

**2011 No. 340**

**ROADS**

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

*Made* - - - - - *29th September 2011*

*Coming into operation* - *1st December 2011*

The Department for Regional Development<sup>(a)</sup> makes the following Order in exercise of the powers conferred by Article 14(1) and 68(1) and (3) of the Roads (Northern Ireland) Order 1993<sup>(b)</sup> and now vested in it<sup>(c)</sup>.

The Department in accordance with Article 14(1) of that Order considers it expedient for the purpose of improving the trunk system that the road proposed to be constructed on the route described in Part I of the Schedule (in this Order referred to as “the new route”) should be designated as trunk road.

The Department in accordance with Article 68(4) of that Order proposes on completion of works providing alternative facilities for road traffic to—

- (a) stop-up the junction described in Part II of the Schedule; and
- (b) stop-up the road described in Part III of the Schedule to vehicular traffic; and
- (c) stop-up the roads described in Part IV of the Schedule to road traffic.

Notice has been published, served and displayed in compliance with paragraphs 1, 2 and 3 of Schedule 8 to that Order.

No objection has been received to the Order.

**Citation, commencement and interpretation**

**1.**—(1) This Order may be cited as The Trunk Road T10 (Shannaragh Realignment) Order (Northern Ireland) 2011 and shall come into operation on 1st December 2011.

(2) In this Order “the map” means the drawing numbered 60050885/030/C(94)L349 Rev H marked “The Trunk Road T10 (Shannaragh Realignment) Order (Northern Ireland) 2011”, copies of which have been deposited at the Department’s Roads Service offices, Headquarters, Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB and Western Division, County Hall, Drumragh Avenue, Omagh BT79 7AF.

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(a) S.I. 1999/283 (N.I. 1) Article 3(1)  
(b) S.I. 1993/3160 (N.I. 15)  
(c) S.R. 1999 No. 481 Article 6(d) and Schedule 4 Part IV

### **Direction as to trunk road**

2. The Department orders and directs that the length of road described in Part I of the Schedule shall become trunk road and be part of the Cookstown-Omagh-Enniskillen-Aghalane-Land Frontier Trunk Road T10.

### **Stopping-up of roads**

3.—(1) The Department shall carry out such works as it considers necessary for the provision of alternative facilities for road traffic and on completion of the works:

- (a) the junction described in Part II of the Schedule shall be stopped-up;
- (b) the road described in Part III of the Schedule shall be stopped-up to vehicular traffic at the line and at the point specified in that Part; and
- (c) the roads described in Part IV of the Schedule shall be stopped-up to road traffic at the lines and at the points specified in that Part.

(2) The Department shall carry out such works as it considers necessary to prevent or restrict to such extent as the Department thinks fit, access to the roads described in Part III of the Schedule by vehicular traffic and to the roads described in Part IV of the Schedule by road traffic.

Sealed with the Official Seal of the Department for Regional Development on 29th September 2011

(L.S.)

*D J Millar*  
A senior officer of the Department for Regional Development

# SCHEDULE

## PART I

### THE NEW ROUTE

2055 metres of new road in the townlands of Shannaragh and Mullaghbane in Omagh District Council Area and County of Tyrone, more particularly delineated and coloured red on the map, consisting of:

- (a) 460 metres of new road, from a point on the existing T10, A32 Clanabogan Road 60 metres south-west of its junction with U1617 Shannaragh Road, to a point 400 metres north-east of that junction;
- (b) 400 metres of new road, extending in a generally north-easterly direction, from a point on the existing T10, A32 Clanabogan Road 190 metres south-west of its junction with U1607 Derrynaseer Road, to a point 230 metres north-east of its junction with U1609 Capehill Road;
- (c) 650 metres of new road, extending in a generally north-easterly direction, from a point on the existing T10, A32 Clanabogan Road 250 metres north-east of its junction with U1609 Capehill Road, to a point 935 metres north-east of that junction; and
- (d) 545 metres of new road, extending in a generally north-easterly direction, from a point on the existing T10, A32 Clanabogan Road 560 metres south-west of its junction with B4 Drumlish Road, to that junction.

## PART II

### JUNCTION TO BE STOPPED-UP

T10, A32 Clanabogan Road in the townland of Shannaragh, at its junction with U1609 Capehill Road, more particularly delineated, coloured green and marked J1 on the map.

## PART III

### ROAD TO BE STOPPED-UP TO VEHICULAR TRAFFIC

T10, A32 Clanabogan Road in the townland of Shannaragh—

- (a) at a point 300 metres north-east of its junction with U1609 Capehill Road, more particularly delineated, coloured brown and marked SV1 on the map; and
- (b) at a line 260 metres north-east of its junction with U1609 Capehill Road, more particularly delineated, coloured brown and marked SV2 on the map.

## PART IV

### ROADS TO BE STOPPED-UP TO ROAD TRAFFIC

1. T10, A32 Clanabogan Road in the townland of Mullaghbane—

- (a) at a point 205 metres south-west of its junction with B4 Drumlish Road, more particularly delineated, coloured purple and marked S1 on the map;
- (b) at a point 290 metres south-west of its junction with B4 Drumlish Road, more particularly delineated, coloured purple and marked S2 on the map;

- (c) at a point 320 metres south-west of its junction with B4 Drumlish Road, more particularly delineated, coloured purple and marked S3 on the map;
- (d) at a line 540 metres south-west of its junction with B4 Drumlish Road, more particularly delineated, coloured purple and marked S4 on the map;
- (e) at a line 600 metres south-west of its junction with B4 Drumlish Road, more particularly delineated, coloured purple and marked S5 on the map; and
- (f) at a line 615 metres south-west of its junction with B4 Drumlish Road, more particularly delineated, coloured purple and marked S6 on the map.

2. T10, A32 Clanabogan Road in the townland of Shannaragh—

- (a) at a line 210 metres generally north-east of its junction with U1609 Capehill Road Road, more particularly delineated, coloured purple and marked S7 on the map;
- (b) at a line 155 metres north of its junction with U1609 Capehill Road, more particularly delineated, coloured purple and marked S8 on the map;
- (c) at a line 110 metres north of its junction with U1609 Capehill Road, more particularly delineated, coloured purple and marked S9 on the map;
- (d) at a line 80 metres north of its junction with U1609 Capehill Road, more particularly delineated, coloured purple and marked S10 on the map;
- (e) at a line 30 metres north of its junction with U1609 Capehill Road, more particularly delineated, coloured purple and marked S11 on the map;
- (f) at a line 20 metres generally south of its junction with U1609 Capehill Road, more particularly delineated, coloured purple and marked S12 on the map;
- (g) at a point 140 metres south-west of its junction with U1609 Capehill Road, more particularly delineated, coloured purple and marked S13 on the map;
- (h) at a line 210 metres south-west of its junction with U1609 Capehill Road, more particularly delineated, coloured purple and marked S14 on the map;
- (i) at a line 400 metres north-east of its junction with U1617 Shannaragh Road, more particularly delineated, coloured purple and marked S15 on the map; and
- (j) at a point 75 metres north-east of its junction with U1617 Shannaragh Road, more particularly delineated, coloured purple and marked S16 on the map.

3. U1609 Capehill Road in the townland of Shannaragh—

- (a) at a line 220 metres north-west of its junction with the existing A32 Clanabogan Road, more particularly delineated, coloured purple and marked S17 on the map;
- (b) at a point 200 metres north-west of its junction with the existing A32 Clanabogan Road, more particularly delineated, coloured purple and marked S18 on the map;
- (c) at a point 140 metres north-west of its junction with the existing A32 Clanabogan Road, more particularly delineated, coloured purple and marked S19 on the map;
- (d) at a point 115 metres north-west of its junction with the existing A32 Clanabogan Road, more particularly delineated, coloured purple and marked S20 on the map; and
- (e) at a point 50 metres north-west of its junction with the existing A32 Clanabogan Road, more particularly delineated, coloured purple and marked S21 on the map.

4. U1607 Derrynaseer Road, in the townland of Shannaragh—

- (a) at a point 155 metres generally west of its junction with the existing T10 A32 Clanabogan Road, more particularly delineated, coloured purple and marked S22 on the map; and
- (b) at a point 60 metres generally west of its junction with the existing T10 A32 Clanabogan Road, more particularly delineated, coloured purple and marked S23 on the map.

## **EXPLANATORY NOTE**

*(This note is not part of the Order)*

This Order provides that 2055 metres of new road described in Part I of the Schedule, more particularly delineated and coloured red on the map shall become trunk road and be part of the Trunk Road T10.

The Order also provides for the stopping-up of certain roads.

Other proposed new connecting roads together with a new bridge which are not the subject of this Order are shown coloured blue and orange, respectively, on the map for the purpose of clarification.

The map referred to above means the drawing numbered 60050885/030/C(94)L349 Rev H marked "The Trunk Road T10 (Shannaragh Realignment) Order (Northern Ireland) 2011", copies of which have been deposited at the Department's Roads Service offices, Headquarters, Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB and Western Division, County Hall, Drumragh Avenue, Omagh BT79 7AF.