1990 No. 318

ROADS

M2–T1 (Belfast Cross Harbour Bridge and Road Link) Order (Northern Ireland) 1990

Made	*29th August 1990*
Coming into operation . .	*8th October 1990*

WHEREAS the Department of the Environment (in this Order referred to as "the Department") proposes to construct the road described in Part I of Schedule 1 and considers it expedient to designate it as a special road;

AND WHEREAS the Department considers it expedient for the purpose of improving the trunk system that the roads proposed to be constructed as described in Part II of Schedule 1 should be designated as trunk road;

AND WHEREAS the Department being of the opinion that the roads described in Part III of Schedule 1 are no longer necessary for road traffic proposes to abandon the said roads;

AND WHEREAS the Department proposes on the completion of works providing alternative facilities for road traffic to stop-up the roads described in Part IV of Schedule 1;

AND WHEREAS the Department proposes to provide for the construction, as part of the cross harbour road link, the bridge described in Schedule 2, over the navigable waters of the River Lagan in the City of Belfast having taken into consideration the reasonable requirements of navigation over the waters affected by the proposal;

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

AND WHEREAS five objections were received and two were not subsequently withdrawn, the Department, after due consideration, dispensed with an inquiry being satisfied that it was unnecessary to hold one;

NOW THEREFORE the Department, in exercise of the powers conferred on it by Articles 4(1) and (2), 13(1), 14(1), 18(1) and (2) 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:

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

Citation, commencement and interpretation

1.—(1) This Order may be cited as the M2–T1 (Belfast Cross Harbour Bridge and Road Link) Order (Northern Ireland) 1990 and shall come into operation on 8th October 1990.

(2) In this Order "the map" means Drawing No. D2/01/25A and marked "M2–T1 (Belfast Cross Harbour Bridge and Road Link) Order (Northern Ireland) 1990", copies of which have been deposited at Roads Service, Belfast Division, Hydebank, 4 Hospital Road, Belfast BT8 8JL; at Roads Service Headquarters, Commonwealth House, 35 Castle Street, Belfast BT1 1GU; and at Belfast Development Office, Clarendon House, 9-21 Adelaide Street, Belfast BT2 8NR.

Designation of special road

2. The road described in Part I of Schedule 1 shall be a special road.

Direction as to trunk road

3. The roads described in Part II of Schedule 1 shall become trunk road and be part of the Belfast-Bangor trunk road T1.

Abandonment of roads

4. The roads described in Part III of Schedule 1 are hereby abandoned.

Stopping-up of roads

5. 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 roads described in Part IV of Schedule 1 shall be stopped-up.

Classification of traffic

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

Construction of bridge

7. The Department shall construct the bridge described in Schedule 2 as part of the cross harbour road link.

Sealed with the Official Seal of the Department of the Environment on 29th August 1990.

(L.S.) *E. J. Galway*
Assistant Secretary

SCHEDULE 1 Articles 2, 3, 4, 5 and 6

PART I

The road to be a special road

The cross harbour link road extending approximately 1,920 metres from a point on the M2 motorway approximately 180 metres south of Dock Street in a generally easterly direction to the Sydenham By-Pass including a southbound slip road from the M2 motorway extending approximately 60 metres towards Nelson Street; an eastbound slip road from the cross harbour link road extending approximately 300 metres to Middlepath Street; a westbound slip road from the cross harbour link road extending approximately 180 metres to Nelson Street; an eastbound slip road from Nelson Street extending approximately 180 metres to the cross harbour link road; and a westbound slip road from Middlepath Street extending approximately 200 metres to the cross harbour link road all in the City of Belfast and more particularly delineated and outlined red on the map.

PART II

The roads to be trunk road

A new road extending in a generally easterly direction approximately 770 metres from Middlepath Street at a point approximately 310 metres from its junction with Station Street and a westbound slip road from the Sydenham By-Pass extending approximately 210 metres towards Bridge End all in the City of Belfast and more particularly delineated and outlined blue on the map.

PART III

The roads to be abandoned

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

Great George's Street, Tomb Street, Gamble Street, Steam Mill Lane, Scrabo Street and Dalton Street.

PART IV

The roads to be stopped-up

The eastbound lane of Sydenham By-Pass shall be stopped-up to vehicular traffic at its junction with Middlepath Street and to road traffic at lines approximately 100 metres and 450 metres east of that junction more particularly delineated and shown by the lines A–B, C–D and E–F respectively on the map. Little Corporation Street shall be stopped-up to road traffic at a line approximately 90 metres west of its junction with Corporation Street more particularly delineated and shown by the line G–H on the map.

SCHEDULE 2 Article 7

BELFAST CROSS HARBOUR BRIDGE

Points of commencement and termination

The centre line of the bridge shall extend from a point on the west bank of the River Lagan approximately 310 metres north of the Queen Elizabeth Bridge to a point on the east bank approximately 215 metres north of the Queen Elizabeth Bridge more particularly delineated and hatched yellow on the map.

Minimum spans, headway and waterways

Minimum centre span	60 metres between centres of supports
Minimum side spans	50 metres between centres of supports
Minimum headway	4.5 metres above mean high water spring tides
Minimum centre span waterway	55 metres
Minimum side span waterways	35 metres

EXPLANATORY NOTE

(This note is not part of the Order.)

This Order provides that the new road to link the M2 with the Sydenham By-Pass shall be a special road subject to motorway traffic restrictions.

The Order also provides for the construction of a bridge to carry the special road over the navigable waters of the River Lagan.

The Order also provides that the new road from Middlepath Street to the Sydenham By-Pass and the westbound slip road from the Sydenham By-Pass running towards Bridge End shall be trunk road and shall form part of the Belfast-Bangor trunk road T1.

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

Other proposed new connecting roads which are not the subject of the Order are outlined brown on the map for the purpose of clarification.

The map referred to above means Drawing No. D2/01/25A marked "M2–T1 (Belfast Cross Harbour Bridge and Road Link) Order (Northern Ireland) 1990", copies of which have been deposited for inspection at the offices of the Divisional Roads Manager, Department of the Environment, Roads Service, Hydebank, 4 Hospital Road, Belfast BT8 8JL; at Roads Service Headquarters, Commonwealth House, 35 Castle Street, Belfast BT1 1GU; and at the Belfast Development Office, Clarendon House, 9-21 Adelaide Street, Belfast BT2 8NR.