EXPLANATORY MEMORANDUM TO

The M1/Trunk Road T3 and M1-M2 Link (Amendment) Order (Northern Ireland) 2014

S.R. 2014 No. 36

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 15(1), 14(1), 16(1) and (2) and 68(6) of the Roads (Northern Ireland) Order 1993 and is subject to the negative resolution procedure.

2. Purpose

2.1. To provide for (a) lengths of the existing M1 motorway on- and off-slip roads to be designated as special road and trunk road and part of the Belfast-Ballygawley-Londonderry-Land Frontier Trunk Road T3; (b) lengths of the existing M1 motorway and A12 on-slip and off-slip special roads to be designated as trunk road and part of the Trunk Road T3; (c) lengths of the existing A2, A4, A5 and A38 to be designated as trunk road and part of the Trunk Road T3; (d) 13,020 metres of the present Trunk Road T3 to cease to be trunk road; (e) the amendment of the M1-M2 Link (Belfast) Order (Northern Ireland) 2003 to re-designate a length of special road/M1 motorway as A12 Westlink to be special road to be used by all classes of traffic except pedestrians and cyclists; re-describe a length of slip road and a length of segregated road; which together with associated amendments, more accurately describe the M1-M2 Link as constructed; and (f) the revocation of the Trunk Road T3 (Cabragh) Order (Northern Ireland) 2004, the provisions of which were not implemented.

3. Background

3.1. The Trunk Road Network is a network of strategic roads in Northern Ireland which, because of their significance in Transportation delivery, are given priority in the allocation of maintenance and development funding. Amendment to existing routes is an ongoing exercise providing for the designation as trunk road of newly constructed or realigned roads and for the detrunking of roads and lengths of road which have, in consequence, been superseded as main traffic routes. This is an administrative exercise which records works already carried out on the ground.

4. Consultation

4.1. A notice in respect of the proposed order was published in the local press for 2 successive weeks. Local councils and statutory undertakers /consultees were notified of the proposals. No objection was received.

5. Equality Impact

5.1. There are no equality impact implications.

6. Regulatory Impact

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

7. Financial Implications

7.1. None

8. Section 24 of the Northern Ireland Act 1998

8.1. There are no implications arising in relation to section 24 of the Northern Ireland Act 1998.

9. EU Implications

9.1. Not applicable

10. Parity or Replicatory Measure

10.1. None

11. Additional Information

11.1. Not applicable.