EXPLANATORY MEMORANDUM TO

The Durham Street and Hamill Street – Killen Street, Belfast (Stopping-Up) Order (Northern Ireland) 2012

S.R. 2012 No. 196

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 Article 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 rule is to stop-up Durham Street, Belfast at a line at its junction with College Square North, and to stop-up Hamill Street – Killen Street, Belfast at a line at their junction with College Square North.

3. Background

3.1. The statutory rule is part of the 'Belfast on the Move Transport Masterplan'. The Department's initial proposal for this area was a one-way traffic system. However, during consultations with frontagers and the St Mary's Resident's Association on the initial proposals, the Association asked the Department to instead consider stopping-up the roads to prevent through traffic using the area as a rat run. It was agreed that the most appropriate access to retain to the area is the one at Divis Street, which has turning lanes that are more than sufficient for local access, particularly following the removal of through traffic.

4. Consultation

4.1. The PSNI is fully supportive of the scheme and has advised that the proposal has the support of the local community following its own meetings with the St Mary's group. Belfast City Council has also been advised of the scheme. The Northern Ireland Fire and Rescue Service have confirmed that they do not have any objection to the proposed stopping-ups.

4.2. The proposed stopping-ups were requested by the local residents association as an alternative to a one-way traffic system. During the initial consultation exercise 16 objections were received from local residents. The objectors all felt that this proposal would be too restrictive and would reduce access for emergency and other services to the Hamill Street/John Street area. Officials attempted to meet with them to discuss the proposal, however, none of the objectors were willing to meet with them. None of these objectors submitted objections to the Department during the formal consultation process. A notice in respect of the proposed abandonment was published in the local press for two successive weeks and statutory undertakers notified of the proposal.

4.3. Following the publication of the notice in the local press, four objections from members of the public were received and subsequently withdrawn. An objection from NIE was also received at the initial consultation stage and this was also subsequently withdrawn.

5. Equality Impact

5.1. Consideration has been given to compliance with section 75 of the Northern Ireland Act 1998. No equality issues have been identified by the Department and no issues were raised following the publication of the notice in the press.

6. Regulatory Impact

6.1. A Regulatory Impact Assessment was not considered necessary as the proposal does not result in any costs or savings to business, charities or the voluntary bodies.

7. Financial Implications

7.1. None.

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 notice in the press.

9. EU Implications

9.1. Not applicable.

10. Parity or Replicatory Measure

10.1. Not applicable.

11. Additional Information

11.1. Not applicable.



DEPARTMENT FOR REGIONAL DEVELOPMENT

Map No. 10/1/23/11 referred to in "The Durham Street and Hamill Street – Killen Street, Belfast (Stopping-Up) Order (Northern Ireland) 2012" made by the Department on 16th May 2012 and coming into operation on 4th July 2012.

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