

2003 No. 149

ROADS

M1-M2 Link (Belfast) Order (Northern Ireland) 2003

Made - - - - - 6th March 2003

Coming into operation 21st April 2003

WHEREAS the Department for Regional Development^(a) in accordance with Article 15(1) of the Roads (Northern Ireland) Order 1993^(b) has constructed or proposes to construct the roads described in Parts I, II, III and IV of the Schedule and the bridges and embankment described in Part VII of the Schedule and considers it expedient to designate them as special roads;

AND WHEREAS the Department in accordance with Article 15(2) of that Order, in respect of the roads described in Part III of the Schedule, is satisfied that adequate alternative facilities for traffic, other than traffic authorised to use those roads on their being opened for use as special roads, are available or will be made available before the date on which those roads are opened for use as special roads;

AND WHEREAS the Department in accordance with Article 14(1) of that Order considers it expedient for the purpose of improving the trunk system that the roads described in Parts I and II of the Schedule and the bridges and embankment described in Part VII of the Schedule should be designated as trunk roads;

AND WHEREAS the Department in accordance with Article 68(4) of that Order:

- (i) proposes on the completion of works providing alternative facilities for road traffic to abandon the road described in Part V of the Schedule; and
- (ii) is of the opinion that other roads are available which provide alternative facilities for road traffic and proposes to stop-up the roads described in Part VI of the Schedule;

AND WHEREAS notice has been published, served and displayed in compliance with paragraphs 1, 2 and 3 of Schedule 8 to that Order;

AND WHEREAS 5 objections were received;

AND WHEREAS the Department having caused a local inquiry to be held into the objections to the proposed Order which were made and not withdrawn and having considered the report of the person who held the local inquiry now proposes to make the Order without modifications;

NOW THEREFORE the Department in exercise of the powers conferred by Articles 14(1), 15(1), 16(1) and (2) and 68(1), (3) and (5) of the Roads (Northern Ireland) Order 1993 and now

^(a) S.I. 1999/283 (N.I. 1) Article 3(1)

^(b) S.I. 1993/3160 (N.I. 15)

exercisable by it(a) 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) 2003 and shall come into operation on 21st April 2003.

(2) In this Order “the map” means the drawing numbered M1WL/11/1/4 marked “M1 -M2 Link (Belfast) Order (Northern Ireland) 2003” copies of which have been deposited at the Department’s Roads Service offices, Headquarters, Room 2-01, Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB and Eastern Division, Hydebank, 4 Hospital Road, Belfast BT8 8JL.

Designation of special roads

2. The roads described in Parts I, II, III and IV of the Schedule and the bridges and embankment described in Part VII of the Schedule shall become special roads.

Direction as to trunk roads

3. The roads described in Parts I and II of the Schedule and the bridges and embankment described in Part VII of the Schedule shall become trunk roads and be part of the Belfast-Ballygawley-Londonderry Trunk Road T3.

Abandonment of road

4.—(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 the length of road described in Part V of the Schedule shall be abandoned.

(2) All existing cables, wires, mains, pipes or other apparatus placed along, across, over or under the abandoned length of road shall be removed.

(3) All existing rights as to the use or maintenance of such cables, wires, mains, pipes or other apparatus shall be extinguished.

Stopping-up of roads

5.—(1) The roads described in Part VI of the Schedule shall be stopped-up to road traffic.

(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 by road traffic.

Classification of traffic

6.—(1) The roads described in Parts I and II of the Schedule and the bridges and embankment described in Part VII of the Schedule shall be used only by traffic of Classes I and II as set out in Schedule I to the Roads (Northern Ireland) Order 1993.

(2) The roads described in Parts III and IV of the Schedule shall be used by traffic of all Classes as set out in Schedule I to the Roads (Northern Ireland) Order 1993 except Classes VII and IX.

Amendment

7. The M1-M2 Link (Belfast) Order (Northern Ireland) 1983(b) shall be amended as follows:

In Article 6(2) for the words “Class IX” there shall be substituted “Classes VII and IX”.

(a) S.R. 1999 No. 481 Article 6(d) and Schedule 4 Part IV
(b) S.R. 1983 No. 2

Sealed with the Official Seal of the Department for Regional Development on 6th March 2003.

(L.S.)

J. Carlisle

A senior officer of the Department for Regional Development

SCHEDULE

PART I

THE NEW ROADS TO BE CONSTRUCTED AS SPECIAL AND TRUNK ROADS AND PART OF THE M1 MOTORWAY AND T3

1. Approximately 250 metres of a section of slip road extending in a generally northerly direction from a point on the slip road approximately 120 metres north of its junction with U0305 Black's Road, Dunmurry to a point on the M1 (T3) motorway approximately 370 metres north of that junction more particularly delineated, coloured pink and marked S1 on the map.

2. Approximately 865 metres of a section of carriageway extending in a generally northerly to north-easterly direction from a point on the M1 (T3) motorway approximately 700 metres north of the centre point of the bridge which carries the M1(T3) motorway over U0305 Black's Road (eastbound carriageway), Dunmurry to a point on the M1 (T3) motorway approximately 1565 metres north of that bridge more particularly delineated, coloured pink and marked C1 on the map.

3. Approximately 540 metres of a section of slip road extending in a generally north-easterly direction from a point on the M1 (T3) motorway approximately 1565 metres north of the centre point of the bridge which carries the M1 (T3) motorway over U0305 Black's Road (eastbound carriageway), Dunmurry to a point on the slip road approximately 2105 metres north of that bridge more particularly delineated, coloured pink and marked S2 on the map.

4. Approximately 500 metres of a section of carriageway extending in a generally north-easterly direction from a point on the M1 (T3) motorway approximately 290 metres south-west of the centre point of the existing bridge which carries the M1 (T3) motorway over A55 (T14) Stockman's Lane roundabout to a point approximately 210 metres north-east of that bridge more particularly delineated, coloured pink and marked C2 on the map.

5. Approximately 160 metres of a section of slip road extending in a generally north-easterly direction from a point on the slip road approximately 215 metres from its junction with A55 (T14) Stockman's Lane roundabout to a point on the M1 (T3) motorway approximately 375 metres north of that junction more particularly delineated, coloured pink and marked S3 on the map.

6. Approximately 320 metres of a section of slip road extending in a generally south-westerly direction from a point on the M1 (T3) motorway approximately 120 metres from its junction with C703 Donegall Road roundabout to a point on the slip road approximately 440 metres south of that junction more particularly delineated, coloured pink and marked S4 on the map.

7. Approximately 590 metres of underpass extending in a generally north-easterly direction from a point on the M1 (T3) motorway approximately 225 metres south-west of its junction with A12 Broadway roundabout to a point on A12 Westlink approximately 235 metres north-east of that junction more particularly delineated, edged black and coloured pink on the map.

8. Approximately 580 metres of a section of slip road extending in a generally south-westerly direction from a point on the slip road approximately 80 metres from its junction with A12 Broadway roundabout to a point on the M1 (T3) motorway approximately 660 metres south-west of that junction more particularly delineated, coloured pink and marked S12 on the map.

9. Approximately 760 metres of a section of carriageway extending in a generally south-westerly direction from a point on the M1 (T3) motorway approximately 660 metres from its junction with A12 Broadway roundabout to a point on the M1 (T3) motorway approximately 1420 metres south-west of that junction more particularly delineated, coloured pink and marked C3 on the map.

10. Approximately 430 metres of a section of slip road extending in a generally south-westerly direction from a point on the M1 (T3) motorway approximately 1420 metres from its junction with A12 Broadway roundabout to a point on the slip road approximately 1850 metres south-west of that junction more particularly delineated, coloured pink and marked S13 on the map.

11. Approximately 510 metres of a section of carriageway extending in a generally south-westerly direction from a point on the M1 (T3) motorway approximately 250 metres north-east of the centre point of the existing bridge which carries the M1 (T3) motorway over A55 (T14) Stockman's Lane roundabout

to a point approximately 260 metres south-west of that bridge more particularly delineated coloured pink and marked C4 on the map.

12. Approximately 300 metres of a section of slip road extending in a generally south-westerly direction from a point on the slip road approximately 225 metres from its junction with A55 (T14) Stockman's Lane roundabout to a point on the M1 (T3) motorway approximately 525 metres south-west of that junction more particularly delineated, coloured pink and marked S14 on the map.

13. Approximately 1175 metres of a section of carriageway extending in a generally south-westerly to southerly direction from a point on the M1 (T3) motorway approximately 525 metres south-west of the centre point of the existing bridge which carries the M1 (T3) motorway over A55 (T14) Stockman's Lane roundabout to a point approximately 1700 metres south-west of that bridge more particularly delineated, coloured pink and marked C5 on the map.

PART II

THE ROAD TO BE A SPECIAL AND TRUNK ROAD AND PART OF THE M1 MOTORWAY AND T3

Approximately 60 metres of A12 Westlink extending in a generally north-easterly direction from a point approximately 230 metres north-east of its junction with A12 Broadway roundabout to a point approximately 290 metres north-east of that junction more particularly delineated and coloured pink on the map.

PART III

THE ROADS TO BE SPECIAL ROADS

1. Approximately 805 metres of A12 Westlink extending in a generally northerly direction from a point approximately 290 metres north-east of its junction with A12 Broadway roundabout to a point approximately 250 metres south of its junction with B38 Grosvenor Road more particularly delineated and coloured red on the map.

2. Approximately 630 square metres of A12 Westlink at its western side extending for approximately 46 metres in a generally northerly direction from its junction with B38 Grosvenor Road more particularly delineated and coloured red on the map.

3. Approximately 460 square metres of A12 Westlink at its eastern side extending for approximately 33 metres in a generally northerly direction from its junction with B38 Grosvenor Road more particularly delineated and coloured red on the map.

PART IV

THE NEW ROADS TO BE CONSTRUCTED AS SPECIAL ROADS

1. Approximately 340 metres of slip road extending in a generally north-easterly direction from the junction of A12 Westlink with A12 Broadway roundabout to a point approximately 340 metres north of that junction more particularly delineated, coloured purple and marked S5 on the map.

2. Approximately 70 metres of slip road extending in a generally easterly direction from a point on A12 Westlink approximately 610 metres from its junction with A12 Broadway roundabout to its junction with U0635 Mulhouse Road more particularly delineated, coloured purple and marked S6 on the map.

3. Approximately 115 metres of slip road extending in a generally easterly direction from the junction of A12 Westlink with U0635 Mulhouse Road to a point approximately 115 metres east of that junction more particularly delineated, coloured purple and marked S7 on the map.

4. Approximately 360 metres of slip road extending in a generally northerly direction from a point on A12 Westlink approximately 280 metres north of its junction with U0635 Mulhouse Road to its junction with B38 Grosvenor Road more particularly delineated, coloured purple and marked S8 on the map.

5. Approximately 520 metres of underpass extending in a generally northerly direction from a point on A12 Westlink approximately 250 metres south of its junction with B38 Grosvenor Road to a point

approximately 240 metres north of that junction more particularly delineated, edged black and coloured purple on the map.

6. Approximately 420 metres of slip road extending in a generally southerly direction from the junction of A12 Westlink with B38 Grosvenor Road to a point approximately 420 metres south of that junction more particularly delineated, coloured purple and marked S9 on the map.

7. Approximately 110 metres of slip road extending in a generally westerly direction from the junction of A12 Westlink with a private road situated approximately 25 metres north of No.24 Iverna Close (U0637) to a point approximately 110 metres west of that junction more particularly delineated coloured green and marked S10 on the map.

8. Approximately 650 metres of segregated road extending in a generally northerly direction from its junction with A12 Broadway roundabout to its junction with U0637 Roden Street more particularly delineated and coloured green on the map.

9. Approximately 330 metres of slip road extending in a generally southerly direction from a point on A12 Westlink approximately 320 metres from its junction with U0637 Roden Street to A12 Broadway roundabout more particularly delineated, coloured purple and marked S11 on the map

PART V

THE ROAD TO BE ABANDONED

Approximately 125 metres of A12 Westlink consisting of subterranean passage and footpath (ramps and steps leading to subway) running in a generally east-west direction from a line approximately 35 metres north of its junction with B38 Grosvenor Road more particularly delineated and coloured yellow on the map.

PART VI

THE ROADS TO BE STOPPED-UP

1. U0637 Roden Street at its junction with A12 Westlink more particularly delineated and shown by the line A-B on the map.

2. A12 Westlink at a line approximately 15 metres north of its junction with U0637 Roden Street more particularly delineated and shown by the line C-D on the map.

3. The existing A12 Grosvenor Road roundabout and the northbound and southbound slip roads to and from A12 Westlink respectively at B38 Grosvenor Road more particularly delineated and shown by the line E-F on the map.

PART VII

THE NEW BRIDGES AND EMBANKMENT TO BE CONSTRUCTED AS SPECIAL AND TRUNK ROAD AND PART OF THE M1 MOTORWAY AND T3

Approximately 90 metres of new bridges and embankment extending in a generally south-westerly direction for approximately 45 metres and in a generally north-easterly direction for approximately 45 metres from the centre point of the existing bridge which carries the M1 (T3) motorway over A55 (T14) Stockman's Lane roundabout more particularly delineated, coloured blue and marked B1, B2 and E1 on the map.

EXPLANATORY NOTE

(This note is not part of the Order)

This Order provides that the new underpass to take the M1 (T3) motorway under A12 Broadway roundabout together with two new bridges and an embankment, five sections of improved M1 (T3) motorway carriageway, seven sections of improved slip road and a small section of A12 Westlink shall be special road subject to motorway traffic restrictions and be part of the Belfast-Ballygawley-Londonderry Trunk Road T3.

The Order also provides that A12 Westlink, including seven slip roads and a new underpass to take A12 Westlink under B38 Grosvenor Road together with a length of segregated road shall be special road and may be used by all classes of traffic except pedestrians and cyclists. The Department is satisfied that alternative facilities for pedestrians and cyclists displaced from A12 Westlink will be provided.

The Order amends the M1-M2 Link (Belfast) Order (Northern Ireland) 1983 to exclude cyclists from that section of A12 Westlink which is not the subject of this Order.

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

Improved junctions and connecting roads at A55 (T14) Stockman's Lane roundabout, A12 Broadway roundabout and B38 Grosvenor Road together with a reconstructed footbridge across A12 Westlink at U0637 Roden Street which are not the subject of the Order are shown coloured orange and hatched black respectively on the map for the purpose of clarification.

The map referred to above means Drawing No. M1WL/11/1/4 marked "M1-M2 Link (Belfast) Order (Northern Ireland) 2003" copies of which have been deposited for inspection at the Department's Roads Service offices, Headquarters, Room 2-01, Clarence Court, 10-18 Adelaide Street, Belfast BT2 8GB and Eastern Division, Hydebank, 4 Hospital Road, Belfast BT8 8JL.

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