

1994 No. 154

ROAD TRAFFIC AND VEHICLES

Roads (Speed Limit) (No. 2) Order (Northern Ireland) 1994

Made 18th April 1994

Coming into operation 31st May 1994

*To be laid before Parliament under paragraph 3(3) of
Schedule 1 to the Northern Ireland Act 1974*

The Department of the Environment, in exercise of the powers conferred on it by Article 50(4) of the Road Traffic (Northern Ireland) Order 1981(a) and of every other power enabling it in that behalf, hereby makes the following Order:

Citation and commencement

1. This Order may be cited as the Roads (Speed Limit) (No. 2) Order (Northern Ireland) 1994 and shall come into operation on 31st May 1994.

Increase of speed limit

2. In relation to the lengths of road specified in Schedule 1 the rate of speed fixed by Article 50(1) of the Road Traffic (Northern Ireland) Order 1981 shall be increased to 40 miles per hour.

Revocations

3. The provisions described in Schedule 2 are hereby revoked.

Sealed with the Official Seal of the Department of the Environment on
18th April 1994.

(L.S.)

E. J. Galway

Assistant Secretary

(a) S.I. 1981/154 (N.I. 1); see Article 2(2) for the definition of "Department"

Lengths of road on which the speed limit is increased to 40 mph.

1. Cushendall Road, Route A43, Ballymena, from its junction with Cushendall Road Roundabout, to a point approximately 271 metres north-east of its junction with Ballygarvey Road.
2. Cushendall Road Roundabout, Ballymena.
3. Fry's Road, Route C109, Ballymena, from a point approximately 65 metres north-east of its junction with Broughshane Road, Route A42, to its junction with Cushendall Road Roundabout.
4. Old Park Road, Ballymena, from a point approximately 380 metres north of its junction with Old Galgorm Road, to a point approximately 900 metres north of that junction.
5. Cromore Road, Route B185, Coleraine, from a point approximately 65 metres north of its junction with Portrush Road, Route A29, to a point approximately 90 metres south of its junction with Coleraine Ring Road, Route A29.
6. Culmore Road, Route A2, Culmore, Londonderry, from a point approximately 122 metres south of its junction with Culmore Point Road, to a point approximately 541 metres north of its junction with Ardan Road.
7. Eglis Road, Route B45, Eglis, from a point approximately 695 metres north of its junction with Killyliss Road, Route C646, to a point approximately 350 metres south of that junction.
8. Killyliss Road, Route C646, Eglis, from its junction with Eglis Road, Route B45, to a point approximately 485 metres north-west of that junction.
9. Stiloga Road, Route C646, Eglis, from its junction with Eglis Road, Route B45, to a point approximately 365 metres south-east of that junction.
10. Edenmore Road, Limavady, from its junction with Greystone Road, Route C570, to a point approximately 1,105 metres south-east of that junction.
11. Pollys Brae Road, Route C521, Limavady, from its junction with Drumrane Road, Route B192, to its junction with Glenhead Road, Route C520.
12. Clooney Road, Route A2, Londonderry, from its junction with Bayswater, to its junction with Caw Roundabout.
13. Creggan Road, Londonderry, from its junction with Glen Road, to its junction with Hazelbank Roundabout.
14. Derry Road, Route A5, Strabane, from a point approximately 728 metres north of its northern junction with Canal Street, to a point approximately 80 metres north-east of its southern junction with Woodend Road, Route B49.
15. Woodend Road, Route B49, Strabane, from its southern junction with Derry Road, Route A5, to a point approximately 530 metres north-east of that junction.

Revocations

1. Item 11 of Schedule 1 to the Roads (Speed Limit) (No. 3) Order (Northern Ireland) 1991(a).

2. Item 7 of Schedule 1 to the Roads (Speed Limit) (No. 4) Order (Northern Ireland) 1992(b).

(a) S.R. 1991 No. 316

(b) S.R. 1992 No. 499

EXPLANATORY NOTE

(This note is not part of the Order.)

This Order increases from 30 miles per hour to 40 miles per hour the speed limit on the lengths of road specified in Schedule 1.

Article 3 revokes the provisions described in Schedule 2. The items referred to in Schedule 2 are being revoked because the lengths of road concerned are now comprised in greater lengths of road in items contained in Schedule 1.