Revocation

1. The Emergency Regulations (Northern Ireland) 1966 are hereby revoked.

Short Title

2. These Regulations may be cited as the Emergency (Revocation) Regulations (Northern Ireland) 1966.

Given at Government House, Hillsborough, this 8th day of July 1966.

H. V. Kirk
R. W. B. McConnell
Wm. J. Morgan

1966. No. 159

As this Order has been classified as local it is not printed at length in this volume. A summary is given in the List of Statutory Rules and Orders of a Local Character under the heading GAS.

1966. No. 160 **[C]**

ROAD TRAFFIC

Speed Limits

ORDER*, DATED 6TH JUNE, 1966, MADE BY THE MINISTRY OF HOME AFFAIRS UNDER SECTION 23(4) OF THE ROAD TRAFFIC ACT (NORTHERN IRELAND) 1955.

The Ministry of Home Affairs, in exercise of the powers conferred on it by section 23(4) of the Road Traffic Act (Northern Ireland) 1955(a) (hereinafter referred to as "the Act"), and all other powers enabling it in that behalf, hereby orders and directs as follows:—

Citation and Commencement

1. This Order may be cited as the Roads (Speed Limit) (No. 2) Order (Northern Ireland) 1966 and shall come into operation on 4th July, 1966.

Revocation of Previous Order and Directions

2. The Roads (Sydenham By-Pass Speed Limit) Order (Northern Ireland) 1961(b), and the directions contained in the Roads (Speed Limit) Order

(a) 1955. c. 27. (b) S.R. & O. (N.I.) 1961, No. 53.

*This Order was affirmed by Resolutions of the House of Commons on the 29th day of June, 1966 and of the Senate on the 5th day of July, 1966.

(Northern Ireland) 1956(**a**) and in the Roads (Speed Limit) (No. 2) Order (Northern Ireland) 1959(**b**), relative to the lengths of road specified in the First Schedule to this Order, are hereby revoked.

Speed Restrictions on Certain Roads

3. Each of the lengths of road specified in the Second Schedule shall be a restricted road for the purposes of section 23 of the Act.

Increase of Speed Limit

4. As respects the lengths of road specified in the Third Schedule, the rate of speed fixed by section 23(1) of the Act shall be increased to forty miles an hour.

5. As respects the lengths of road specified in the Fourth Schedule, the rate of speed fixed by section 23(1) of the Act shall be increased to fifty miles an hour.

De-restriction of Certain Roads

6. Each of the lengths of road specified in the Fifth Schedule shall not be a restricted road for the purposes of the said section 23.

Sealed with the Official Seal of the Ministry of Home Affairs for Northern Ireland this 6th day of June, 1966, in the presence of

(L.S.) *J. W. E. Cathcart,*
Assistant Secretary.

FIRST SCHEDULE

1. The Sydenham By-Pass, Belfast and Co. Down, from its junction with Newtownards Road, Belfast, to its junction with Tillysburn Roundabout, Co. Down.
2. The Antrim-Belfast Road, Trunk Road No. T.7, Co. Antrim, from the junction with Bourlon Road, Antrim, to a point approximately 120 yards west of the junction with the Islandreagh Road, a distance of approximately 3,850 yards.
3. The Broughshane-Ballymena Road, Class I No. A.42, Co Antrim, from a point 50 yards south-west of the junction with the Broughshane-Clough Road, Class II No. B.94, to a point approximately 380 yards south-west of this junction.
4. The Broughshane-Ballymena Road, Class I No. A.42, Co. Antrim, from a point approximately 880 yards south-west of the junction with the Broughshane-Clough Road, Class II No. B.94, to a point approximately 2,080 yards south-west of this junction.
5. The Randalstown-Portglenone Road, Class II No. B.52, Co. Antrim, from a point 40 yards north of the junction with the Randalstown-Ahoghill Road, Class II No. B.93, to a point approximately 805 yards north of this junction.
6. Castlewellan Station Road, Castlewellan, Co. Down, from a point approximately 400 yards north-east of the junction with the Maghera Church Road to the north-east junction with the Downpatrick-Newry Road, Class I No. A.25.
7. Moy Road, Trunk Road No. T.3, Dungannon, Co. Tyrone, from a point 50 yards south of the junction with Wellington Road to a point approximately 1,000 yards south of this junction.

(a) S.R. & O. (N.I.) 1956, No. 124. (b) S.R. & O. (N.I.) 1959, No. 175.