EXPLANATORY MEMORANDUM TO

The Trunk Road T10 (Shannaragh Realignment) Order (Northern Ireland) Order 2011

S.R. 2011 No. 340

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) and (3) of the Roads (Northern Ireland) Order 1993 and is subject to the negative resolution procedure.

2. Purpose

2.1. The Order provides that 2055 metres of new road shall become trunk road and be part of the Cookstown-Omagh-Enniskillen-Aghalane-Land Frontier Trunk Road T10.

3. Background

3.1. The A32 forms part of the Trunk Road Network and links the towns of Omagh and Enniskillen in the West of the Province. The A32 Shannaragh Realignment is part of the overall strategy for the A32.

3.2. Improvements to the A32 between Omagh and Enniskillen were first identified in the consultation document 'Expanding the Strategic Road Improvement (SRI) Programme 2015', published in July 2006. The strategy for improving the A32 has been developed by Roads Service in the document 'A32 Omagh- Enniskillen Improvement Strategy', which considered alternative route options to enhance the transport links between Omagh and Enniskillen. The study concluded that a series of on-line and off-line improvement schemes along the A32 provided the optimal solution in terms of satisfying the five key Government objectives of safety, economy environment, accessibility and integration. The A32 Shannaragh Realignment is the largest of this package of priority schemes.

3.3. The A32 between Omagh and Enniskillen was also listed within the Investment Delivery Plan for Roads (May 2008) with a requirement 'to improve access to the new hospital at Enniskillen'. Benefits include improving access to the new Erne hospital by reducing journey times, improving comfort and increasing reliability along the A32 between Omagh and Enniskillen.

4. Consultation

4.1. Public consultation was undertaken at two key stages of scheme development. The first consultation exercise, a public exhibition in May 2009, was carried out to ascertain initial public opinion on a preferred route. Three proposed route options were presented at the exhibition.

4.2. The second public consultation exercise in February 2010 was carried out to present the results of the Stage 2 assessment and to announce the Preferred Route.

4.3. The Roads Service Board granted Gateway 1 Approval for the preferred route to proceed to the statutory process in December 2009.

4.4. The draft Direction Order and was published during weeks ending 18 and 25 February 2011. No objection was received to the proposed Directon Order.

5. Equality Impact

5.1. An equality impact assessment for the wider Strategic Road Improvement Programme 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. The Department has carried out a Human Rights Act Screening Analysis and issues have been identified in relation to people's right to respect for private and family life as well as people's right to property. While recognising such impacts, it is, however, felt that the greater public good associated with the project outweighs the disbenefits.

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

29 September 2011