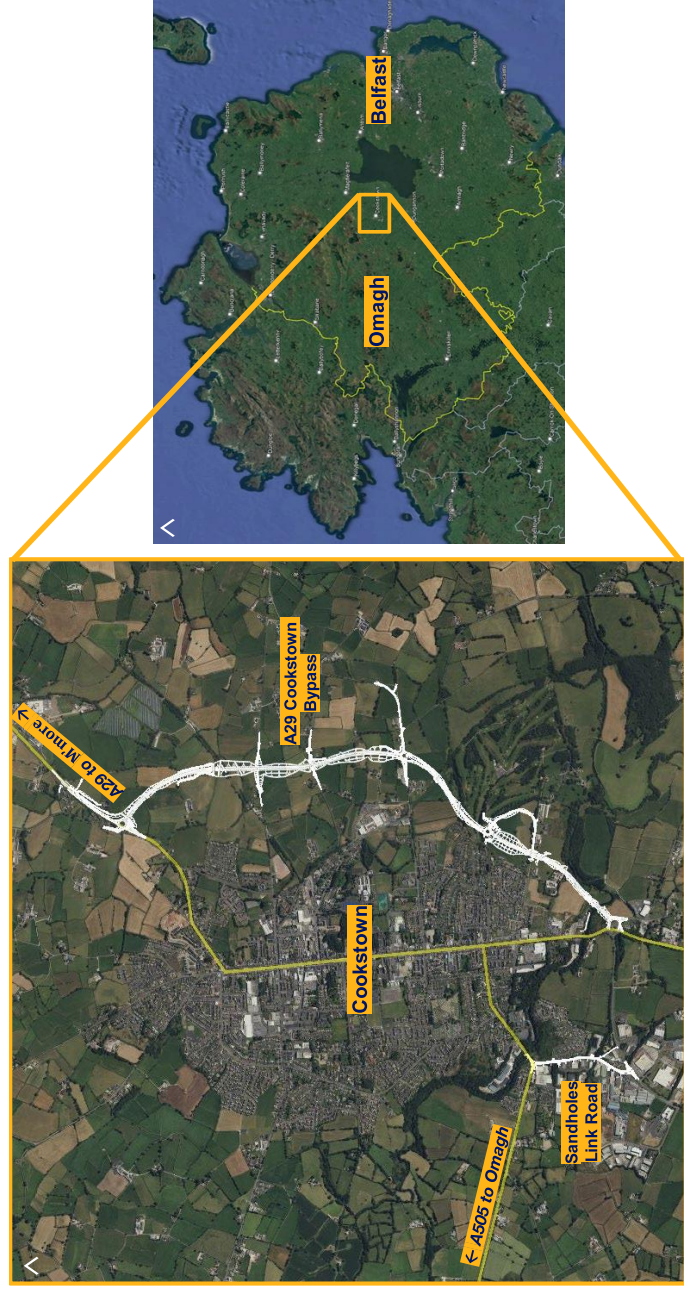
Sections of the A29 through Cookstown carry close to 16,000 vehicles per day 2-way, with hourly peaks in excess close to 1,300 vehicles (Milburn St)*. **With an expected increase in traffic volumes, it is anticipated that travellers using the A29 Bypass route will have their journey time reduced by over 50% between Loughry Roundabout and the new proposed Moneymore Road Roundabout.**

Development of the scheme design is ongoing with a bypass route of approx. 4km in length and is proposed to be a single carriageway with overtaking lane opportunities in both directions and new roundabouts situated at intersections with the Killymoon Road, Cloghog Road and Moneymore Road. Walking and cycling provisions will also be incorporated in the Bypass scheme. In parallel with design development, it is also proposed to commission a separate feasibility study on how the decongestion benefits of the proposed bypass can facilitate the enhancement and reshaping of Cookstown town centre to promote sustainable travel choices, connect people and communities and create a thriving and liveable space.

*Figures based on Traffic Surveys 2023.



Scheme Objectives



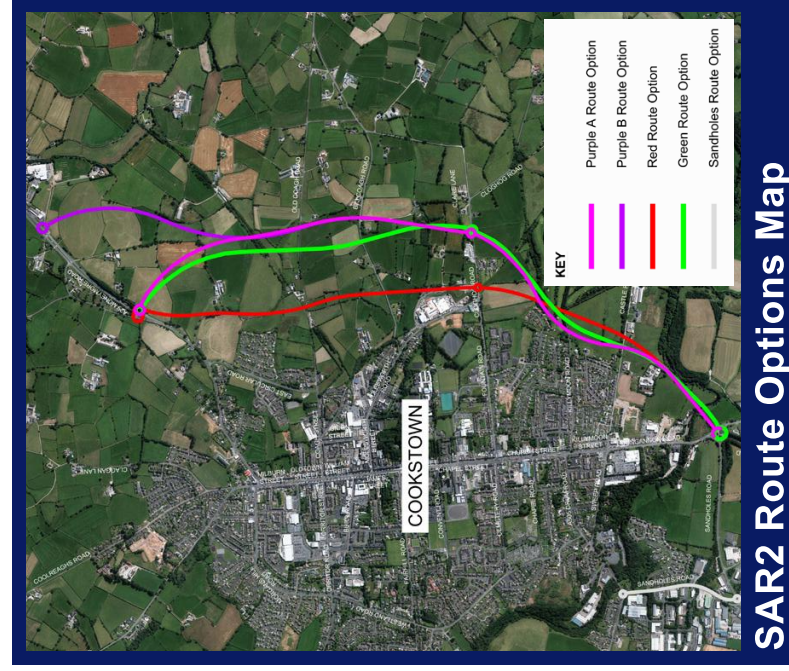
Scheme Objectives

The specific scheme objectives for the A29 Cookstown Bypass are to:

- Relieve traffic congestion within Cookstown.
- Reduce journey travel times along this section of the A29 corridor by over 50%.
- Improve the road network between the north and south of the Province.
- Improve road safety.
- Improve the quality of life for the majority of residents.
- Relieve traffic congestion within the town centre environment.
- Minimise the impact on the natural and built environment.
- Enhance the economic growth of the area.
- Achieve value for money as demonstrated through a net positive return on investment.

Background

During 2020 a revised Stage 2 Scheme Assessment Report (SAR 2) was undertaken and considered four options; Red Route, Green Route, Purple 'A' Route & Purple 'B' Route shown on the route options map shown below.



It recommended that the Purple 'A' route option along with Sandholes Link Road improvements was taken forward as the Preferred Route.

The Department approved the Stage 2 Scheme Assessment Report (Preferred Options Report) in November 2021 and granted approval for the commencement of the Statutory Procedures.

Since early 2022, preliminary design work has developed & optimised the preferred route alignment whilst further considerations were given to road safety, climate change and active travel measures to form a 'specimen design'.

Based on this, the following draft documents have been completed and published for public and statutory consultation:

- Draft Direction Order (DO) with associated schedule and maps;
- Draft Vesting Order Schedule (VO) with associated schedule and maps;
- Stopping Up of Private accesses order (SUPA) and associated schedule and maps;
- Environmental Impact Assessment Report (EIAR) incorporating a shadow Habitats Regulations Assessment (sHRA);
- EIAR Non-Technical Summary

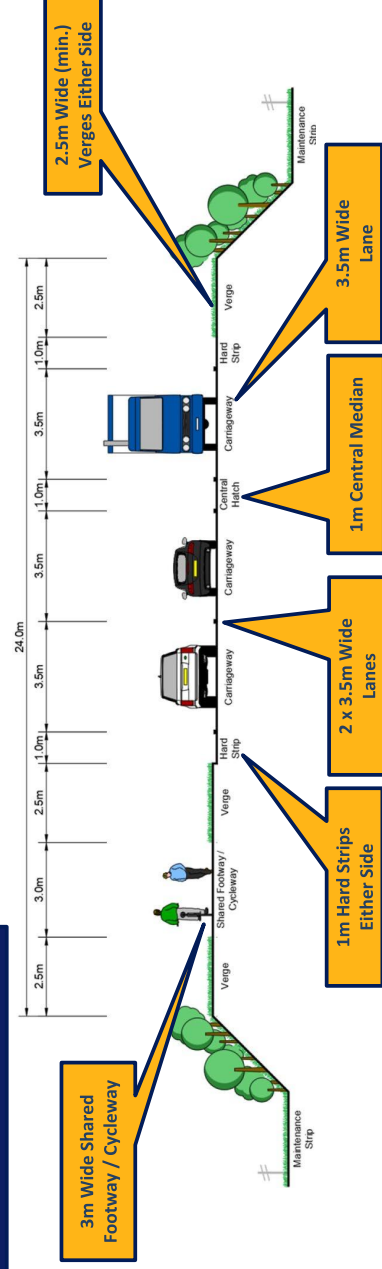
3D Visualisations & Typical Cross Sections

A29 Cookstown Bypass

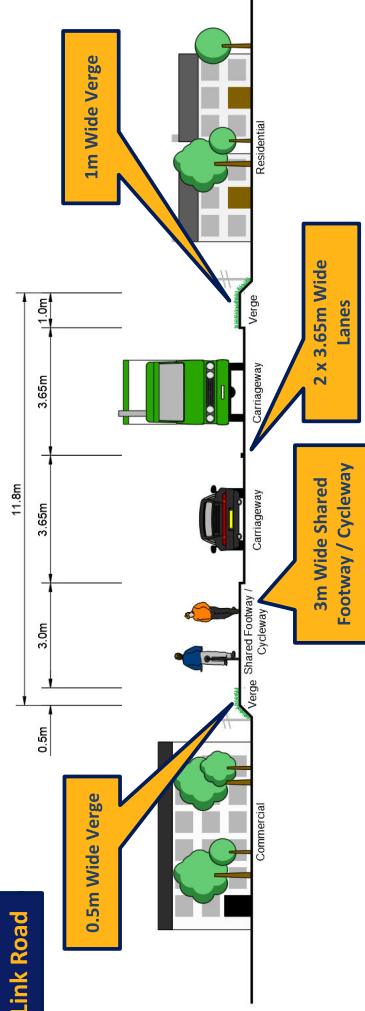


Typical cross sections

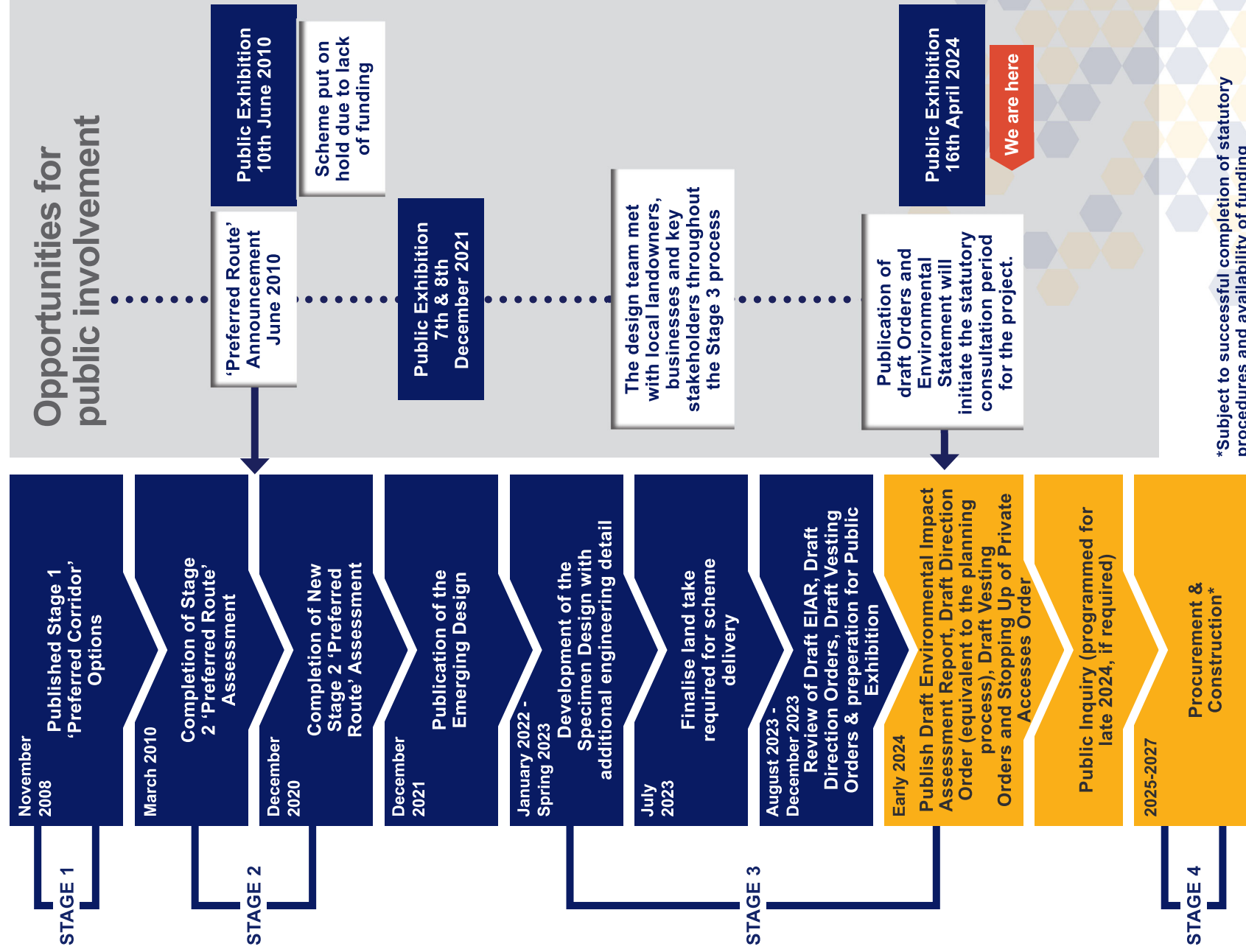
A29 Cookstown Bypass



Sandholes Link Road



Where We Are & The Next Steps



What have we been doing?

In addition to developing the specimen design of the A29 Cookstown Bypass and improvements to Sandholes Link Road the project team have been undertaking a number of other key activities since December 2021:



Environmental Surveys

Ecology, air quality, noise, landscape, and cultural heritage surveys



One to One Meetings

Meetings held with Landowners, Businesses and Stakeholders



Traffic Surveys

Post covid volumetric traffic surveys have been undertaken for the study area.



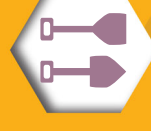
Active Travel

Development and Incorporation of an Active Travel Strategy



Topographical Survey

Surveys of both lands, rivers and watercourses



Ground Investigations

Geotechnical ground, pavement and ground water investigations

Environmental Impact Assessment (EIA)

An Environmental Impact Assessment (EIA) has been undertaken during Stage 3 of the project. EIA is a statutory requirement under the Roads EIA Regulations NI 2017 which requires the Department to identify the likely significant effects of the scheme on the environment.

The EIA has identified appropriate measures to be incorporated into the design to avoid or reduce adverse effects, promote benefits and identify opportunities for enhancement. The findings of the EIA is presented within an Environmental Report which is now available to view as part of this public consultation exercise.



*Derryloran Old Church and Graveyard
along Sandholes Link Road*

All material presented at the Public Information Exhibition as well as other scheme documents can be downloaded from the Department for Infrastructure website at:

<https://www.infrastructure-ni.gov.uk/articles/a29-cookstown-bypass-overview>

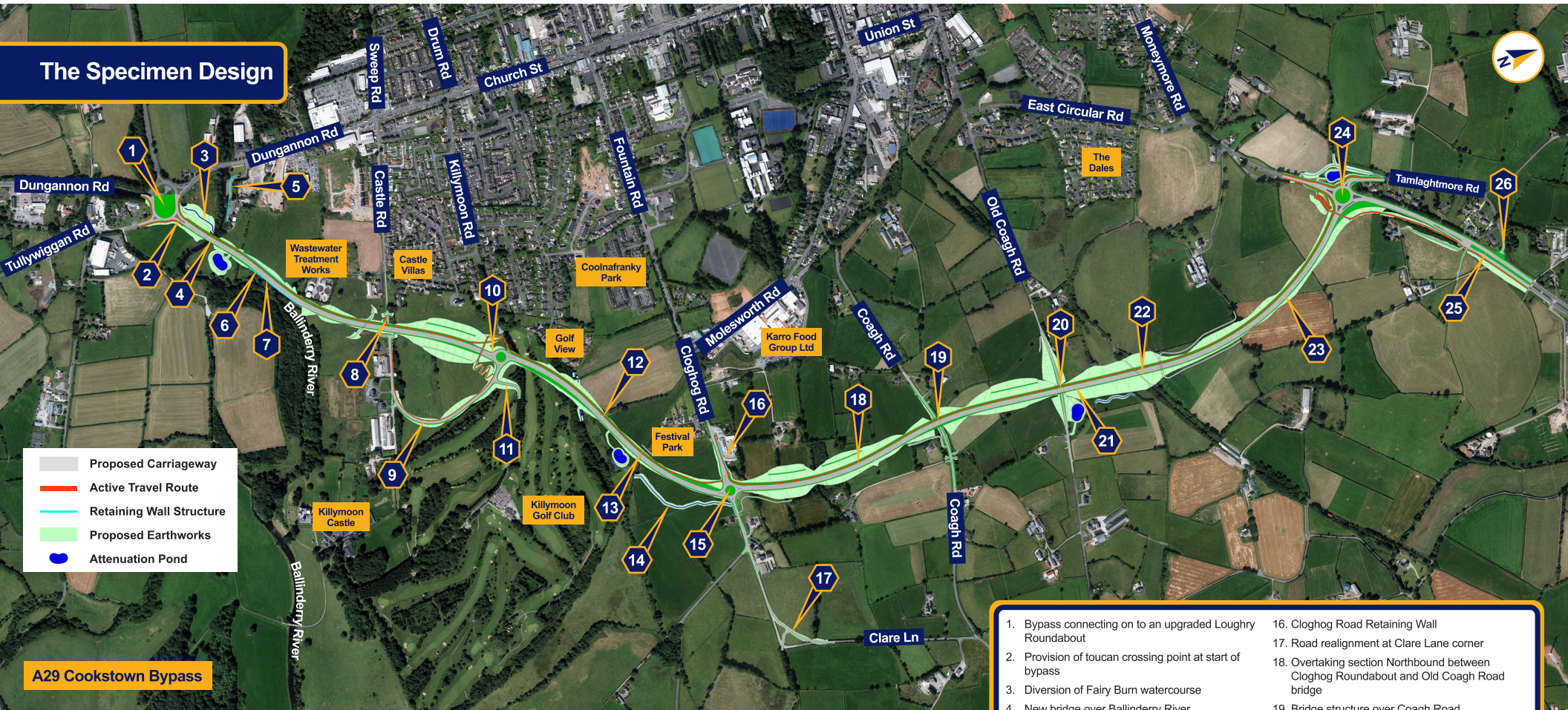
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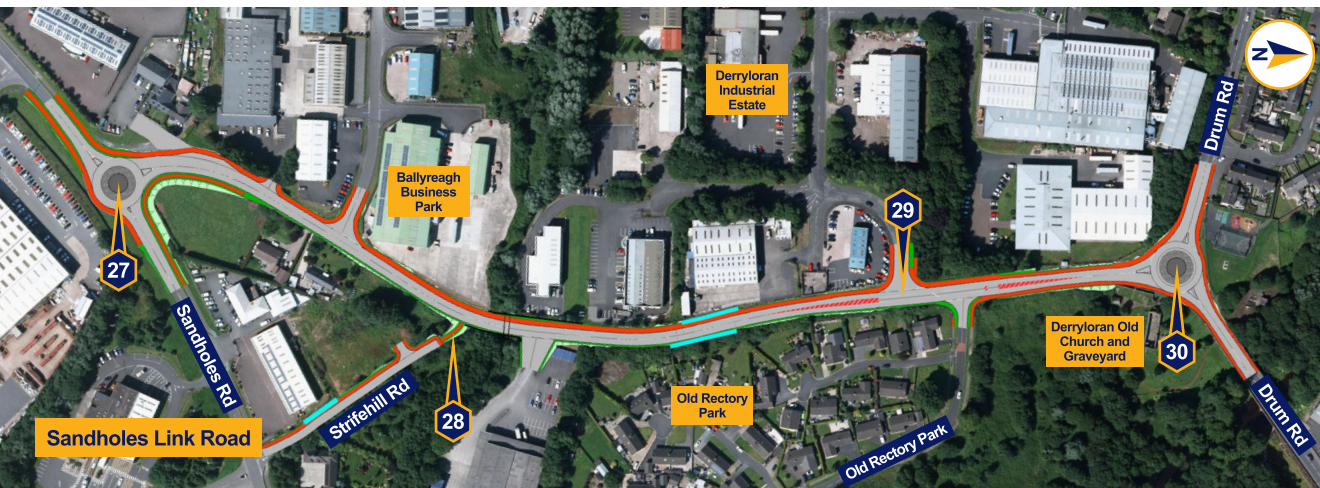
Email: dfiroads.western@infrastructure-ni.gov.uk



The Specimen Design



A29 Cookstown Bypass



Sandholes Link Road

1. Bypass connecting on to an upgraded Loughry Roundabout
2. Provision of toucan crossing point at start of bypass
3. Diversion of Fairy Burn watercourse
4. New bridge over Ballinderry River
5. Provision of flood wall at Otter Lodge
6. Overtaking section Northbound between Loughry Roundabout to Killymoon Roundabout
7. Retaining Wall Structures adjacent to Ballinderry River.
8. Closure of Castle Road. Turning head provided and active travel connection to bypass cycleway / footway
9. Link Road from Castle Road (East) to Killymoon Road Roundabout
10. New 3 arm roundabout at Killymoon Road and provision of pedestrian overbridge
11. Private access to Killymoon Golf Club and Killymoon Castle via the new Castle Link Road
12. Overtaking section Southbound between Cloghog Roundabout and Killymoon Roundabout
13. Underpass provision for potential greenway project
14. Provision of drainage swale to Fountain Road drain
15. New 4 arm roundabout at Cloghog Road
16. Cloghog Road Retaining Wall
17. Road realignment at Clare Lane corner
18. Overtaking section Northbound between Cloghog Roundabout and Old Coagh Road bridge
19. Bridge structure over Coagh Road
20. Bridge structure over Old Coagh Road
21. Changeover of Northbound and Southbound overtaking lanes
22. Underpass provision for potential greenway project
23. Overtaking section Southbound between Moneymore Roundabout and Old Coagh Road bridge
24. New 4 arm roundabout at Moneymore Road and provision of pedestrian overbridge
25. Start of dual carriageway relocated further east (towards Moneymore)
26. Stopping up of road and central reservation at Moneymore Road junction (north)
27. New 3 arm roundabout at Sandholes Road
28. Stopping up of Strifehill Road. Pedestrian access only
29. Provision of right turning lanes at junctions with Derryloran Industrial Estate and Old Rectory Park
30. New 3 arm roundabout at Drum Road