

1983 No. 2

ROADS

M1-M2 Link (Belfast) Order (Northern Ireland) 1983

Made 6th January 1983

Coming into operation 28th February 1983

WHEREAS the Department of the Environment (in this Order referred to as "the Department") has constructed or proposes to construct the roads described in Parts I, II and III of the Schedule and considers it expedient to designate them as special roads;

AND WHEREAS the Department considers it expedient for the purpose of improving the trunk system that the roads described in Parts I and III of the Schedule should be designated as trunk roads;

AND WHEREAS the Department being of the opinion that the roads described in Part IV of the Schedule are no longer necessary for road traffic proposes to abandon the said roads;

AND WHEREAS notice has been published, served and displayed in compliance with paragraphs 1, 2 and 3 of Schedule 6 to the Roads (Northern Ireland) Order 1980(a);

AND WHEREAS two objections were received which, after due consideration, were set aside in the public interest without holding a local inquiry.

NOW THEREFORE the Department in exercise of the powers conferred on it by Articles 13(1), 14(1) and 40(1) of the Roads (Northern Ireland) Order 1980 and of every other power enabling it in that behalf hereby orders and directs as follows:—

Citation, commencement and interpretation

1.—(1) This Order may be cited as the M1-M2 Link (Belfast) Order (Northern Ireland) 1983 and shall come into operation on 28th February 1983.

(2) In this Order "the maps" mean the maps numbered D1/1, D1/2 and D1/3 marked "M1-M2 Link (Belfast) Order (Northern Ireland) 1983", copies of which have been deposited at Roads Service Headquarters, Commonwealth House, 35 Castle Street, Belfast BT1 1GU and Roads Service, Belfast Division, Hydebank, 4 Hospital Road, Belfast BT8 8JL.

Revocation

2. The Belfast Urban Motorway (Donegall Road to Whitla Street) Order (Northern Ireland) 1969(b) and the M2 (Extension at Whitla Street) Order (Northern Ireland) 1978(c) are hereby revoked.

Designation of special roads

3. The roads described in Parts I, II and III of the Schedule shall be special roads.

(a) S.I. 1980/1085 (N.I. 11)

(b) S.R. & O. (N.I.) 1969 No. 323

(c) S.R. 1978 No. 310

Designation of trunk roads

4. The road described in Part I of the Schedule shall become a trunk road and part of the Belfast-Ballygawley-Londonderry Trunk Road (T3) and the road described in Part III of the Schedule shall become a trunk road and part of the Belfast-Coleraine-Londonderry Trunk Road (T7) and the Trunk Roads (Designation of Routes) (Northern Ireland) Order 1949(a) shall have effect accordingly.

Abandonment

5.—(1) The roads described in Part IV of the Schedule and more particularly delineated and coloured green on the maps are hereby abandoned.

(2) All existing rights as to the retention, use or maintenance of all cables, wires, mains, pipes, poles or other apparatus placed along, across, over or under the said roads shall be preserved.

Classification of traffic

6.—(1) The roads described in Parts I and III of the Schedule shall be used only by traffic of Classes I and II as set out in Schedule 1 to the Roads (Northern Ireland) Order 1980.

(2) The road described in Part II of the Schedule shall be used by traffic of all Classes as set out in said Schedule 1 except Class IX.

Sealed with the Official Seal of the Department of the Environment for Northern Ireland on 6th January 1983.

(L.S.)

T. J. McCormick

Under Secretary

SCHEDULE

PART I

The road to be a special road and a trunk road.

Extension of M1 in a northerly direction for a distance of approximately 370 metres in the City of Belfast more particularly delineated and outlined red on Map No. D1/1.

PART II

The road to be a special road.

West Link from a line approximately 20 metres from Grosvenor Road roundabout in a north-easterly direction for a distance of approximately 1900 metres to York Street in the City of Belfast more particularly delineated and outlined red on Map No. D1/2.

PART III

The road to be a special road and a trunk road.

Extension of M2 from the northern side of Whitla Street in a southerly direction for a distance of approximately 500 metres and a southbound slip lane from M2 for a distance of approximately 140 metres towards Duncrue Street in the City of Belfast more particularly delineated and outlined red on Map No. D1/3.

PART IV

The roads to be abandoned.

The undernoted roads or portions thereof in the City of Belfast more particularly delineated and coloured green on the maps.

Broadway, Donegall Road, Bath Place, Boomer Street, Campbell's Row, Currells Place, Back Street at 77/79D Divis Street, McCleery Street, Little George's Street, Columbus Street, North Hill Street, Economy Place, Moffatt Street, Isabella Street, Molyneaux Street, Wensley Street, Garston Street, Stanley Place, Stanley Lane, Nile Street, Shipbuoy Street, Little York Street, Little Henry Street, Little Corporation Street, Henry Street, Trafalgar Street, Coronation Court, North Ann Street, Nelson Street, Nelson Place, Earl Street, Earl Lane, Quinn's Place, North Thomas Street, Dock Street Mews, Fleet Street, Ship Street, York Street, Little Ship Street, Back Ship Street, Marine Street, Andrew Street, New Dock Street, Dock Lane, Whitla Street and the road connecting Duncrue Street with M2.

EXPLANATORY NOTE

(This note is not part of the Order.)

This Order provides for the revision of the designation of the road between M1 and M2 formerly entitled Belfast Urban Motorway.

It provides that the extension of M1 towards Broadway and the new line of the extension of M2 towards York Street shall be special roads subject to motorway traffic restrictions. It also provides that the section of West Link between Grosvenor Road and York Street shall be a special road open to all classes of traffic except pedestrians.