EXPLANATORY MEMORANDUM TO

The Sydenham By-Pass, Belfast (Stopping-Up) Order (Northern Ireland) 2025

SR 2025 No. 5

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 two lengths of Sydenham By-Pass, Belfast.

3. Background

3.1. The Rule will stop-up two lengths of Sydenham By-Pass, Belfast at the turn pocket on the country bound carriageway opposite the entrance to Belfast Yach Club and former (now emergency) entrance to George Best City Airport. One stopping-up will be on the north-west side of the city bound carriageway for a distance of 57.5 metres and the other stopping-up will be on the south-east side of the country bound carriageway for a distance of 10.5 metres. The turning pocket will be closed off by extending the central reservation barriers on both sides using raised kerbs. The existing hard surface will be broken up and grassed over.

3.2. The stopping-ups have been requested by Department for Infrastructure Northern Ireland (DfI) officials for road safety purposes. The stopping-ups will remove access to the turn pocket for motorists travelling on the city bound carriageway preventing them from turning right across country bound carriageway traffic. Access to Belfast Yacht Club and the emergency entrance to the airport from the country bound carriageway will not be affected.

4. Consultation

4.1. The PSNI has been consulted and no objection has been received. Belfast City Council has also been advised of the proposed stopping-up, however no comments have 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.

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. Spend will be incurred in 2024-25 relating to departmental staff costs to process the Stopping-Up Order and there will be works needed to extend the existing raised kerblines. This will 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.