
STATUTORY RULES OF NORTHERN IRELAND

2011 No. 74

ROADS

**The Trunk Road T8 (Randalstown to
Toome) Order (Northern Ireland) 2011**

Made - - - - *7th March 2011*

Coming into operation *30th April 2011*

The Department for Regional Development⁽¹⁾ makes the following Order in exercise of the powers conferred by Articles 14(1), 15(1), 16(1) and (2) and 68(1), (3) and (5) of the Roads (Northern Ireland) Order 1993⁽²⁾ and now vested in it⁽³⁾:

The Department in accordance with Article 15(1) of that Order 1993 proposes to construct the road described in Part I of the Schedule and considers it expedient to designate it as a special road.

The Department in accordance with Article 14(1) of that Order considers it expedient for the purpose of improving the trunk system that the road described in Part I of the Schedule and the roads proposed to be constructed as described in Part II of the Schedule should be designated as trunk roads.

The Department in accordance with Article 68(4) of that Order proposes on completion of works providing alternative facilities for road traffic to—

- (a) abandon the lengths of road described in Part III of the Schedule; and
- (b) stop-up the roads described in Part IV of the Schedule to road traffic.

The Department has published, served and displayed a notice in compliance with paragraphs 1, 2 and 3 of Schedule 8 to that Order.

Thirty six letters of objection were received and the Department considered the objections.

The Department having caused a local inquiry to be held into the objections to the proposed Order which were made and not withdrawn and having considered the report of the person who held the inquiry, now proposes to make the Order without modification.

Citation, commencement and interpretation

1.—(1) This Order may be cited as The Trunk Road T8 (Randalstown to Toome) Order (Northern Ireland) 2011 and shall come into operation on 30th April 2011.

(1) [S.I. 1999/283 \(N.I. 1\)](#) Article 3(1)

(2) [S.I. 1993/3160 \(N.I. 15\)](#)

(3) [S.R. 1999 No. 481](#) Article 6(d) and Schedule 4 Part IV

(2) In this Order “the map” means drawing No. S100291/DO/002H marked “The Trunk Road T8 (Randalstown to Toome) Order (Northern Ireland) 2011” copies of which have been deposited at the Department’s Roads Service offices, Headquarters, Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB; and Northern Division, County Hall, Castlerock Road, Coleraine BT51 3HS.

Designation and direction

2.—(1) The Department directs and designates that the road described in Part I of the Schedule shall become special and trunk road and be part of the M22 motorway and the Moira-Antrim-Magherafelt-Moneymore Trunk Road T8.

(2) The Department directs that the roads described in Part II of the Schedule shall become trunk roads and be part of the Moira-Antrim-Magherafelt-Moneymore Trunk Road T8.

Abandonment of roads

3.—(1) The Department shall carry out such works as it considers necessary for the provision of alternative facilities for road traffic and on completion of the works the lengths of road described in Part III of the Schedule shall be abandoned.

(2) All existing cables, wires, mains, pipes or other apparatus placed along, across, over or under the abandoned lengths of road shall be removed.

(3) All existing rights as to the use or maintenance of such cables, wires, mains, pipes or other apparatus shall be extinguished.

Stopping-up of roads

4.—(1) The Department shall carry out such works as the Department considers necessary for the provision of alternative facilities for road traffic and on completion of the works the roads described in Part IV of the Schedule shall be stopped-up to road traffic at the lines, junctions and points specified in that Part.

(2) The Department shall carry out such works as it considers necessary to prevent or restrict to such extent as the Department thinks fit, access to the roads by road traffic.

Classification of traffic

5. The road described in Part I of the Schedule shall be used only by traffic of Classes I and II as set out in Schedule 1 to the Roads (Northern Ireland) Order 1993.

Sealed with the Official Seal of the Department for Regional Development on 7th March 2011

(L.S.)

D J Millar
A senior officer of the Department for Regional
Development

SCHEDULE

PART I

THE NEW ROAD TO BE CONSTRUCTED AS SPECIAL AND TRUNK ROAD AND PART OF THE M22 MOTORWAY AND T8

175 metres of new road in the townland of Artresnahan, County of Antrim, from a point 625 metres west of the centre point of the Staffordstown Road Bridge to a point 800 metres west of that point, more particularly delineated and hatched red over grey on the map.

PART II

THE NEW ROADS TO BE CONSTRUCTED AS TRUNK ROADS AND PART OF THE T8

7715 metres of new roads in the townlands of Drumderg, Ballydugennan, Gortgarn, Drumcullen, Ranaghan, Moneynick, Greenan, Derryhollagh, Aghaloughan, Clonboy and Artresnahan, County of Antrim consisting of—

- (a) 7120 metres, from an enlarged Drumderg Roundabout to a point 800 metres west of the centre point of the Staffordstown Road Bridge, more particularly delineated and coloured red on the map;
- (b) 175 metres, from a point 625 metres west of the centre point of the Staffordstown Road Bridge to a point 800 metres west of that point, more particularly delineated and coloured red on the map;
- (c) 130 metres, from a point 30 metres west of the centre point of the new Randalstown (West) Roundabout to a point 125 metres south-west of that point, more particularly delineated, coloured red and marked Randalstown (West) Junction Compact Connector Road 1 on the map;
- (d) 290 metres, from a point 30 metres south of the centre point of the new Randalstown (West) Roundabout to a point 130 metres south-west of that point, more particularly delineated, coloured red and marked Randalstown (West) Junction Compact Connector Road 2 on the map.

PART III

LENGTHS OF ROAD TO BE ABANDONED

1. 225 metres of C52 Gallagher Road, from its junction with C52 Staffordstown Road, to a point 225 metres east of that junction, more particularly delineated, coloured yellow and marked A1 on the map.

2. U1032 Ranaghan Road—

- (a) 170 metres, from its junction with U1032 Ballynafey Road, to a point 175 metres south-east of that junction, more particularly delineated, coloured yellow and marked A2 on the map;
- (b) 170 metres, from a point 190 metres south-east of its junction with U1032 Ballynafey Road, to a point 360 metres south-east of that junction, more particularly delineated, coloured yellow and marked A3 on the map.

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

3. U1037 Greenan Road—
 - (a) 260 metres, from a point 20 metres south-east of its junction with A6 Moneynick Road, to a point 280 metres south-east of that junction, more particularly delineated, coloured yellow and marked A4 on the map;
 - (b) 295 metres, from a point 15 metres north-west of its junction with C52 Derrygowan Road, to a point 300 metres north-west of that junction, more particularly delineated, coloured yellow and marked A5 on the map.
4. U1039 Aghaloughan Road—
 - (a) 135 metres, from its junction with C52 Derrygowan Road, to a point 135 metres north-west of that junction, more particularly delineated, coloured yellow and marked A6 on the map;
 - (b) 10 metres, from its junction with C52 Derrygowan Road, to a point 10 metres south-east of that junction, more particularly delineated, coloured yellow and marked A8 on the map;
 - (c) 80 metres, from a point 60 metres east of its junction with C52 Derrygowan Road, to a point 140 metres east of that junction, more particularly delineated, coloured yellow and marked A9 on the map.
5. C52 Derrygowan Road—
 - (a) 280 metres, from a point 20 metres south-west of its junction with U1039 Aghaloughan Road, to a point 260 metres north-east of that junction, more particularly delineated, coloured yellow and marked A7 on the map;
 - (b) 20 metres, from a point 70 metres south-west of its junction with U1039 Aghaloughan Road, to a point 90 metres south-west of that junction, more particularly delineated, coloured yellow and marked A10 on the map;
 - (c) 360 metres, from a point 100 metres south-west of its junction with U1039 Aghaloughan Road, to a point 460 metres south-west of that junction, more particularly delineated, coloured yellow and marked A11 on the map.
6. 320 metres of A6 Moneynick Road, from a point 440 metres west of the centre point of the new Randalstown (West) Roundabout, to a point 120 metres south-west of that point, more particularly delineated, coloured yellow and marked A12 on the map.

PART IV

ROADS TO BE STOPPED-UP TO ROAD TRAFFIC

1. That part of the carriageway of the existing Drumderg Roundabout at a line 15 metres north of its centre point, more particularly delineated, coloured green and marked J1 on the map.
2. A6 Moneynick Road—
 - (a) at a line 50 metres south-east of the centre point of the existing Drumderg Roundabout, more particularly delineated, coloured green and marked J2 on the map;
 - (b) at a point 260 metres south-east of the centre point of the existing Drumderg Roundabout, more particularly delineated, coloured green and marked J3 on the map;
 - (c) at a line 320 metres south-east of the centre point of the existing Drumderg Roundabout, more particularly delineated, coloured green and marked J4 on the map;
 - (d) at a line 90 metres west of the centre point of the new Randalstown (West) Roundabout, more particularly delineated, coloured green and marked J8 on the map.
3. C52 Gallagh Road, at a point 355 metres south-west of its junction with A6 Moneynick Road, more particularly delineated, coloured green and marked J5 on the map.

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4. U1032 Ballynafey Road—
 - (a) at a line 110 metres south-west of its junction with A6 Moneynick Road, more particularly delineated, coloured green and marked J6 on the map;
 - (b) at its junction with A6 Moneynick Road, more particularly delineated, coloured green and marked J7 on the map.
 5. A6 Moneynick Road/M22 motorway at a line more particularly delineated, coloured green and marked J9 on the map.
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EXPLANATORY NOTE

(This note is not part of the Order)

The effect of this Order is that—

- (a) 175 metres of proposed new road described in Part I of the Schedule, more particularly delineated and hatched red on the map, shall be special road subject to motorway traffic restrictions and be part of the M22 Motorway and Moira-Antrim-Magherafelt-Moneymore Trunk Road T8; and
- (b) 7715 metres of new roads described in Part II of the Schedule, more particularly delineated and coloured red on the map, shall become trunk roads and be part of the trunk road system.

The Order also provides for the abandonment and stopping-up of certain roads.

Other proposed new connecting roads which are not the subject of this Order are shown coloured blue on the map for the purpose of clarification.

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