

## **EXPLANATORY MEMORANDUM TO**

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

**S.R. 2011 No. 98**

#### **1. Introduction**

- 1.1. This Explanatory Memorandum has been prepared by the Department for Regional Development to accompany the Statutory Rule (details above) which is laid before the Northern Ireland Assembly.
- 1.2. The Statutory Rule is made under Articles 14(1), 68(1), (3) and (5) of the Roads (Northern Ireland) Order 1993 and is subject to the negative resolution procedure.

#### **2. Purpose**

- 2.1. The purpose of the order is to allow for the construction of the Toome to Castledawson dual carriageway which will provide improved road safety and consistent journey times for strategic traffic and local road users, and will facilitate further expansion of local industry in the area.

#### **3. Background**

- 3.1. The Regional Strategic Transport Network Transport Plan 2015 (RSTNTP) confirms individual road schemes to be implemented subject to economic assessments, statutory processes and availability of resources. The RSTNTP includes a proposal to upgrade the North Western Key Transport Corridor to dual carriageway standard between the western end of the M22 Motorway at Randalstown and the Castledawson Roundabout. The Toome to Castledawson Dual Carriageway is part of this proposal. Although parts of the route have been improved over the last 40 years to include the construction of a single Bypass of Castledawson, the addition of hard shoulders and routine maintenance resurfacing, due to increased traffic volumes additional improvements are considered necessary. The Order provides that 7850 metres of new road shall become trunk road and be part of the Moneymore-Antrim-Moira Trunk Road T8. It also provides for the abandonment and stopping-up of certain road.

#### **4. Consultation**

- 4.1. The Environmental Statement, Notice of Intention to Make a Direction Order and Notice of Intention to Make a Vesting Order were published in the Press in March 2007 and an exhibition was also held at the end of the same month. One hundred and thirty nine letters of objection (one with a 119 signature petition) and twenty four letters of comment were received. Due to the number and nature of the objections, it was decided to hold concurrent Public Inquiries to consider the proposals, which commenced in November 2007. The Inspector reported his findings to the Department in January 2008. A Notice was published in the Press in November 2009 which provided details of the availability of the Inspector's report and the Department's Statement, setting out its decisions on his recommendations. Having considered the Inspector's report and all other recommendations,

the Department proposes to proceed to make the original Order with modifications.

## **5. Equality Impact**

- 5.1. The Toome to Castledawson Dual Carriageway Scheme is identified in the Regional Strategic Transport Network Transport Plan (RSTN TP) as a strategic road improvement which was the subject of a full EQIA. An equality impact assessment for this scheme was considered and 'screened out' as unnecessary.

## **6. Regulatory Impact**

- 6.1. A Regulatory Impact Assessment was not considered necessary.

## **7. Financial Implications**

- 7.1. Funding for this scheme is subject to the normal budgetary considerations.

## **8. Section 24 of the Northern Ireland Act 1998**

- 8.1. Consideration has been given to compliance with section 24 of the Northern Ireland Act 1998. No human rights issues have been identified by the Department and no issues were raised following the publication of the notices in the Press.

## **9. EU Implications**

- 9.1. Not applicable

## **10. Parity or Replicatory Measure**

- 10.1. None

## **11. Additional Information**

- 11.1. Not applicable

D J Millar

14 March 2011