EXPLANATORY MEMORANDUM TO

The St Andrews Square West, Belfast (Stopping-Up) Order (Northern Ireland) 2026

S.R. 2026 No. 27

1. Introduction

1.1. This Explanatory Memorandum has been prepared by the Department for Infrastructure 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 a length of St Andrews Square West, Belfast.

3. Background

3.1. The Rule will stop-up a length of St Andrews Square West, Belfast to vehicular traffic at a line 32 metres south of St Andrews Square North for a distance of 10.35 metres in an easterly direction.

3.2. The stopping-up has been requested by the Department for Infrastructure to facilitate redevelopment of the roads network around Durham Street and Hope Street.

4. Consultation

4.1. The PSNI has been informed and has no objection to the proposals. Belfast City Council has also been advised of the proposed stopping-up and no objection has been received.

4.2. In accordance with the statutory consultation process a notice in respect of the proposed stopping-up was published in the local press for two successive weeks. In addition, a notice was posted on site and the statutory undertakers, neighbouring landowners and frontagers were consulted as part of the formal consultation process.

4.3. Following completion of the statutory consultation process, no objections were received.

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. The costs relating to the provision of stopping-up orders mainly consist of staff costs and advertising. There will also be some small capital costs for signage and works to construct kerbs, which are expected to be managed within the current year's budget allocation.

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.